Indiana Department of Transportation

County Lake Route Chicago Street Des. No. 1297017

FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	Chicago Street / Lake
Designation Number:	1297017
Project Description/Termini:	Reconstruction and widening of the Chicago Street corridor from the Indiana/Illinois state line to White Oak Avenue, the eastern Hammond city limits. The Chicago Street corridor utilizes three streets: Gostlin Street (from the Indiana/Illinois state line to Sheffield Avenue), Sheffield Avenue (from Gostlin Street to Chicago Street), and Chicago Street (from Sheffield Avenue to White Oak Avenue).

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
X	**Environmental Assessment (EA)** – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval _____ ESM Signature _____ Date _____ ES Signature 3/16/2015 Date

_____ FHWA Signature March 16, 2015 Date released for public comment

Release for Public Involvement

_____ ESM Initials _____ Date _____ ES Initials _____ Date

Certification of Public Involvement _____ Office of Public Involvement _____ Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env. Reviewer Signature: _____ Date: 3/16/2015

Name and Organization of CE/EA Preparer: Briana M. Hope and Amy L. Marlatt, American Structurepoint, Inc.

Part I - PUBLIC INVOLVEMENT

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

	Yes	No
Does the project have a historic bridge processed under the Historic Bridges PA*?		X
If No, then:		
Opportunity for a Public Hearing Required?	X	

**A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.*

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Remarks:

A Public Involvement Plan was prepared to outline the steps to be taken to engage the public in the project development. The Public Involvement Plan is included in Appendix F, Page F-1 to F-7. Public involvement activities include the following.

Project Website

The project website, www.GoChicagoStreet.com, is periodically updated with project-related information including:

- Project news, updates, and press releases
- Project schedules
- Listings of project meetings
- Summaries of prior public meetings
- Copies of various project-related documents
- Contact information for providing comments
- Project maps
- Links to related webpages including Northwestern Indiana Regional Planning Commission (NIRPC), Indiana Department of Transportation (INDOT), and Federal Highway Administration (FHWA).

Press Releases and Public Notices

Press releases are provided by the project management team at key project milestones. These press releases are distributed to regional media including television, radio, and newspapers. Press releases are also posted to the City of Hammond's webpage and the project website.

A Notice of Public Information Meeting and Planned Improvement was published on April 22, 2013 and April 29, 2013 in *The Times of Northwest Indiana,* and on May 1, 2013 in the *Post Tribune,* advertising two public information meetings to be held on May 7, 2013. The notice was also mailed to adjacent property owners. A copy of this public notice is included in Appendix F, Page F-8 to F-15. A summary of the public meetings is provided below.

A Legal Notice of Historic Effect and Section 4(f) Property Effect was published in *The Times of Northwest Indiana* on July 25, 2013 and the *Post Tribune* on July 27, 2013. The notice was also mailed to Section 106 Consulting Parties. A copy of this notice is included in Appendix C, Page C-45 to C-49. A thirty (30) day public comment period, ending on August 30, 2014, was offered. No comments were received.

Public Meetings

Two public information meetings were held on May 7, 2013. The first meeting was held at City Hall at 12:30 p.m. and was attended by approximately 35 people. The second meeting was held at Washington Irving

Middle School at 6:00 p.m. and was attended by approximately 25 people. The purpose of these meetings was to discuss the project's purpose and need, the alternatives being investigated, and to provide an opportunity for the public to comment on the proposed project. Conceptual plans of the proposed project were on display for public review. Comment sheets were available at the meetings. One written comment was received from a property owner along the project corridor. The comment was in favor of Alternative 1.4 and cited property damage, safety concerns, and noise as negative existing conditions along the corridor. Public information meeting materials are located in Appendix F, Page F-8 to F-44.

Other Group Meetings

Community Advisory Committee (CAC) applications were made available at the May 7, 2013 public information meeting. All applications received were accepted. A CAC Meeting was held July 23, 2013 at the Hammond City Library at 6:30 p.m. The meeting was attended by sixteen people and provided an overview of the project along with a discussion of the design issues and community concerns related to the project. The meeting's discussion was mostly centered on general project topics such as aesthetics, flooding, and snow removal. When asked to identify what they felt were the benefits of the project, CAC members cited investment in the community, bringing people back to the north side of the city, creating a boulevard, safety, and creating a noise buffer as being the primary benefits. The CAC members identified property acquisition and concerns regarding use of the roundabout, particularly by the elderly population, as being the negative aspects of the project. A copy of the meeting's agenda, handout sheets, sign in sheets, and meeting minutes are included in Appendix F, Page F-45 to F-71. A second CAC meeting will be held after environmental approval as the project team moves forward with design.

Additional Outreach

In addition to the webpage, press releases, mailings to adjacent property owners, and legal notices typically utilized for project outreach, other non-traditional methods have been incorporated into the public involvement process for the proposed project. These methods include the use of lawn signs and flyers posted along the project corridor and announcements made via social media to distribute information on public meetings and project milestones. Additionally, project team contact information is included on the project website, including a dedicated project email address and consultant and city contact information. This has been done in an effort to provide the community with a consistent and easy method to reach the project team with comments and concerns.

Public Hearing

In accordance with the Indiana Department of Transportation (INDOT) Public Involvement Policy, regulation 23 CFR 771.111(h)(2)(iii), a public hearing will be held. The hearing will be scheduled after the approval of the Environmental Assessment (EA) document. The EA document will be made available for public review for a period of at least thirty (30) days. The public hearing will be advertised in local news media. Each identified property owner along the project corridor, as well as elected officials with an interest in the project, may be sent a copy of the public notice. The public hearing will include an informal open house, formal presentation, and formal public comment period. Comments will be accepted for thirty (30) days following the hearing. Comments or concerns brought forth by the public during this process will be documented and addressed in the Finding of No Significant Impact (FONSI) request document which will be submitted to FHWA.

Public Controversy on Environmental Grounds	**Yes**	**No**
Will the project involve substantial controversy concerning community and/or natural resource impacts?		X

Remarks: There is no known substantial controversy concerning this project with respect to community and/or natural resource impacts.

Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: City of Hammond, Indiana INDOT District: LaPorte
Local Name of the Facility: Chicago Street, Gostlin Street, Sheffield Avenue

Funding Source (*mark all that apply*): Federal [X] State [X] Local [X] Other* [ ]

*If other is selected, please indentify the funding source: _____

PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

The **purpose** of this proposed action is to improve safety, reduce congestion, enhance mobility, address deteriorating infrastructure, and create a unified east-west corridor along the Chicago Street corridor (former SR 312) from the Indiana/Illinois state line to White Oak Avenue, the eastern Hammond city limits.

The **need** of this proposed action is a result of existing safety, congestion, deteriorating infrastructure, and mobility concerns as well as a lack of an east-west corridor through the City of Hammond.

Safety

Safety issues along the corridor include substandard horizontal curvature, substandard intersection turning radii, lack of designated turning lanes, unrestricted access, and poorly defined lane configurations. According to 2010-2012 accident data (Appendix I, Page I-100 to I-104) provided by the City of Hammond, the 2.1 mile long project corridor averaged 80 crashes a year or almost one crash every 4.5 days, with roughly 20 percent of these crashes resulting in either an injury or fatality and the remaining 80 percent resulting in property damage. Approximately 29 percent of the crashes annually were rear end collisions which are often the result of vehicles stopped in the travel lane due to congestion at intersections or vehicles stopped to turn into one of the numerous access points which line the project corridor.

In addition, Chicago Street is a designated truck route through Hammond, with approximately 2,700 commercial vehicles (20-percent of the Annual Average Daily Traffic (AADT)) traveling this route daily. Given the existing variable lane widths; poor roadway geometry at Gostlin Street near the Indiana/Illinois state line; the tight turning radius at the intersection of Gostlin Street and Sheffield Avenue; and the 90 degree turn and three-way stop at the intersection of Sheffield Avenue and Chicago Street, commercial vehicles maneuvering this corridor frequently experience difficulty. Vehicles, particularly semi-trailers, depart the pavement at intersections with substandard turning radii, traversing the sidewalks and residential property. These conditions result in the loss of loads; cause damage to curbs, sidewalks, and private property; and create a safety concern for pedestrians and bicyclists along the project corridor.

Congestion Mitigation

As part of the NIRPC Congestion Management Process (CMP), all regionally significant projects are evaluated for their potential impact on congestion relief prior to being amended into the Comprehensive Regional Plan. The goal of the CMP is to first relieve congestion through the implementation of demand management strategies, such as car pool promotion and school pool promotion; then growth management strategies, such as promotion of more transit and cargo oriented development and improvements to land use patterns; and finally transportation system strategies. If all recommended alternate strategies prove incapable of relieving congestion within the corridor, then capacity expansion may be considered.

In September 2011, the project corridor was evaluated by NIRPC's Congestion Management Committee (CMC). The evaluation identified traffic congestion issues at a number of locations along Chicago Street. As indicated above, commercial vehicle traffic accounts for approximately 20 percent of the traffic along the project corridor. Large semi-trucks have a difficult time maneuvering turns along the project corridor, especially at the intersection of Gostlin Street

and Sheffield Avenue and the intersection of Sheffield Avenue and Chicago Street. Semi-trucks frequently encroach on the opposing travel lane and/or adjacent sidewalk when making these turns and occasionally strike roadside barriers. The inability of large vehicles to easily maneuver through these intersections causes both traffic delays and safety concerns.

Another cause of congestion is the inconsistent lane structure along the Chicago Street corridor. West of the Indiana/Illinois state line, Brainard Avenue is comprised of two lanes in each direction and only one lane in each direction east of the Indiana/Illinois state line. East of Calumet Avenue (US 41), the Chicago Street corridor is comprised of two lanes in each direction. West of Calumet Avenue, the Chicago Street corridor is comprised of only one lane in each direction.

The NIRPC *Congestion Management Evaluation Form for Capacity Adding TIP Projects for the Chicago Avenue Reconstruction and Widening Project* indicates congestion and substandard level of service throughout the project corridor. Level of service (LOS) is a scale (A through F) which classifies operating conditions of roads. According to INDOT standards, an LOS of A, B, or C indicates a roadway is operating acceptably. Depicted below in Table 1 is a summary of the 2008 and projected 2040 traffic conditions along the Chicago Street corridor from the Congestion Management Evaluation Form.

Table 1. NIRPC's Congestion Management Evaluation Form

Criteria	Score	Level of Service
Total Volume /Capacity (V/C) Ratio for 2008	.57	C
AM V/C Ratio for 2008	.64	C
PM V/C Ratio for 2008	.58	C
Offpeak V/C Ratio for 2008	.50	C
Projected Total V/C Ratio for 2040	1.03	F
Projected AM V/C Ratio for 2040	1.02	F
Projected PM V/C Ratio for 2040	1.01	F
Projected Offpeak V/C Ratio for 2040	1.05	F
Average Speed/Posted Speed 2008	8.18/35 MPH = 23%	F
Average Speed/Posted Speed 2040	13.76/35 MPH= 39%	E
Total Level of Service		**D**

Mobility

The vision for Northwest Indiana, as indicated in *NIRPC's 2040 Comprehensive Regional Plan: A Vision for Northwest Indiana* (CRP), is focused on new growth and development in existing core urban areas, where infrastructure and urban service are readily available. Increasing the mobility, accessibility, and transportation options for people and freight was identified as one of the primary transportation goals in the CRP. The objectives of this goal, as they relate to freight mobility, include improving freight facilities connecting the region to national and global markets, reducing congestion on major freight routes, and integrating local, regional, and national transportation systems to facilitate the movement of freight between modes. The plan further identifies the need for a direct route between industrial facilities located in Illinois and Indiana. Chicago Street is currently a designated truck route through Hammond with approximately 2,700 commercial vehicles (20-percent of the AADT) traveling this route daily. To improve the mobility of people, Complete Streets are prioritized in the CRP. Complete Streets are streets designed to enable safe access for all roadway users, including pedestrians, bicyclists, motorists, and public transit users.

Deteriorating Infrastructure

The existing asphalt pavement is severely deteriorated with significant cracking, including severe transverse cracking and block and edge cracking, and patching visible throughout the entire corridor. The pavement rating of "poor" or "structural improvements required" was assigned based on Pavement Surface Evaluation and Rating (PASER) Manual (Transportation Information Center, 2002). Curbs and sidewalks along the corridor are deteriorated due to age and being struck by vehicles making tight radius turns.

Develop an East-West Corridor

A need exists for an east-west corridor that connects the industrial areas which lie west of the project area with the manufacturing and commercial areas which lie east of the project area. Currently there is no feasible alternative east-west corridor which connects these two areas within the vicinity of the project corridor.

As previously indicated, commercial vehicle traffic accounts for approximately 20 percent of the traffic within the project corridor. The combination of large truck volumes and the existing substandard intersection turning radii results in congestion and unsafe conditions for other motorists, pedestrians, and bicyclists along the corridor.

The project corridor is vital to many companies for the sale, manufacture, and distribution of their goods and services. Among these is the Lear Corporation, located at 1401 165th Street in Hammond, which manufactures seats and transports them via truck along the project corridor to the Ford manufacturing plant located at 12600 South Torrance Avenue in Illinois. Another example is Scrap Metal Services, located at 13830 Brainard Avenue in Burnham, Illinois, which uses the project corridor to transport scrap metal from steel mills and petroleum facilities located in the cities of Hammond and East Chicago, Indiana. In addition, the following industrial sites are located along or near the project corridor and utilize the designated truck route for transportation: Arrow Terminals – Kindermorgan, LZ Lamforder Company, Dakota System, American Sweetener Corporation, LaFarge North America, Chicago Enterprise Center, Calumet Lubricants, Calumet Container, Cargill, and Atlas Tube.

Furthermore, as the primary arterial for traffic entering the State of Indiana and the City of Hammond from Illinois and East Chicago, the Chicago Street corridor is a gateway into Hammond from both the east and the west. A secondary goal of the City of Hammond is to provide a gateway corridor into their community which includes appropriate sidewalks, curb and gutters, and lighting.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Lake Municipality: City of Hammond

Limits of Proposed Work: Gostlin Street (from the Indiana/Illinois state line to Sheffield Avenue), Sheffield Avenue (from Gostlin Street to Chicago Street), and Chicago Street (from Sheffield Avenue to White Oak Avenue)

Total Work Length: 2.1 Mile(s) Total Work Area: 29.5 Acre(s)

	Yes[1]	No
Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?		X
If yes, when did the FHWA grant a conditional approval for this project?	Date:	

[1]*If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.*

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

Existing Conditions

The Chicago Street corridor (former SR 312) is classified as a Minor Arterial from the Indiana/Illinois state line to Calumet Avenue. East of Calumet Avenue, it is classified as a Principal Arterial. In 2009, the City of Hammond initiated discussions with INDOT regarding relinquishment of the SR 312 corridor to the city. The City requested relinquishment of this roadway due to poor maintenance of the roadway and the City's desire to upgrade the project corridor to an urban gateway to the city. INDOT relinquished SR 312 to the City of Hammond in 2011 with the agreement that the corridor would remain a designated truck route. See Appendix I, Page I-105 to I-119 for a copy of the Road Transfer Memorandum of Agreement.

The existing storm water infrastructure consists of roadway inlets that lead to an enclosed storm sewer system, which outlets into the Grand Calumet River. The surrounding land use is a mix of residential, institutional, commercial, and light industrial, with many of the building faces located at the existing right-of-way line.

The Chicago Street corridor utilizes three streets: Gostlin Street (from the Indiana/Illinois state line to Sheffield Avenue), Sheffield Avenue (from Gostlin Street to Chicago Street), and Chicago Street (from Sheffield Avenue to White Oak Avenue).

- Gostlin Street consists of two 20-foot wide travel lanes. Curb is sporadic through this segment. West of Wabash Avenue, sidewalk is present on both sides of the roadway and offset approximately 12-feet behind the back of curb. Between Wabash Avenue and Sheffield Avenue, the sidewalk is not offset from the roadway.
- Sheffield Avenue consists of two 17-foot wide travel lanes with a 12-foot wide parking lane located adjacent to the northbound lane. No curb is present along this segment of Sheffield Avenue. Sidewalk is present on both sides of the roadway with no offset from the roadway.
- Chicago Street, from Sheffield Avenue to Calumet Avenue, consists of two 12-foot wide travel lanes with a 9-foot wide parking lane adjacent to both travel lanes. Curb is sporadic through this segment. Sidewalk is present on both sides of the roadway with no offset from the parking lane.
- Chicago Street, between Calumet Avenue and White Oak Avenue, consists of four 12-foot wide travel lanes with a 9-foot wide unimproved shoulder. Curb is sporadic through this segment. Sidewalk is present on both sides of the roadway with no offset from the shoulder. Adjacent residents often park their vehicles on the unimproved shoulder.

Logical Termini

The western terminus is the western limits of the City of Hammond and the Indiana state border with Illinois. The eastern terminus is the eastern limits of the City of Hammond.

Scope of Work – Preferred Alternative

In order to individually address the unique issues in different section of the corridor, the project is broken into four segments:

- Segment 1: Gostlin Street, from the Illinois/Indiana state line to Sheffield Avenue
- Segment 2: Sheffield Avenue, from Gostlin Street to Chicago Street, and Chicago Street from Sheffield Avenue to Hohman Avenue
- Segment 3: Chicago Street from Hohman Avenue to Baltimore Avenue
- Segment 4: Chicago Street from Calumet Avenue to White Oak Avenue

The overall preferred alternative for the corridor was selected by determining the preferred alternative for each of the four segments. The preferred alternative includes Segment Alternative 1.4, Segment Alternative 2.3, Segment Alternative 3.2, and Segment Alternative 4.2 (described in detail below). The preferred alternative would consist of approximately 2.1 miles of road reconstruction. The two proposed roundabouts would consist of a one-lane 18-foot wide circulatory roadway, 16-foot wide truck apron, and an 82-foot diameter center island. New concrete curb and gutter, enclosed storm sewer, and sidewalks would be installed throughout the project corridor.

Segment Alternative 1.4 Off-Alignment, Roundabout

The typical section of the realigned roadway would consist of two 12-foot wide travel lanes in each direction, a 17-foot wide raised median, and a 5-foot wide sidewalk offset 5 feet to the north of the roadway. The horizontal curve radius on Gostlin Street near the Indiana/Illinois state line would be corrected in order to meet INDOT design standards for a 40 mph design speed. The 40 mph design speed is intended to serve as a transition between the 45 mph speed limit in Illinois and the 35 mph speed limit in Indiana. This correction would be made by realigning the roadway to the south. The existing Gostlin Street would be retained and improved. Clark Avenue, Grover Avenue, and Wabash Avenue would not connect to the realigned roadway. Traffic from these streets would use Dearborn Avenue to connect to the realigned roadway. The existing Gostlin Street would no longer connect to Brainard Avenue or Sheffield Avenue. The intersection of the realigned roadway and Sheffield Avenue would be reconstructed as a one-lane roundabout with a right turn bypass lane from eastbound Gostlin Street to southbound Sheffield Avenue.

Segment Alternative 2.3 Free Flow with Roundabout

The typical section of this roadway segment would consist of one 12-foot wide travel lane in each direction, a 14-foot wide two-way left-turn lane, and a 6-foot wide sidewalk on both sides of the roadway. The existing three-way stop intersection at Sheffield Avenue and Chicago Street would be realigned and replaced with a continuous flow curve. A one-lane roundabout with a right turn partial bypass lane from westbound Chicago Street to northbound Hohman Avenue would be constructed at the existing intersection of Chicago Street and Hohman Avenue.

Segment Alternative 3.2 Widening the Curves

The typical section of this roadway segment would consist of two 12-foot wide travel lanes in each direction and a 6-foot wide sidewalk on both sides of the roadway. Chicago Street would be widened generally along the existing centerline. The roadway would be realigned slightly north between Towle Avenue and Henry Avenue, and slightly south between Henry Avenue and Torrence Avenue in order to minimize potential right-of-way and residential acquisitions.

Segment Alternative 4.2 Reconstruction

The typical section of this roadway segment would consist of two 12-foot wide travel lanes in each direction and a reconstructed 6-foot wide sidewalk on each side of the roadway.

Satisfaction of Project Purpose and Need

Safety

The preferred alternative addresses the existing safety need by reducing the number of access points between the western project limits and Sheffield Avenue, correcting horizontal curve radii and substandard intersection turning radii, and adding designated turn lanes.

Congestion Mitigation

According to the NIRPC analysis, the addition of travel lanes, demand management strategies, and roadway improvements is anticipated to improve the LOS of the project corridor from LOS D to LOS A. Table 2 provides a summary of the strategies considered by the CMP and the resulting impact on the LOS. As indicated below in Table 2, a combination of added travel lanes, demand management, and roadway improvements would yield the greatest level of service improvement.

Table 2. NIRPC Transportation Strategies to Improve LOS

	Level of Service
LOS 2008	D
LOS with Demand Management* 2008	D
LOS with Demand Management & Improvements 2008	C
LOS with Demand Management & Added Travel Lanes 2008	B
LOS with Added Travel Lanes, Demand Management, and Improvements 2008	A

**Demand Management includes strategies such as car pool promotion and school pool promotion*

Mobility

The preferred alternative improves mobility by correcting horizontal curve radii and intersection turning radii, allowing commercial trucks to navigate the corridor easier and faster. The proposed roundabouts feature mountable truck aprons to allow trucks ample room to drive around the roundabouts. Mobility for pedestrians and bicyclists is also improved due to upgrades to sidewalks including ADA-compliance, construction of roundabouts for safer pedestrian street crossings at intersections, and the addition of shoulders where feasible.

Deteriorating Infrastructure

The preferred alternative would improve the condition of the roadway, sidewalks, and curbs throughout the project corridor. The storm and sanitary sewer would also be improved throughout the project corridor.

Develop and East-West Corridor

The preferred alternative would provide an east-west corridor through the City of Hammond and would effectively connect the industrial, manufacturing, and commercial areas identified in the project need with a roadway capable of handling heavy commercial truck traffic.

For the entire proposed project, a total of approximately 7.48 acres of new permanent and 2.34 acres of temporary right-of-way would be required. Based on 2016 costs, the estimated cost of the project is $19,606,577.

OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

No Build Alternative

This alternative would leave the existing Chicago Street corridor as it currently exists and would not include any safety improvements to the existing infrastructure.

This alternative is feasible and would avoid impacts to environmental justice communities and other resources along the project corridor. The geometrics of the existing roadway do not meet the current design standards, resulting in continued safety concerns. Additionally, this alternative does not address congestion management or enhancement of the east-west travel corridor through Hammond. This alternative would not be prudent as it does not meet the purpose and need for the proposed project. Therefore, this alternative was dismissed from further consideration.

ALTERNATIVE CORRIDORS

Several other roadways currently included in the highway system were analyzed for their potential to meet the purpose and need. Ultimately, all alternative corridors were dismissed from further analysis because they would fail to address the existing deteriorated conditions along the Chicago Street corridor. No local roadway alternative corridors were analyzed because this would require an alteration of the designated truck route along the former SR 312. During the relinquishment process, the City of Hammond agreed that the former SR 312 would remain a designated truck route. See Appendix I, Page I-105 to I-119 for a copy of the Road Transfer Memorandum of Agreement.

Alternative Corridor Utilizing I-80 / I-94

I-80/94 is an interstate freeway that runs east-west across Lake County. This roadway is located approximately 3.75 miles south of the Chicago Street corridor. According to the NIRPC CRP, the I-80/94 corridor had a LOS ranging from D to LOS F in 2008. This roadway currently carries up to 35,000 commercial vehicles per day and is a major through road for freight.

Traffic traveling between the East Chicago/Hammond border to the Indiana/Illinois state line/Hammond border, the termini for the proposed project, would have to travel 19.2 miles to reach the same termini via SR 152, I-80/94, and Brainard Avenue instead of the 2.6 miles between SR 152 and the western project limits via the existing corridor. It should also be noted that SR 152 is not part of the heavy truck route. Therefore heavy trucks would have to travel even further, taking SR 912, I-80-94, and Brainard Avenue, adding an additional 1.5 miles. In addition to the extra travel distance, the existing safety, congestion, mobility, and infrastructure concerns identified along the Chicago Street corridor in the project purpose and need would not be addressed. This alternative corridor was dismissed from further analysis because it does not meet the purpose and need of the project.

Alternative Corridor Utilizing I-90

I-90 is an interstate toll road that extends east-west across Lake County, Indiana from the City of Gary to Hammond where it turns north and extends north-south across Hammond, Indiana toward Chicago, Illinois. This roadway crosses the existing project corridor; however, there are no exits at Chicago Street. The closest exits are at US 41, approximately two miles north of the project corridor, and at SR 912, approximately four and one-half miles southeast of the project corridor. This roadway crosses into Illinois approximately 4.8 miles north of the Chicago Street corridor.

Traffic traveling from the East Chicago/Hammond city limits to the Indiana/Illinois state line/Hammond city limits, the termini for the proposed project, would have to travel over 20 additional miles along I-90 depending on which access to I-90 is utilized. Commercial traffic utilizing only truck routes could travel over 36 additional miles. In addition to the extra travel distance, the existing safety, congestion, mobility, and infrastructure concerns identified along the Chicago Street corridor in the project purpose and need would not be addressed. Also, this alternative corridor would not address the development of the east-west travel corridor through Hammond, as I-90 extends predominately northwest-southeast across Hammond. This alternative corridor was dismissed from further analysis because it does not meet the purpose and need of the project.

Alternative Corridor Utilizing SR 912 / US 41 / US 12 / US 20

Several State and US roadways form the local roadway network crossing Lake County, Indiana. These include SR 912, US 41, US 12, and US 20. SR 912 is a state freeway which extends north-south through Lake County from I-80 north to Indiana Steel in the East Chicago Harbor, then extends west to US 41 in Hammond. Currently, the bridge structure carrying SR 912 over the Indiana Harbor Canal has been removed, and traffic has been diverted onto local streets. The portion of SR 912 which extends east-west across Hammond is approximately two miles north of the project corridor. US 41 is a state roadway which extends north-south across Hammond along Calumet Avenue. This roadway crosses the project corridor. US 12 is a state roadway which extends northwest-southeast across the Hammond lake shore, south to Columbus Street in East Chicago, and east/southeast across Lake County. US 20 follows US 12 across the Hammond lake shore to Columbus Avenue in East Chicago, but proceeds south to Michigan Street in East Chicago and then extends east across Lake County Indiana. US 12 and US 20 connect again in the downtown portion of Gary, Indiana. US 20 is the designated heavy truck route across most of northern Indiana.

Traffic traveling from the East Chicago/Hammond city limits to the Indiana/Illinois state line/Hammond city limits would have to travel over 20 additional miles to reach the same termini depending on which route is utilized. In addition to the extra travel distance, the existing safety, congestion, mobility, and infrastructure concerns identified along the Chicago Street corridor in the project purpose and need would not be addressed. This alternative corridor was dismissed from further analysis because it does not meet the purpose and need of the project.

BRIDGE ALTERNATIVE

This alternative would relocate the roadway along Segments 1 and 2 using two bridges to connect Brainard Avenue directly to Chicago Street near the intersection of Chicago Street and Sheffield Avenue. The two bridges would be constructed to span three railroad lines. Bridges over these three rail lines would be required as opposed to at-grade crossings due to the proximity of other rail crossings in the project area and the angle at which the roadway would intersect with the rail lines. To meet the roadway grade clearance requirements while maintaining the required clearance of the three railroads, the westernmost bridge would need to begin approximately 550 feet west of the Indiana/Illinois state line, and reconstruction on Brainard Avenue would need to extend approximately 2,500 feet west of the Indiana/Illinois state line.

This alternative would improve safety along the project corridor by correction the substandard horizontal curve, correcting the substandard intersection turning radii, restricting access to side streets and driveways, and improving the existing lane structure. This alternative would meet the project's purpose and need elements of congestion mitigation, improving mobility, upgrading deteriorating infrastructure, and enhancing the development of an east-west corridor through the City of Hammond. However, the structures would be cost prohibitive for the City of Hammond, and the project area would extend beyond city and state boundaries. Therefore, this alternative was dismissed from further analysis.

SEGMENT ALTERNATIVES

In order to individually address the unique issues in different section of the corridor, the project area is broken into four segments. Segment alternatives were analyzed in detail. The table at the end of this section summarizes the findings of the segment alternatives analysis.

Segment Alternative 1.1: On-Alignment, Shifted North, Roundabout

The horizontal curve radius on Gostlin Street near the Indiana/Illinois state line would be corrected in order to meet INDOT design standards for a 40 mph design speed. The existing alignment would generally be maintained, but a slight shift to the north would be necessary for this curve correction. The roadway would be widened from one travel lane in each direction to two travel lanes in each direction. The intersection of Gostlin Street and Sheffield Avenue would be reconstructed as a one-lane roundabout with a right turn bypass lane from eastbound Gostlin Street to southbound Sheffield Avenue.

This alternative would meet the project's purpose and need elements of congestion mitigation, improving mobility, upgrading deteriorating infrastructure, and enhancing the development of an east-west corridor through the City of Hammond. This alternative would improve safety by correcting the horizontal curve radius near the Indiana/Illinois state line, correcting substandard intersection turning radii, adding turn lanes, and improving lane configuration. However this alternative would still allow unrestricted access to homes and businesses, resulting in an increased potential for accidents. This alternative was not selected because it does not address all of the safety evaluation factors and therefore does not fully meet the project purpose and need. See Appendix A, Page A-23 for a map of Alternative 1.1.

Segment Alternative 1.2: On-Alignment, Shifted North and South, Roundabout

The horizontal curve radius on Gostlin Street near the Indiana/Illinois state line would be corrected in order to meet INDOT design standards for a 45 mph design speed. The existing alignment would generally be maintained, but a slight shift to the north and south would be necessary for this curve correction. The roadway would by widened from one travel lane in each direction to two travel lanes in each direction. The intersection of Gostlin Street and Sheffield Avenue would be reconstructed as a one-lane roundabout with a right turn bypass lane from eastbound Gostlin Street to southbound Sheffield Avenue.

This alternative would meet the project's purpose and need elements of congestion mitigation, improving mobility, upgrading deteriorating infrastructure, and enhancing the development of an east-west corridor through the City of Hammond. This alternative would improve safety by correcting the horizontal curve radius near the Indiana/Illinois

state line, correcting substandard intersection turning radii, adding turn lanes, and improving lane configuration. However this alternative would still allow unrestricted access to homes and businesses, resulting in an increased potential for accidents. This alternative was not selected because it does not address all of the safety evaluation factors and therefore does not fully meet the project purpose and need. See Appendix A, Page A-24 for a map of Alternative 1.2.

Segment Alternative 1.3: Off-Alignment, Turning Movement

The horizontal curve radius on Gostlin Street at the Indiana/Illinois state line would be corrected in order to meet INDOT design standards for a 45 mph design speed. This correction would be made by realigning the roadway to the south. The existing Gostlin Street would be retained and improved. Clark Avenue, Grover Avenue, and Wabash Avenue would not connect to the realigned roadway. Traffic from these streets would use Dearborn Avenue to connect to the realigned roadway. The existing Gostlin Street would no longer connect to Brainard Avenue or Sheffield Avenue. The roadway would by widened from one travel lane in each direction to two travel lanes in each direction. The intersection of the realigned roadway and Sheffield Avenue would be reconstructed as a signalized intersection with a free flow turn lane for traffic from eastbound Gostlin Street to southbound Sheffield Avenue.

The proposed roadway and right-of-way associated with this alternative extends too far to the south, conflicting with the NICTD rail line. Reconstruction and relocation of the NICTD rail line is not prudent due to the increased costs associated with relocation of the rail line. This alternative would meet the project's purpose and need elements of congestion mitigation, upgrading deteriorating infrastructure, and enhancing the development of an east-west corridor through the City of Hammond. This alternative would improve safety by correcting the horizontal curve radius near the Indiana/Illinois state line, correcting substandard intersection turning radii, adding turn lanes, restricting access to homes and businesses, and improving lane configuration. However this alternative would not fully address the mobility of the corridor as free flow conditions would not be maintained at all times from northbound Sheffield Avenue to westbound Gostlin Street. This alternative was not selected because it does not fully meet the project purpose and need. See Appendix A, Page A-25 for a map of Alternative 1.3.

Segment Alternative 2.1: Turning Movement

The three-way stop intersection at Sheffield Avenue and Chicago Street would be reconstructed with two turning lanes for vehicles traveling westbound on Chicago Street and turning north on Sheffield Avenue. This alternative would retain the required stop and 90 degree turn for vehicles traveling south on Sheffield Avenue and turning left onto eastbound Chicago Street.

This alternative would meet the project's purpose and need elements of congestion mitigation, upgrading deteriorating infrastructure, and enhancing the development of an east-west corridor through the City of Hammond. This alternative would improve safety by correcting substandard intersection turning radii, adding turn lanes, and improving lane configuration. However, this alternative would not correct the horizontal curve radii for vehicles travelling south on Sheffield Avenue and turning left onto eastbound Chicago Street. In addition, this alternative would not fully address the mobility of the corridor as free flow conditions would not be maintained at all times from northbound Sheffield Avenue to westbound Gostlin Street. This alternative was not selected because it does not fully meet the project purpose and need. See Appendix A, Page A-29 for a map of Alternative 2.1.

Segment Alternative 2.2: Free Flow with Traffic Light

The three-way stop intersection at Sheffield Avenue and Chicago Street would be eliminated and replaced with a continuous flow curve with a design speed of 35 mph. As part of the new curve, Sheffield Avenue south of Chicago Street would be realigned to tie into the proposed curve north of Chicago Street. The intersection of Chicago Street and Hohman Avenue would be improved and realigned to meet current design standards while tying into the proposed roadway realignment.

This alternative would meet the project's purpose and need elements of congestion mitigation, upgrading deteriorating infrastructure, and enhancing the development of an east-west corridor through the City of Hammond. This alternative

would improve safety by correcting horizontal curve radii, correcting substandard intersection turning radii, adding turn lanes, and improving lane configuration. However, this alternative would not fully address the mobility of the corridor as free flow conditions would not be maintained at the intersection of Chicago Street and Hohman Avenue. This alternative was not selected because it does not fully meet the project purpose and need. See Appendix A, Page A-30 for a map of Alternative 2.2.

Segment Alternative 3.1: Widening Along Existing Centerline
This alternative would widen Chicago Street to two lanes in each direction equally along the existing centerline.

This alternative would meet all of the project's purpose and need elements. However, this alternative was not selected because it would require more relocations, permanent right-of-way acquisition, and temporary right-of-way acquisition than Segment Alternative 3.2, resulting in increased cost. Due to the increased cost, this alternative was dismissed from further consideration. See Appendix A, Page A-34 for a map of Alternative 3.1.

Segment Alternative 4.1: Resurfacing
This alternative would mill and resurface the existing roadway, but would not include reconstruction or construction of curb and gutter, sidewalks, storm sewers, roadway lighting, or traffic signals.

This alternative would meet the project's purpose and need elements of congestion mitigation, improving mobility, and enhancing the development of an east-west corridor through the City of Hammond. This alternative would also address all applicable safety evaluation factors. However, given the current condition of the roadway and the lack of curb and gutter and Americans with Disabilities Act (ADA)-compliant sidewalks, this alternative was not considered reasonable. Inclusion of ADA compliant pedestrian facilities as well as reconstruction of the roadway and other infrastructure is necessary to receive federal funding and to properly maintain the roadway. Additionally, this alternative would not replace any underground infrastructure, potentially resulting in failure of the sanitary pipes located along the corridor. This alternative was not selected because it would not fully meet the project purpose and need to improve safety and infrastructure along the project corridor. See Appendix A, Page A-38 for a map of Alternative 4.1.

SUMMARY OF ALTERNATIVES ANALYSIS

Evaluation Factors	Alternatives										
	Segment 1				Segment 2			Segment 3		Segment 4	
	1.1	1.2	1.3	1.4*	2.1	2.2	2.3*	3.1	3.2*	4.1	4.2*
PURPOSE AND NEED											
Safety	N	N	Y	Y	N	Y	Y	Y	Y	Y	Y
Horizontal Curve Correction	Y	Y	Y	Y	N	Y	Y	Y	Y	N/A	N/A
Substandard Intersection Turning Radii	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Lack of Designated Turn Lanes	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Unrestricted Access	N	N	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Poorly Defined Lane Configuration	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Congestion Mitigation	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Mobility	Y	Y	N	Y	N	N	Y	Y	Y	Y	Y

Deteriorating Infrastructure	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y
East-West Corridor	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
ANTICIPATED IMPACTS											
Relocations											
Residential	6	15	28	26	5	7	4	12	5	0	0
Business	4	4	4	6	0	1	1	1	0	0	0
Industrial	1	1	0	1	0	0	0	0	0	0	0
Permanent Right-of-Way (acres)											
Residential	0.92	2.85	4.12	3.50	1.66	1.36	0.87	1.39	0.40	0.00	0.01
Business	1.51	1.79	1.60	0.94	0.00	0.59	0.44	0.13	0.02	0.00	1.17
Industrial	0.72	0.72	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Temporary Right-of-Way (acres)											
Residential	0.18	0.16	0.03	0.03	0.70	0.57	0.37	1.76	0.51	0.00	0.27
Business	0.18	0.21	0.19	0.11	0.00	0.04	0.03	0.02	0.00	0.00	0.15
Industrial	0.00	0.00	0.00	0.87	0.01	0.01	0.01	0.00	0.00	0.00	0.00
***Preferred Alternatives**											

The Do Nothing Alternative is not feasible, prudent or practicable because (*Mark all that apply*):

It would not correct existing capacity deficiencies;	X
It would not correct existing safety hazards;	X
It would not correct the existing roadway geometric deficiencies;	X
It would not correct existing deteriorated conditions and maintenance problems; or	X
It would result in serious impacts to the motoring public and general welfare of the economy.	
Other (Describe)	

ROADWAY CHARACTER: Segment Alternative 1.4: Gostlin Street, from Indiana/Illinois State Line to Sheffield Avenue

Functional Classification: Principle Arterial

Current ADT: 25,633 VPD (2016)* Design Year ADT: 33,201 VPD (2036)*

Design Hour Volume (DHV): 3,320 Truck Percentage (%) 20

Designed Speed (mph): 35 Legal Speed (mph): 35

	Existing		Proposed	
Number of Lanes:	2		4	
Type of Lanes:	Travel		Travel	
Pavement Width:	20	ft.	24	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Median Width:	N/A	ft.	17	ft.
Sidewalk Width:	5	ft.	5	ft.

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Setting:	X	Urban		Suburban		Rural
Topography:	X	Level		Rolling		Hilly

ROADWAY CHARACTER: Segment Alternative 2.3: Sheffield Avenue, from Gostlin Street to Chicago Street, and Chicago Street, from Sheffield Avenue to Hohman Avenue

Functional Classification:	Principle Arterial			
Current ADT:	11,086	VPD (2016)*	Design Year ADT:	15,028 VPD (2036)*
Design Hour Volume (DHV):	1,503	Truck Percentage (%)	20	
Designed Speed (mph):	35	Legal Speed (mph):	35	

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Travel		Travel	
Pavement Width:	17	ft.	12	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Median Width:	N/A	ft.	14	ft.
Sidewalk Width:	5	ft.	6	ft.

Setting:	X	Urban		Suburban		Rural
Topography:	X	Level		Rolling		Hilly

ROADWAY CHARACTER: Segment Alternative 3.2: Chicago Street, from Hohman Avenue to Baltimore Avenue

Functional Classification:	Principle Arterial			
Current ADT:	16,783	VPD (2016)*	Design Year ADT:	22,527 VPD (2036)*
Design Hour Volume (DHV):	2,177	Truck Percentage (%)	20	
Designed Speed (mph):	35	Legal Speed (mph):	35	

	Existing		Proposed	
Number of Lanes:	2		4	
Type of Lanes:	Travel		Travel	
Pavement Width:	12	ft.	11-12	ft.
Shoulder Width:	N/A	ft.	8	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	5	ft.	6	ft.

Setting:	X	Urban		Suburban		Rural
Topography:	X	Level		Rolling		Hilly

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ROADWAY CHARACTER: Segment Alternative 4.2: Chicago Street from Calumet Avenue to White Oak Avenue

Functional Classification: Principle Arterial
Current ADT: 14,913 VPD (2016)* Design Year ADT: 22,277 VPD (2036)*
Design Hour Volume (DHV): 2,219 Truck Percentage (%) 20
Designed Speed (mph): 35 Legal Speed (mph): 35

	Existing		Proposed	
Number of Lanes:	4		4	
Type of Lanes:	Travel		Travel	
Pavement Width:	12	ft.	11-12	ft.
Shoulder Width:	9	ft.	8	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	5	ft.	6	ft.

Setting: [X] Urban [ ] Suburban [ ] Rural
Topography: [X] Level [ ] Rolling [ ] Hilly

**Traffic data for 2016 (open to traffic year) and 2036 is shown in order to retain consistency with the air quality analysis (Appendix G, Page G-7 to G-42). For reference to 2012 and 2034 traffic data, see Appendix A, Page A-40.*

DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): N/A Sufficiency Rating: _____
(Rating, Source of Information)

	Existing		Proposed	
Bridge Type:				
Number of Spans:				
Weight Restrictions:		ton		ton
Height Restrictions:		ft.		ft.
Curb to Curb Width:		ft.		ft.
Outside to Outside Width:		ft.		ft.
Shoulder Width:		ft.		ft.
Length of Channel Work:				ft.

Describe bridges and structures; provide specific location information for small structures.
Remarks: No bridge or structure work is included in the scope of this project.

	Yes	No	N/A
Will the structure be rehabilitated or replaced as part of the project?			X

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

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MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?		X
Is a temporary roadway proposed?		X
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	X	
Provisions will be made for access by local traffic and so posted.	X	
Provisions will be made for through-traffic dependent businesses.	X	
Provisions will be made to accommodate any local special events or festivals.	X	
Will the proposed MOT substantially change the environmental consequences of the action?		X
Is there substantial controversy associated with the proposed method for MOT?		X

Remarks:

The proposed MOT includes phasing construction activities in order to allow the road to remain open throughout construction. However, temporary road closures and/or temporary widening may be required for the completion of work in some areas.

The proposed MOT would not substantially change the environmental consequences of the project as traffic will be maintained along the roadway during the majority of construction. No public or stakeholder comments have been made related to the impacts of the MOT beyond those concerned about having access to their homes and businesses during construction. Access shall be maintained to all residences and businesses throughout construction.

The travelling public may be impacted by the road restrictions or road closures during construction. However, these impacts would be temporary and minor in nature. The City of Hammond will provide the official detour routes to the local community in advance of construction. This information will be provided to the local news media and will be posted on the project website. Emergency service units and school corporations will be notified in advance of the start of construction and road closures.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 1,995,746 (2013) Right-of-Way: $ 7,735,843 (2014-2015) Construction: $ 11,870,734 (2016)

Anticipated Start Date of Construction: Fall 2015

Date project incorporated into STIP July 11, 2013

	Yes	No
Is the project in an MPO Area?	X	

If yes,

Name of MPO Northwestern Indiana Regional Planning Commission

Location of Project in TIP Page 41, Lines 403-406

Date of incorporation by reference into the STIP July 11, 2013

RIGHT OF WAY:

	Amount (acres)	
Land Use Impacts	Permanent	Temporary
Residential	4.79	1.17
Commercial	2.57	0.29
Agricultural	0.00	0.00
Forest	0.00	0.00
Wetlands	0.00	0.00
Other: Industrial	0.12	0.88
Other: Park	<0.01	0.00
TOTAL	7.48	2.34

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.

Remarks:

The existing right-of-way varies along the project corridor with the minimum right-of-way width being 60-feet wide and the maximum right-of-way width being 100-feet wide. Approximately 7.48 acres of additional permanent right-of-way will be acquired for the construction of the proposed project. The right-of-way will be primarily acquired from residential, commercial, and industrial properties. Approximately 0.001 acre of permanent right-of-way will be acquired from Irving Park, a Section 4(f) property, for sidewalk reconstruction. Please see the Section D of this document for more information on impacts to Irving Park.

Thirty-five residences, seven commercial properties, and one industrial property will be acquired as part of the proposed project. A Conceptual Stage Relocation Study has been conducted for the proposed project and can be found in Appendix I, Page I-22 to I-83. Decent, Safe, and Sanitary replacement housing is available for home owners within the immediate vicinity of the project. This housing is anticipated to be within the home owners' financial means upon inclusion of relocation benefits, including possible last resort payments. However, there is a lack of available rental properties within the immediate vicinity of the project and therefore those renting their residences may be forced to look elsewhere within the City of Hammond to locate replacement rental housing. While rental rates within the project area are some of the lowest within the area, it is anticipated that with relocation benefits, Decent, Safe, and Sanitary replacement rental housing will be readily available within the City of Hammond.

Each business relocation presents its own unique challenge in finding a suitable site to relocate, including the transfer of a liquor license, location dependent businesses, and an area to conduct automotive repairs. However, there is a wide variety of commercial properties available within the City of Hammond and therefore it is likely that these businesses will find a commercial property suitable for relocation within the city of Hammond.

Approximately 2.34 acres of temporary right-of-way will be acquired primarily for temporary widening. Project plans, including existing and proposed right-of-way limits are included in Appendix A, Page A-39 to A-490.

All right-of-way will be acquired in accordance with applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, negotiations, and relocation benefits. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended.

Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A – ECOLOGICAL RESOURCES

	Presence	Impacts Yes	Impacts No
Streams, Rivers, Watercourses & Jurisdictional Ditches			
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Remarks: There are no streams, rivers, watercourses, or jurisdictional ditches located within the project area. This was initially determined by referencing 2010 aerial photography and USGS Topographic Mapping and was field verified by American Structurepoint personnel during the August 9, 2012 field visit. The completed *Ecological Evaluation Form* (August, 2012) is included in Appendix E, Page E-1 to E-12.

	Presence	Impacts Yes	Impacts No
Other Surface Waters			
Reservoirs			
Lakes			
Farm Ponds			
Detention Basins			
Storm Water Management Facilities			
Other:			

Remarks: There are no reservoirs, lakes, farm ponds, detention basins, or storm water management facilities located within the project area. This was initially determined by referencing 2010 aerial photography and USGS Topographic Mapping and was field verified by American Structurepoint personnel during the August 9, 2012 field visit. The completed *Ecological Evaluation Form* (August, 2012) is included in Appendix E, Page E-1 to E-12.

	Presence	Impacts Yes	Impacts No
Wetlands			

Total wetland area: 0.00 acre(s) Total wetland area impacted: 0.00 acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

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Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments

Wetlands (*Mark all that apply*)	**Documentation**	**ES Approval Dates**
Wetland Determination		
Wetland Delineation		
USACE Isolated Waters Determination		
Mitigation Plan		

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

Substantial adverse impacts to adjacent homes, business or other improved properties;	
Substantially increased project costs;	
Unique engineering, traffic, maintenance, or safety problems;	
Substantial adverse social, economic, or environmental impacts, or	
The project not meeting the identified needs.	

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks: No wetlands are located within the project area. This was initially determined by referencing 2010 aerial photography and USGS Topographic Mapping and was field verified by American Structurepoint personnel during the August 9, 2012 field visit. The completed Ecological Evaluation Form (August, 2012), including National Wetlands Inventory mapping, is included in Appendix E, Page E-1 to E-12.

	Presence	**Impacts** Yes	**Impacts** No
Terrestrial Habitat	X	X	
Unique or High Quality Habitat			

Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks: The dominant habitat observed within the project area was maintained lawn. No unique or high quality habitat was observed. The completed *Ecological Evaluation Form* (August, 2012) is included in Appendix E, Page E-1 to E-12. Approximately 8 acres of lawn would be disturbed by construction activities. Tree and shrub cover is limited throughout the project corridor. Some tree and shrub removal would be conducted where necessary for equipment access.

A letter from the United States Fish and Wildlife Service (USFWS) dated January 8, 2013 stated that the relocation of Gostlin Street and the work on Chicago Street between Hohman Avenue and Torrence Avenue "could consist of the loss of significant numbers of shade trees which provide some bird and small mammal habitat while also providing green space amenities for the residents of the area." The USFWS recommended the creation of mini-parks on remnant parcels as well as tree and shrub plantings to screen

residential areas from the roadway. This recommendation has been added to the project commitments. A copy of this letter is included in Appendix B, Page B-6 to B-8.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

Karst	**Yes**	**No**
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?		X
Are karst features located within or adjacent to the footprint of the proposed project?		X
If yes, will the project impact any of these karst features?		

Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks: The project is located outside of the legally designated karst area of the state as identified in the October 13, 1993, Memorandum of Understanding (MOU) between INDOT, the Indiana Department of Natural Resources (IDNR), Indiana Department of Environmental Management (IDEM), and USFWS. No karst features are known to exist within or adjacent to the proposed project area. The 1993 Karst MOU is not applicable to this project, and a karst assessment is not required. No karst features were noted on the Red Flag Investigation Mapping included in Appendix D, Page D-15.

Threatened or Endangered Species	**Presence**	**Impacts Yes**	**Impacts No**
Within the known range of any federal species	X		X
Any critical habitat identified within project area			
Federal species found in project area (based upon informal consultation)			
State species found in project area (based upon consultation with IDNR)			

	Yes	**No**
Is Section 7 formal consultation required for this action?		X

Remarks:

Review of the USFWS listing of threatened and endangered species by county as published on the USFWS Region 3 Website (http://www.fws.gov/midwest/endangered/lists/indiana-cty.html) indicates that two federally endangered species, the Indiana bat (*Myotis sodalis*) and the endangered Karner blue butterfly (*Lycaeides melissa samuelis)*, as well as two federally threatened species, Pitcher's thistle (*Cirsium pitcheri*) and Mead's Milkweed (*Asclepias meadii*), are noted in Lake County, Indiana.

Coordination with the USFWS in a letter dated January 8, 2013 indicated that while the proposed project is within the range of these federally endangered species, no habitat for any of these species is known within the proposed project area. The USFWS therefore stated that the project is not likely to adversely affect these endangered and threatened species and that that no further consultation under Section 7 was required on this project. For reference see Appendix B, Page B-6 to B-8.

Coordination with IDNR - Division of Fish and Wildlife in a letter dated January 17, 2013 that the Natural Heritage Program's data have been checked, and no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. For reference see Appendix B, Page B-32 to B-33.

SECTION B – OTHER RESOURCES

Drinking Water Resources	Presence	Impacts Yes	Impacts No
Wellhead Protection Area			
Public Water System(s)	X	X	
Residential Well(s)			
Source Water Protection Area(s)			
Sole Source Aquifer (SSA)			

If a SSA is present, answer the following:

	Yes	No
Is the Project in the St. Joseph Aquifer System?		
Is the FHWA/EPA SSA MOU Applicable?		
Initial Groundwater Assessment Required?		
Detailed Groundwater Assessment Required?		

Remarks:

The proposed project is located in Lake County; therefore, the project is not located within St. Joseph Sole Source Aquifer System, the only legally designated sole source aquifer in the state. Therefore, the FHWA/EPA Sole Source Aquifer Memorandum of Agreement (MOA) is not applicable to this project, and a groundwater assessment is not required.

Coordination with the IDEM Drinking Water Branch in a letter dated December 21, 2012, confirmed that the project corridor is not located within a Wellhead Protection Area. See Appendix B, Page B-11 for reference to the IDEM coordination letter. Additionally, a review of the Wellhead Proximity Locator (http://idemmaps.idem.in.gov/whpa/) on April 23, 2014 indicated the proposed project is not located within a wellhead protection area.

Drinking water is provided by the City of Hammond within the project area. Existing water mains will be replaced as necessary throughout the project corridor. Short term interruptions of service can be expected while water mains are being installed and reconnected. The following special provision applies: Prior to making any connection to existing mains, the contractor shall contact the appropriate representative of the owner to advise the owner as to the method of operations, materials and equipment available to successfully complete the work, and provide an estimate of completion time to allow proper scheduling of the existing water utility operations.

Flood Plains	Presence	Impacts Yes	Impacts No
Longitudinal Encroachment			
Transverse Encroachment			
Project located within a regulated floodplain			
Homes located in floodplain within 1000' up/downstream from project			

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks:

The project does not encroach upon a regulatory floodplain as determined from available FEMA floodplain maps (Appendix E, Page E-10 to E-12). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR.

	Presence	Impacts Yes	Impacts No
Farmland			
Agricultural Lands			
Prime Farmland (per NRCS)			

Total Points (from Section VII of CPA-106/AD-1006* _____
**If 160 or greater, see CE Manual for guidance.*

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks: The Natural Resources Conservation Service (NRCS), in a letter dated January 10, 2013, stated the proposed project would not cause a conversion of prime farmland. Since there will not be a conversion of prime farmland, the requirements of the Farmland Protection Policy Act (FPPA) are not applicable and the completion of the CPA-106 is not required. No other alternatives other than those already discussed in this document will be considered without a reevaluation of the potential impacts upon farmland. This project will not have a significant impact on farmland. The NRCS response letter can be found in Appendix B, Page B-9.

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance				X

Results of Research	Eligible and/or Listed Resource Present
Archaeology	
NRHP Buildings/Site(s)	
NRHP District(s)	
NRHP Bridge(s)	

Project Effect

No Historic Properties Affected [X] No Adverse Effect [ ] Adverse Effect [ ]

Documentation (mark all that apply)	Documentation Prepared	ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report			
Historic Property Report	X	April 8, 2013	May 13, 2013
Archaeological Records Check/ Review			
Archaeological Phase Ia Survey Report	X	June 27, 2013	August 20, 2013
Archaeological Phase Ic Survey Report			
Archaeological Phase II Investigation Report			
Archaeological Phase III Data Recovery			
APE, Eligibility and Effect Determination	X	July 15, 2013	August 20, 2013
800.11 Documentation	X	July 15, 2013	August 20, 2013

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Memorandum of Agreement (MOA) ☐

MOA Signature Dates (List all signatories)

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

Remarks:

Area of Potential Effect (APE):
The project is located in an urban section of the city of Hammond in North Township, Lake County, Indiana. The area of potential effect (APE) includes those areas of existing and proposed right-of-way and incidental construction, including immediately adjacent properties. At locations where property acquisitions are possible, or where larger improvements were recommended, the APE was expanded to account for these recommendations. See Appendix C, pages C-8 to C-13 for maps of the APE.

Coordination with Consulting Parties:
On December 19, 2012, the following parties identified in table below were invited to be Section 106 consulting parties. If no response was received to the consulting party invitation after thirty (30) days, it was assumed the parties involved did not wish to act as consulting parties. FHWA, INDOT, and the State Historic Preservation Officer (SHPO) are considered automatic consulting parties.

Agency / Organization	Agreed to be a Consulting Party
Indiana Landmarks, Northwest Field Office	**Yes**
City of Hammond	No
City of Hammond	No
City of Hammond Office of Economic Development / Planning Office	No
City of Hammond Historic Preservation Commission	**Yes**
Lake County Historical Society	No
East Chicago Historical Society	No
Hammond Historical Society	No
City of Hammond Zoning Office	**Yes**
City of East Chicago	No
Village of Burnham	No
Lake County Historic Preservation Coalition	No
Indiana Landmarks	No
Delaware Nation	No
Delaware Nation, Oklahoma	No
Forest County Potawatomi Community	No
Hannahville Indian Community	No
Miami Tribe of Oklahoma	No
Miami Tribe of Oklahoma	No
Ottawa Tribe of Oklahoma	No
Peoria Tribe of Indians of Oklahoma	No
Peoria Tribe of Indians of Oklahoma	No

Archaeology:
An Indiana Archaeological Short Report was prepared by Archaeological Consultants of Ossian personnel who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. As part of this report, an Archaeological Records Review was conducted on January 29, 2013 and an archaeological field investigation was conducted on both February 12, 2013 and on June 1, 2013. Neither the records review nor the field reconnaissance identified any archaeological sites within the proposed project corridor. The report was approved by INDOT on June 27, 2013. The SHPO concurred with the findings of this report on August 20, 2013. A summary of the archaeological report is included in Appendix C, Page C-22 to C-25.

Historic Properties:
A Historic Property Report was prepared by Weintraut and Associates, Inc. personnel who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. The report was approved by INDOT in April 2013. No properties within the APE are listed in the National Register of Historic Places (NRHP). However, the report did recommend the Polish Army Veterans' Post No. 40 (089-338-40030) as eligible for listing in the National Register of Historic Places (NRHP) due to its association with the ethnic and military heritage of Hammond's Polish community, a significant ethnic community in Hammond and Lake County in the early to mid-twentieth century that continues to be represented in the region. A summary of the Historic Property Report is included in Appendix C, Page C-21 to C-21.

The SHPO correspondence on May 13, 2013 stated that the information presented in the Historical Properties Report did not make a strong enough case for Criteria A significance of the Polish Army Veterans' Post No. 40 to merit NRHP eligibility. The SHPO did agree that no other buildings or structures that were identified within the APE appear to be individually eligible for inclusion in the NRHP and that it does not appear that any NRHP-eligible districts extend into the APE. SHPO concurred with the findings of the HPR with the exception of the one recommendation for the Polish Army Veteran's Post No. 40 on May 13, 2013. SHPO's correspondence is included in Appendix C, Page C-50 to C-51.

Documentation, Findings:
Correspondence received on August 20, 2013 from SHPO concurred with INDOT's finding, on behalf of the FHWA, of No Historic Properties Affected. Additionally SHPO noted that there are no currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area and they concur with the recommendation of the archaeologist, as expressed in the Indiana archaeological short report, that no further archaeological investigations appear necessary at this proposed project area. This correspondence is included in Appendix C, Page C-50 to C-51.

Public Involvement:
A legal public notice of historic effect and 4(f) property effect was advertised in *The Times of Northwest Indiana* on July 25, 2013 and the *Post Tribune* on July 27, 2013. This public notice described the proposed project and stated that the proposed action would not affect properties or items listed on or eligible for the NRHP and that the FHWA had issued a "No Historic Properties Affected" finding for the project. The notice went on to request public input regarding the effect of the proposed project on the historic elements and stated that the documentation is available for review at the City of Hammond Engineering Department, the Hammond Public Library, and on-line. A thirty (30) day comment period, ending on August 30, 2013, was offered. No comments were received. A copy of this legal public notice is included in Appendix C, Page C-45 through C-49.

The Section 106 process has been completed as of August 30, 2013, and the responsibilities of the FHWA under Section 106 have been fulfilled.

SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

Section 4(f) Involvement (mark all that apply)

Parks & Other Recreational Land	**Presence**	**Use Yes**	**Use No**
Publicly owned park	X	X	
Publicly owned recreation area			
Other (school, state/national forest, bikeway, etc.)	X		X

	Evaluations Prepared	**FHWA Approval date**
Programmatic Section 4(f)*		
"De minimis" Impact*	X	
Individual Section 4(f)		

Wildlife & Waterfowl Refuges	**Presence**	**Use Yes**	**Use No**
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			

	Evaluations Prepared	**FHWA Approval date**
Programmatic Section 4(f)*		
"De minimis" Impact*		
Individual Section 4(f)		

Historic Properties	**Presence**	**Use Yes**	**Use No**
Sites eligible and/or listed on the NRHP			

	Evaluations Prepared	**FHWA Approval date**
Programmatic Section 4(f)*		
"De minimis" Impact*		
Individual Section 4(f)		

**FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.*

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, "de minimis" and Individual Section 4(f) evaluations please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:

The US Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to publicly owned parks, recreation areas, and wildlife/waterfowl refuges, and National Register eligible or listed historic properties. These properties are called Section 4(f) resources.

Irving Park, operated by the City of Hammond Department of Parks and Recreation, is located south of

Chicago Street between Columbia Avenue and Irving Park Drive. Because Irving Park is a publicly owned park/recreation area, this property would be considered a Section 4(f) resource. The proposed project would convert approximately 0.001 acre of land from Irving Park to a transportation use for reconstruction of the sidewalk along Irving Park Drive and Chicago Street. See Appendix I, Page I-6 to I-7 for reference to project plans for this area. No adverse impacts to the recreational facilities within the park are anticipated. INDOT, on behalf of FHWA, determined that the Section 4(f) impact could be processed under a *de minimis* evaluation on May 2, 2013 (Appendix I, Page I-2).

The City of Hammond Parks and Recreation Department was identified as the official with jurisdiction over the Section 4(f) resource and was contacted by American Structurepoint in a letter dated June 21, 2013 (Appendix I, Page I-4 to I-7). The letter described the proposed project, showed the proposed work on the Irving Park property, and indicated that the project is not anticipated to impact the recreational activities, features, and attributes of the park. In a letter dated July 30, 2013, the City of Hammond Parks and Recreation Department concurred that the proposed project would not affect the activities at Irving Park. This letter is included in the Section 4(f) materials in Appendix I, Page I-8.

A Legal Notice of Historic Effect and Section 4(f) Property Effect was published in *The Times of Northwest Indiana* on July 25, 2013 and the *Post Tribune* on July 27, 2013. The notice was also mailed to Section 106 Consulting Parties. A copy of this notice is included in Appendix C, Page C-45 to C-49. A thirty (30) day public comment period, ending on August 30, 2014, was offered. No comments were received. The Section 4(f) *de minimis* finding will be issued by FHWA in concurrence with the issuance of the FONSI.

Section 6(f) Involvement	**Presence**	**Use**	
		Yes	**No**
Section 6(f) Property			

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks:

Section 6(f) resources are lands that were purchased with or improved using funds from the Land and Water Conservation Fund (LWCF) to preserve, develop, and assure accessibility to outdoor recreation resources, and to strengthen the health and vitality of the public. Section 6(f) of the Land and Water Conservation Fund Act prohibits the conversion of LWCF lands unless the National Park Service approves substitution property of reasonably equivalent usefulness and location.

Based on review of the National Park Service (NPS) Land and Water Conservation Fund (LWCF) website, there are no Section 6(f) properties located within or directly adjacent to the proposed project area. See Appendix D, Page D-21 to D-23 for a copy of the Lake County LWCF property listings.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project	**Yes**	**No**
Is the project in an air quality non-attainment or maintenance area?	X	
If YES, then:		
Is the project in the most current MPO TIP?	X	
Is the project exempt from conformity?		X
If the project is NOT exempt from conformity, then:		
Is the project in the Transportation Plan (TP)?	X	
Is a hot spot analysis required (CO/PM)?		X

County Lake Route Chicago Street Des. No. 1297017

Level of MSAT Analysis required?

Level 1a [ ] Level 1b [X] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

Remarks:

The proposed project is located in Lake County, which is currently listed as a non-attainment area for the ozone standard (2008) and a maintenance area for the PM2.5 standard (1997). The USEPA issued designations for new PM2.5 standard (2012) on December 18, 2014. However, Lake County, Indiana was determined to have insufficient quality assured monitoring data to access compliance with the standard. As a result, Lake County, Indiana is listed as an "unclassifiable area."

On September 18, 2014 INDOT and FHWA hosted an Interagency Consultation Group Meeting to discuss whether projects are "of air quality concern." Current and forecast traffic volumes were compared to determine if changes in the Build vs. No-Build volume changes are "significant." As a result of this meeting it was determined that the proposed project is not a project "of air quality concern." Therefore, a hot spot analysis for PM2.5 is not required. For a copy of the meeting handout and the meeting minutes, see Appendix G, Page G-7 to G-42.

The project's design concept and scope are both listed in the NIRPC 2014-2017 Transportation Improvement Program (TIP) and the 2014-2017 Statewide Transportation Improvement Program.

An MSAT analysis is not required for the proposed project as the project will have no meaningful impact on traffic volumes or vehicle mix. Commercial vehicles currently account for approximately 20 percent of the vehicles mix and this is anticipated to remain consistent through the design year of 2034. The project is being proposed to address safety concerns repair deteriorating infrastructure, reduce congestion, improve mobility, and develop an east-west corridor. This project has been determined to generate minimal air quality impacts for CAA criteria pollutants and has not been linked with any special MSAT concerns. As such, traffic volumes are not anticipated to increase as a result of this proposed project.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES model forecasts a combined reduction of over 80 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 100 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

SECTION F - NOISE

Noise	**Yes**	**No**
Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?	X	

	No	**Yes/ Date**
ES Review of Noise Analysis		August 20, 2013

Remarks:

In accordance with 23 CFR 772 and the INDOT Traffic Noise Policy (effective July 13, 2011), this project is a Type I project and therefore requires a noise analysis of potential impacts and, whether there are feasible and reasonable ways to mitigate those impacts.

A noise analysis was prepared by the Corradino Group following the guidance in the Federal Highway Administration's (FHWA's) *Highway Traffic Noise: Analysis and Abatement Guidance* (July 2010) and the Indiana Department of Transportation's (INDOT's) *Traffic Noise Policy* (July 2011).

All front row single-family dwellings were individually modeled (with minor exceptions in the east end of the corridor), as were the corridor's three churches and two schools. In order to provide a representative sample, second row single-family dwellings were grouped by block, and multi-family units were represented by single receptors. Businesses were modeled individually or in groups, depending on their relationship to the road. As shown in the table below, 229 modeled receptors represent the 760 total receptors within the project area.

One hundred and thirty seven dwelling units, consisting of both multi-family and single-family, currently experience noise levels that approach or exceed the Noise Abatement Criteria (NAC). Currently traffic projections estimate that traffic will increase by 2.48 percent annually, meaning that traffic will increase by 84 percent by 2034 with or without the proposed project. This will equate to an additional 58 dwelling units experiencing noise levels that approach or exceed the NAC.

Noise Receptors by Number and Type

Land Use	Land Use Category	Applicable NAC	# Receptors	# Modeled	Approach or Exceed NAC (2034)
Dwelling Unit Total	B	66	646	196	137
Multi-Family Dwellings	*B*	*66*	*14*	*4*	*12*
Single-Family Dwellings	*B*	*66*	*632*	*192*	*125*
Businesses	E	71	46	27	14
Churches	C	66	3	3	2
Schools	C	66	2	2	1
Parks	C	66	63	1	63
All Receptors			**760**	**229**	**217**

INDOT's Noise Policy also notes a substantial noise increase is an increase in noise levels by 15.0 decibels. Because the project area is a very busy traffic corridor, no substantial noise increases were identified.

Noise mitigation for the proposed project would generally be accomplished by the construction of noise barriers due to limitations on the ability to acquire property for mitigation or to mitigate sites off public right-of-way. Noise barriers require long, uninterrupted segments to be feasible as gaps in the barriers allow noise to pass through making the desired noise reduction infeasible.

For the proposed project, all dwelling units, businesses, and churches where noise levels approach or exceed the NAC are in a front row location along the alignment and need access to the project roadway and sidewalks, meaning there would be continuous gaps in any barrier. Therefore, noise abatement would not be feasible at any of these locations.

A noise barrier could be constructed at Irving Park along Chicago Street. However, the park is bordered by the NICTD commuter rail line and I-90 on the east side, both of which are elevated 15-20 feet from the surrounding grade level. The noise generated by the rail and highway facilities would not be reduced, thereby rendering the noise barrier ineffective to mitigate for noise impacts at Irving Park. Therefore, the noise barrier would not be feasible.

The Noll Institute is in a similar situation on the east side of I-90. The football and baseball fields and the main building of the catholic high school will experience noise levels exceeding the NAC, but there is no feasible mitigation due to the presence of I-90.

Based on the studies completed to date, no locations where noise abatement would be feasible have been identified based upon the inability to provide continuous, uninterrupted wall segments or in the case of Irving Park and the Noll Institute, the presence of I-90 and rail traffic. Therefore, noise abatement is not proposed as part of this project.

The full noise analysis report can be found in Appendix H, Page H-1 to H-192. Coordination with INDOT Environmental Services (ES) is included in Appendix H, Page H-193 to H-194.

SECTION G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors	**Yes**	**No**
Will the proposed action comply with the local/regional development patterns for the area?	X	
Will the proposed action result in substantial impacts to community cohesion?		X
Will the proposed action result in substantial impacts to local tax base or property values?		X
Will construction activities impact community events (festivals, fairs, etc.)?		X
Does the community have an approved transition plan?	X	
If No, are steps being made to advance the community's transition plan?		
Does the project comply with the transition plan? (explain in the remarks box)	X	

Remarks:

The proposed project will improve public safety and mobility throughout the project area and will comply with the local and regional development plans put forth by the City of Hammond as well as NIRPC. No substantial adverse community impacts are anticipated as a result of the proposed project. The project will require a total of 35 residential relocations, 7 business relocations, and one industrial property relocation. The project will not negatively affect community cohesion as it will not substantially change access or travel patterns within the community.

On December 21, 2011, the City of Hammond implemented Resolution R19. This resolution adopted the ADA transition plan for the city and requires all public works projects to comply with the 2010 Americans with Disabilities Act Standards for Accessible Design and the 2005 Guidelines for Accessible Public Rights of Way. The proposed project would fully comply with the ADA transition plan. Sidewalks throughout the project corridor would be upgraded or replaced in order to comply with ADA standards.

A letter from the United States Fish and Wildlife Service (USFWS) dated January 8, 2013 stated that the relocation of Gostlin Street and the work on Chicago Street between Hohman Avenue and Torrence Avenue "could consist of the loss of significant numbers of shade trees which provide some bird and small mammal habitat while also providing green space amenities for the residents of the area." The USFWS recommended the creation of mini-parks on remnant parcels as well as tree and shrub plantings to screen residential areas from the roadway. This recommendation has been added to the project commitments. A copy of this letter is included in Appendix B, Page B-6 to B-8.

Indirect and Cumulative Impacts

	Yes	No
Will the proposed action result in substantial indirect or cumulative impacts?		X

Remarks: The project will reconstruct and realign an existing roadway in an already developed area. It is not anticipated to result in any substantial indirect or cumulative impacts.

Public Facilities & Services

	Yes	No
Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*	X	

Remarks: The proposed project is not anticipated to result in substantial impacts to public facilities and services. The proposed project will improve safety and mobility for both pedestrians and bicyclists. This is anticipated to have a beneficial impact on health and educational facilities within the vicinity of the proposed project. Temporary negative impacts will be experienced in the form of transportation delays during construction; however access to all businesses and residences along the project corridor will be maintained during construction.

Early coordination was sent to public agencies, including the highway department, sheriff's department, fire department, public schools, and other local public agencies. No responses were received regarding potential impacts to public facilities or services. Public facilities or services may be impacted by the road restrictions or road closures during construction. However, these impacts would be temporary and minor in nature. The City of Hammond will provide the official detour routes to the local community in advance of construction. This information will be provided to the local news media and will be posted on the project website. Emergency service units and school corporations will be notified in advance of the start of construction and road closures.

Environmental Justice (EJ) (Presidential EO 12898)

	Yes	No
During the development of the project were EJ issues identified?	X	
Does the project require an EJ analysis?	X	
If YES, then:		
Are any EJ populations located within the project area?	X	
Will the project result in adversely high or disproportionate impacts to EJ populations?		X

Remarks: All Environmental Assessment level documents require an Environmental Justice (EJ) analysis. An EJ concern is considered any impact that would have a disproportionately high and adverse effect on an environmental justice population. For EJ analysis, the reference community is typically a county, city, or town that contains the project and is called the community of comparison (COC). The community that overlaps the project limits is called the affected community (AC). Affected communities which are more than 50 percent minority or low-income are automatically EJ populations. For all other affected communities, an EJ population exists if the low-income population or minority population is 125 percent of the COC.

The project area is comprised of two Census Tracts, as determined by a review of the 2010 US Census Tracts (www.census.gov). These Census Tracts are considered to be the ACs. For this analysis, the City of Hammond was analyzed as the COC.

Within the COC, 21.15 percent of the population was considered low-income. A low-income EJ population would exist if the low-income population in the AC exceeds 26.43 percent (125 percent of the COC). A low-income population of EJ concern was identified in AC 2 - Census Tract 204.

LOW-INCOME POPULATION	COC City of Hammond	AC 1 Census Tract 203	AC 2 Census Tract 204
Total Population for Whom Poverty Status is Determined	80,785	6,143	5,433
Total Population Below Poverty Level	17,084	924	1,534
Percent Low-Income	21.15%	15.04%	28.23%
125 Percent of COC	26.43%		
AC Percent Low-Income Greater Than 125 Percent of COC?		No	Yes
AC Percent Low-Income Greater Than 50 Percent?		No	No
Population of EJ Concern?		No	Yes

Within the COC, 56.91 percent of the population was considered minority. A minority EJ population would exist if the minority population exceeds 71.14 percent. Because the minority population in both ACs exceeds 50%, a minority EJ population is present.

MINORITY POPULATION	COC City of Hammond	AC 1 Census Tract 203	AC 2 Census Tract 204
Total Population	81,312	6,143	5,467
Minority Population	46,276	3,525	4,054
Percent Minority	56.91%	57.38%	74.15%
125 Percent of COC	71.14%		
AC Percent Minority Greater Than 125 Percent of COC?		No	Yes
AC Percent Minority Greater Than 50 Percent?		Yes	Yes
Population of EJ Concern?		Yes	Yes

Because of the potential for disproportionate impacts to EJ communities within the AC, INDOT's Equal Opportunity Division has been notified. Additionally, INDOT's Environmental Services and the Federal Highway Administration (FHWA) will be consulted to review how to avoid and, as necessary, mitigate any potential disproportionate impacts to the EJ communities within the ACs.

An evaluation of the Chicago Street project area, with respect to disproportionately high and adverse effects on low-income or minority populations, was conducted. Based on the 2010 US Census data, the project area has a proportionately high minority population in both census tracts encompassing the project. Moreover, one of the two census tracts possesses a high low-income population. The proposed project will require thirty-five residential and seven commercial relocations. Based on this data, the potential for environmental justice impacts are present.

Analysis of positive and negative effects of the project on the project area, including low-income or minority populations, was performed. This analysis indicates the benefits of the project are greater than the identified burdens, demonstrating a lack of disproportionately high and adverse effects. Specifically, the proposed project will reduce congestion and traffic delay, enhance pedestrian facilities, improve

motorist safety, improve commercial truck mobility, upgrade deteriorating infrastructure, and establish a gateway to the City of Hammond. Noted negative effects (burdens) include proposed residential and business relocations, increased traffic on Chicago Street, increased traffic noise, tree/greenspace removal, and temporary disturbances due to construction.

Significant efforts were made to engage and involve the public in the project planning process. The project team established a project website (www.GoChicagoStreet.com) and dedicated project email address (GoChicagoStreet@structurepoint.com), utilized lawn signs and flyers to announce public meetings and project updates, held two public information meetings, and developed a Community Advisory Committee. Notices for meetings were published in both English and Spanish.

Based on the evaluation of project benefits and burdens, the adverse effects of the project are not considered disproportionately high, and the positive effects of the project outweigh the noted negative effects. Significant efforts were made to encourage full and fair participation by all potentially affected communities in the project planning process, and suggestions and comments received from community participants are being considered in the final project design. As a result of this analysis and public involvement process, the requirements of Executive Order 12898 and the policy principles of the US DOT have been addressed, and no further evaluation is warranted. For reference to the EJ Analysis, see Appendix I, Page I-9 to I-37.

Relocation of People, Businesses or Farms

	Yes	No
Will the proposed action result in the relocation of people, businesses or farms?	X	
Is a Business Information Survey (BIS) required?		X
Is a Conceptual Stage Relocation Study (CSRS) required?	X	
Has utility relocation coordination been initiated for this project?	X	

Number of relocations: Residences: 35 Businesses: 7 Farms: 0 Other: 1

If a BIS or CSRS is required, discuss the results in the remarks box.

Remarks:

Relocations have been minimized to the extent practical. Existing structures to be relocated are generally within zero to thirty feet of the proposed edge of pavement. Significant property acquisition cannot be avoided due to the roadway alignment and profile.

A total of 35 residences are anticipated to be relocated as part of the proposed project. A Conceptual Stage Relocation Study was conducted in July 2014 for the proposed project and can be found in Appendix I, Page I-22 to I-83. Decent, Safe, and Sanitary replacement housing is available for home owners within the immediate vicinity of the project. This housing is anticipated to be within the home owners' financial means upon inclusion of relocation benefits. However, there is a lack of available rental properties within the immediate vicinity of the project and therefore those renting their residences may be forced to look elsewhere within the city of Hammond to locate replacement rental housing. While rental rates within the project area are some of the lowest within the area, it is anticipated that with relocation benefits, Decent, Safe, and Sanitary replacement rental housing will be readily available within the city of Hammond.

Seven commercial properties and one industrial property would be relocated as part of the proposed project. Each business relocation presents its own unique challenge in finding a suitable site to relocate, including the transfer of a liquor license, location dependent retail, and an area to conduct automotive repairs. However, there is a wide variety of commercial properties available within the city of Hammond and therefore it is likely that these businesses will find a commercial property suitable for relocation within the city of Hammond. A Business Information Survey (BIS) was not required as the proposed project is not relocating more than 10 businesses or half of the community/neighborhood.

During property acquisition, it is possible that additional structures may be acquired. A partial strip right-of-way acquisition of the property at 4647 Johnson Avenue will also be required as part of the proposed project. This will likely require the acquisition of a shed in the backyard of this property.

The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Relocation resources are available to all residential and business relocatees without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)	**Documentation**
Red Flag Investigation	X
Phase I Environmental Site Assessment (Phase I ESA)	X
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

	No	**Yes/ Date**
ES Review of Investigations	X – LPA Project	

Include a summary of findings for each investigation.

Remarks:

A Red Flag Investigation (RFI) was submitted to the City of Hammond and INDOT on September 12, 2012. Based upon comments received on the initial RFI, a revised RFI was submitted on February 26, 2013. The RFI identified 78 Hazardous Material Concern records within one-half mile of the project study area including seven underground storage tank sites and four leaking underground storage tank sites in direct proximity to the project corridor. A copy of the RFI is included in Appendix D, Page D-1 to D-40.

A Phase I Initial Site Assessment (ISA), conducted in accordance with the procedures outlined in the Hazardous Materials Unit Operating Manual published by INDOT ES, was submitted to the City of Hammond, Indiana on December 19, 2012. A search of nationwide and local database sources was provided by FirstSearch Technology Corporation on August 10, 2012 and a site visit was conducted on the same date.

The Phase I ISA identified 17 sites along the project corridor that have a recognized environmental condition (REC). Of these, 12 sites were initially recommended for further investigation in the form of a Phase II limited subsurface investigation within or adjacent to the project right-of-way. However, after meeting with the City of Hammond on January 22, 2013, it was determined that no additional investigative work would be conducted on sites from which no right-of-way would be acquired. This would therefore eliminate Phase II work at four previously identified sites and bring the total number of properties recommended for Phase II work to a total of eight sites. These sites are summarized in the table below. The full Phase I ISA is included in Appendix D, Page D-41 to D-115 along with mapping identifying the specific location of the identified sites. A copy of the Phase I ISA was sent to INDOT on February 26, 2013.

Phase II ISA's will be conducted on those properties recommended for additional investigation after Stage II plans are submitted and the environmental document has been approved.

Recognized Environmental Conditions

Site ID	Site	Address	REC	Additional Investigation Recommended
1	Ostrom's Services	21-25 Gostlin Street	Active LUST	No
2	Residential	208 Gostlin Street	Former gas tank (e.g. AST or UST) on site as identified on historic maps with no closure documentation	Yes
3	Vacant Lot (Formerly Hammond Solvent Recovery)	241 Brunswick Street	US EPA Investigation; former solvent recovery facility	Yes
4	Former store	233 Gostlin Street	Gas tanks near the ROW as identified on historic maps with no documentation of closure or soil sampling	No
5	Polish Army Veterans Association	241-243 Gostlin Street	Contamination on site as sourced from adjacent facility (former Hammond Solvent Recovery Plant)	No
6	Former gas station	4446 Sheffield Avenue	Gas tanks near the ROW as identified on historic maps with no documentation of closure or soil sampling	Yes
7	Sheffield Scrap (Chuck's Towing & Storage)	4648 Sheffield Avenue	NFRAP site	No
8	Former gas station (Ace hardware)	4645 Hohman Avenue	Gas tanks near the ROW as identified on historic maps with no documentation of closure or soil sampling	Yes
9	KAR Service, Inc.	4714 Hohman Avenue	Former UST Site	No
10	Peter Olenik (Alex Auto Sales)	4703 Hohman Avenue	LUST site; documented contamination is not delineated	Yes
11	E-Z Tire Service	725 East Chicago Street	Historic LUST/UST; Gas tanks near the ROW as identified on historic maps with no documentation of closure or soil sampling	No
12	Former gas station (White Castle)	4632 Calumet Avenue	Gas tanks identified on historic maps with no documentation of closure or sampling	No
13	McDonald's (former KAR Auto Service)	4635 Calumet Avenue	Historic LUST/UST; Gas tanks near the ROW as identified on historic maps with no documentation of closure or soil sampling	Yes
14	Speedway SuperAmerica	4705 Calumet Avenue	Active LUST Site; residual contamination near ROW	Yes
15	Former gas station (Nick's Liquors)	4702 Calumet Avenue	Gas tanks near the ROW as identified on historic maps with no documentation of closure or soil sampling	No
16	Former gas station	936 Chicago Street	Gas tanks near the ROW as identified on historic maps with no documentation of closure or soil sampling	Yes
17	Oil Exchange	1142 Chicago Street	Former UST site	No

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Individual Permit (IP)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	
Pre-Construction Notification (PCN)	
Other	
Wetland Mitigation required	
Stream Mitigation required	
IDEM	
Section 401 WQC	
Isolated Wetlands determination	
Rule 5	X
Other	
Wetland Mitigation required	
Stream Mitigation required	
IDNR	
Construction in a Floodway	
Navigable Waterway Permit	
Lake Preservation Permit	
Other	
Mitigation Required	
US Coast Guard Section 9 Bridge Permit	
Others (Please discuss in the remarks box below)	

Remarks: A Rule 5 Permit from the Indiana Department of Environmental Management is anticipated because the proposed project will disturb more than one (1) acre of total land area. The City of Hammond, or its authorized agent, is responsible for obtaining all necessary permits.

SECTION J- ENVIRONMENTAL COMMITMENTS

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s), and indicating which are firm and which are for further consideration. The commitments should be numbered.

Remarks:

Firm:

1. If any archaeological artifacts or human remains are uncovered during construction, federal law and regulations (16 USC 470, et seq.; 36 CFR 800.11, et al) and State Law (IC 14-21-1) require that work must stop and that the discovery must be reported to the Division of Historic Preservation and Archaeology within 2 business days (IDNR).
2. If the scope of work or right of way amounts change, INDOT ES will be contacted immediately (INDOT).
3. If any potential hazardous materials are discovered during construction the IDEM Spill Line should be notified with details of the discovery within 24 hours. (IDEM)
4. IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. (IDEM)
5. Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. Dirt tracked onto paved roads from unpaved areas should be minimized. (IDEM)
6. All facilities slated for renovation or demolition must be inspected by an Indiana-licensed asbestos

inspector prior to renovation or demolition activities. If regulated asbestos- containing material (RACM) that may become airborne is found, demolition, renovation, or asbestos removal activities must be performed in accordance with notification and emission control requirements. (IDEM)

7. In all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition. (IDEM)
8. IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. (IDEM)
9. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months of April through October. (IDEM)
10. Wastes and unused building materials shall be managed and disposed of in accordance with all applicable statutes and regulations. (IDEM)
11. Stabilize all disturbed areas upon completion of land disturbing activities. (IDEM)
12. Sediment-laden water which otherwise would flow from the project site shall be treated by erosion and sediment control measures appropriate to minimize sedimentation. (IDEM)
13. A stable construction site access shall be provided at all points of construction traffic ingress and egress to the project site. (IDEM)
14. Public or private roadways shall be kept cleared of accumulated sediment that is a result of run-off or tracking. (IDEM)
15. Phase II ISA's will be conducted on those properties recommended for additional investigation after Stage II plans are submitted and the environmental document has been approved. (City of Hammond)
16. Prior to making any connection to existing mains, the contractor shall contact the appropriate representative of the owner to advise the owner as to the method of operations, materials and equipment available to successfully complete the work, and provide an estimate of completion time to allow proper scheduling of the existing water utility operations. (City of Hammond)

For Consideration:

1. Mini-parks could be provided on remnant parcels that are only partially used for the roadway improvements, and tree and shrub plantings could be provided to screen remaining residential area from the widened roadway. (USFWS)
2. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion. (IDNR)
3. Minimize and contain within the project limits all tree and brush clearing. (IDNR)
4. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30. (IDNR)
5. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. (IDNR)
6. Plant five native trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height. (IDNR)

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks: Early coordination letters were sent to the agencies listed below on December 19, 2012. These early coordination letters provided background on the project, existing conditions, and a description of the proposed project. The early coordination letters also summarized the Red Flag Investigation which was conducted in September 2012. Early coordination responses are included in Appendix B, Page B-6 to B-33.

Agency	Response	Appendix Page
USFWS	**January 8, 2013**	**B-6 to B-8**
NRCS	**January 10, 2013**	**B-9**
USACE	*No response*	-
Indiana Geological Survey	**January 23, 2013**	**B-10**
IDEM, Groundwater Section	**December 21, 2013**	**B-11**
IDEM	**January 2, 2013**	**B-12 to B-21**
IDNR / Division of Fish and Wildlife	**January 17, 2013**	**B-32 to B-33**
USEPA	*No response*	-
City of Hammond Mayor	*No response*	-
City of Hammond Office of Economic Development	**January 23, 2013**	**B-22**
City of Hammond Zoning Office	*No response*	-
City of Hammond Office of Community Development	*No response*	-
City of Hammond Corporation Counsel	*No response*	-
City of Hammond City Council	*No response*	-
City of Hammond City Engineer	*No response*	-
City of Hammond Environmental Management	**January 3, 2013**	**B-23**
City of Hammond Fire Department	*No response*	-
City of Hammond Chief of Inspections	*No response*	-
City of Hammond City Attorney	*No response*	-
City of Hammond Parks and Recreation	*No response*	-
City of Hammond Police Department	*No response*	-
City of Hammond Sanitary District	**January 9, 2013**	**B-24 to B-26**
City of Hammond Board of Sanitary Commissioners	*No response*	-
City of Hammond Superintendent	*No response*	-
City of Hammond Urban Enterprise Association	*No response*	-
City of Hammond Sewer Maintenance Department	*No response*	-
City of Hammond Streets Department	*No response*	-
City of Hammond Water Department	*No response*	-
Lake County Sheriff's Department	*No response*	-
North Township Trustees	*No response*	-
North Township Resource Coordinator	*No response*	-
North Township Director of Transportation	*No response*	-

North Township Projects Coordinator	*No response*	-	
North Township Board Members	*No response*	-	
United States Senator Honorable Dan Coats	*No response*	-	
United States Senator Honorable Susan Glick	*Undeliverable*	-	
United States Representative Honorable Pete Visclosky	*No response*	-	
United States Representative Honorable Lonnie Randolph	*No response*	-	
United States Representative Honorable Linda Lawson	*No response*	-	
City of East Chicago Chief of Police	*No response*	-	
City of East Chicago Fire Chief	*No response*	-	
City of East Chicago Director of Emergency Management	*No response*	-	
City of East Chicago City Planner	*No response*	-	
City of East Chicago Mayor	*No response*	-	
City of East Chicago City Engineer	*No response*	-	
Village of Burnham, Illinois Chief of Police	*No response*	-	
Village of Burnham, Illinois Fire Chief	*No response*	-	
Village of Burnham, Illinois Mayor	*No response*	-	
Illinois DOT	**January 30, 2013**	**B-27 to B-31**	
Northwest Indiana Regional Planning Commission	*No response*	-	
Hammond Development Corporation	*No response*	-	
Lake County Health Department	*No response*	-	

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Designation Number: 1297017

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City of Hammond, Economic Development	B-22
City of Hammond, Department of Environmental Management	B-23
City of Hammond, Sanitary District	B-24 to B-26
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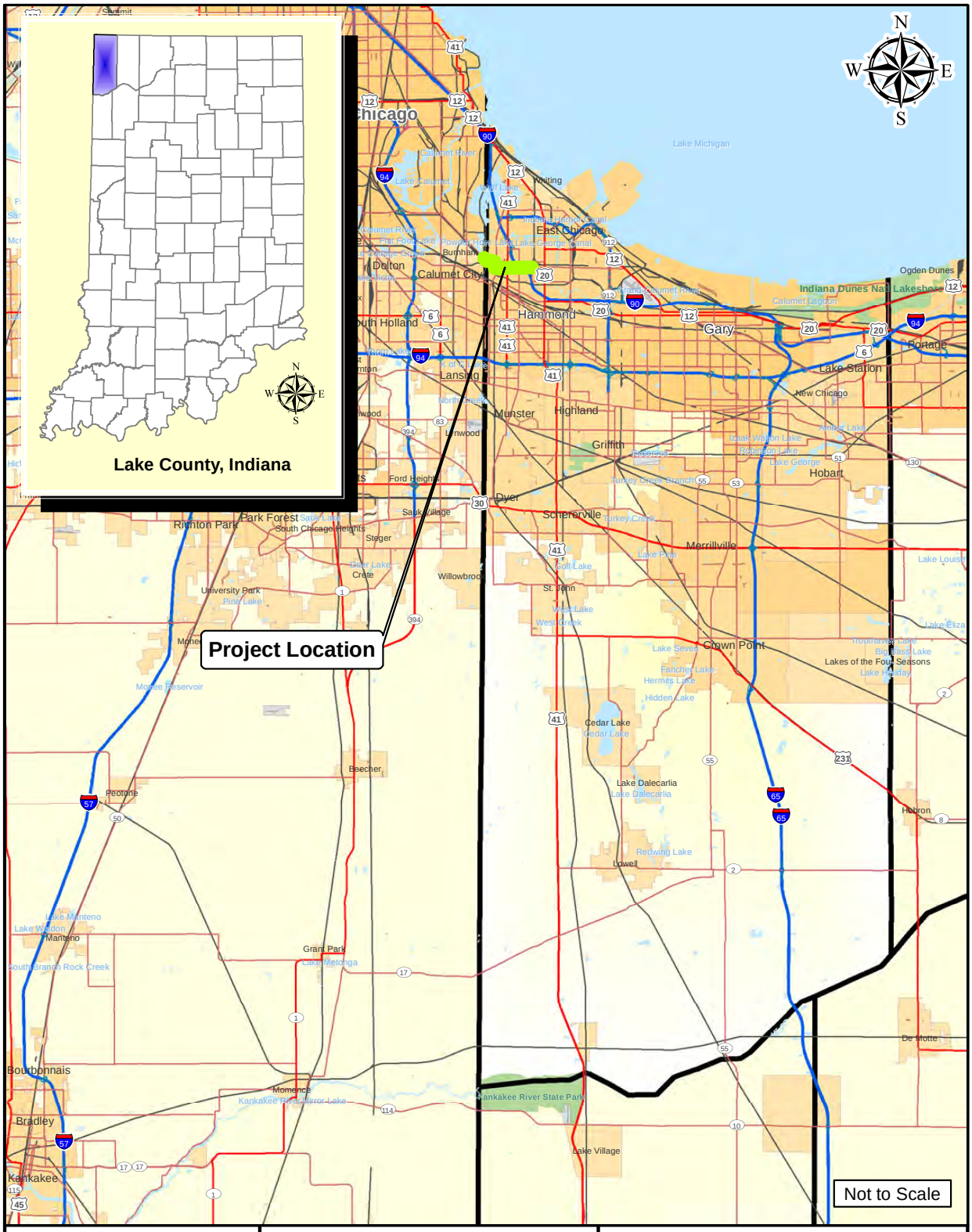
General Project Mapping



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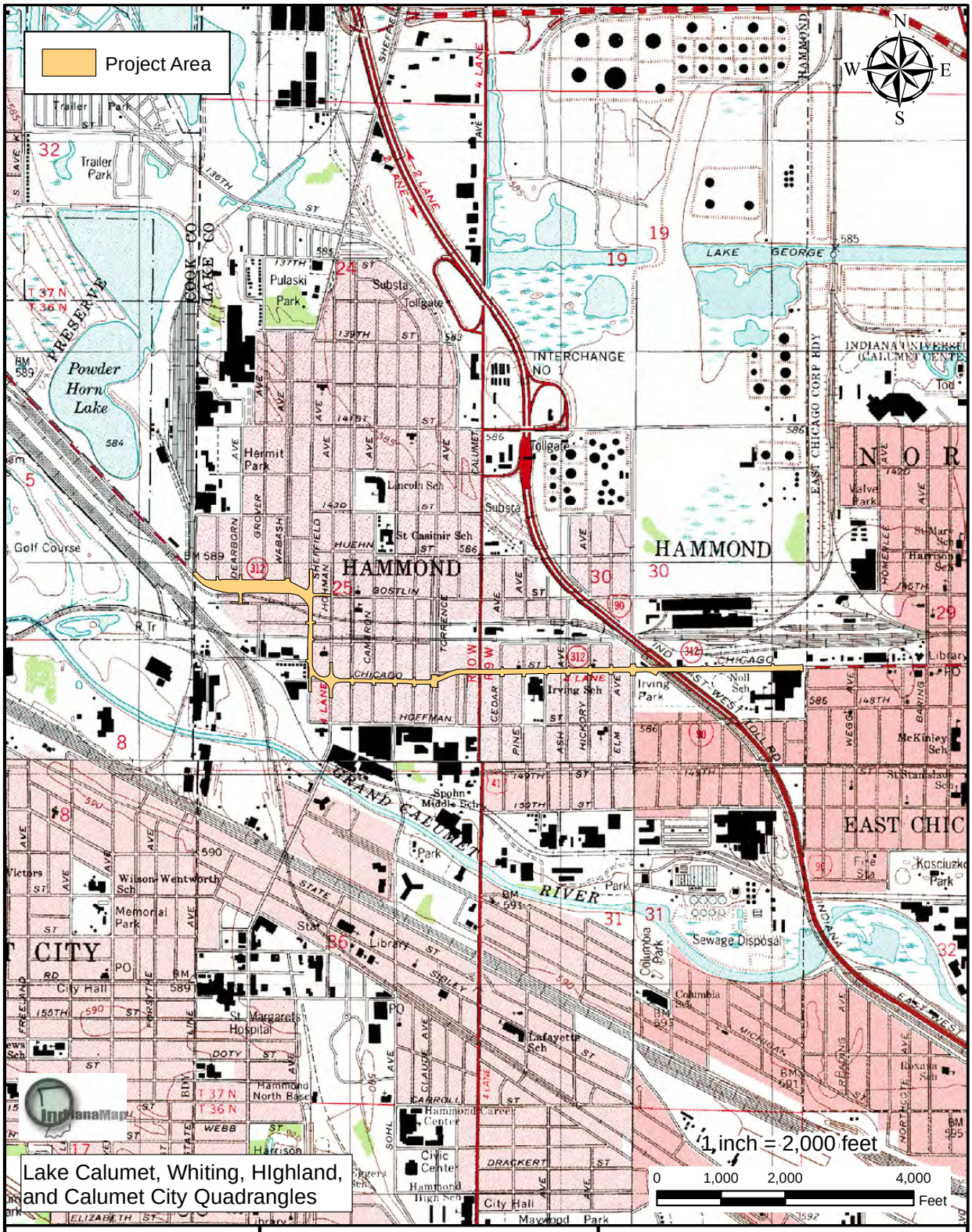
Project Location Map

City of Hammond
Engineering Deptartment
5925 Calumet Ave.
Hammond, IN 46320

Des. No. 1297017
Chicago Street Widening and Reconstruction

Location: Hammond
Township: North
County: Lake
State: Indiana

Date: 11/30/2012



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USGS Topographic Quadrangle

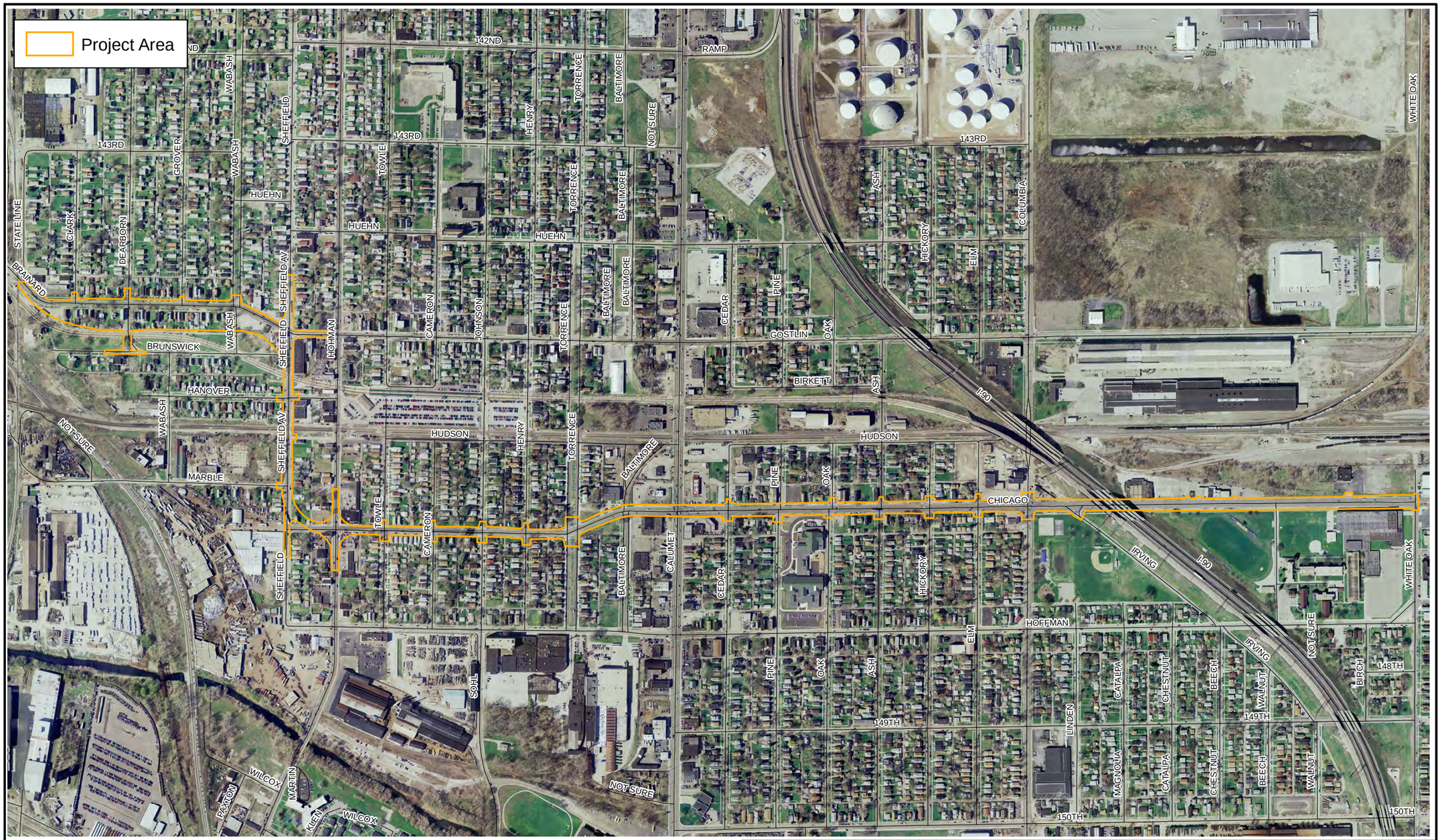
City of Hammond
Engineering Deptartment
5925 Calumet Ave.
Hammond, IN 46320

Des. No. 1297017
Chicago Street Widening and Reconstruction

Location: Hammond
Township: North
County: Lake
State: Indiana

Date: 11/30/2012

Path: P:\2011\00320\D. Drawings\Environmental\Exhibits\Phase_I_ESA\201100320.EV.2012-11-29.MAP.Topo.dmg.mxd Date:12/11/2012 User:dgraves



0 350 700 1,400 Feet

N W E S

AMERICAN STRUCTUREPOINT INC.
www.structurepoint.com

Chicago Street - Aerial Map

City of Hammond
Engineering Deptartment
5925 Calumet Ave.
Hammond, IN 46320

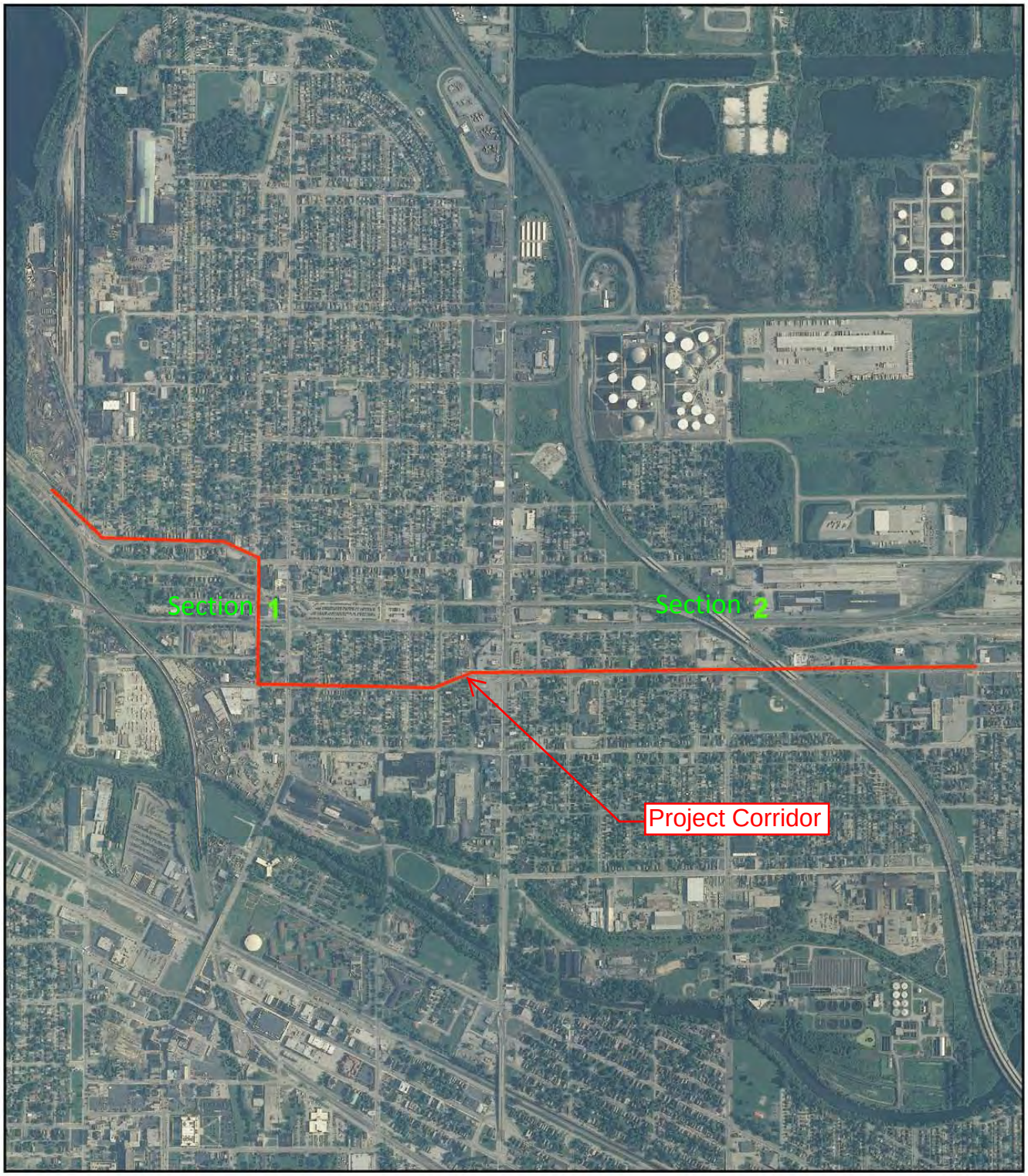
Des. No. 1297017
Chicago Street Widening and Reconstruction

Location: Hammond
Township: North
County: Lake
State: Indiana

Date: 11/30/12

Path: P:\2011\00320\D. Drawings\Environmental\Exhibits\Phase_1_ESA\2011\00320\EV2012-12-12.MAP.11x17-Aerial.dmg.mxd Date:12/11/2012 User:dgraves

Historic Aerials



Historical Aerial Photo
2010 - Reference Mosaic
CHICAGO ST
HAMMOND, IN 46320

Target Site: 41.630825, -87.508370; Job Number: 201100320

1 inch equals 1,338 feet

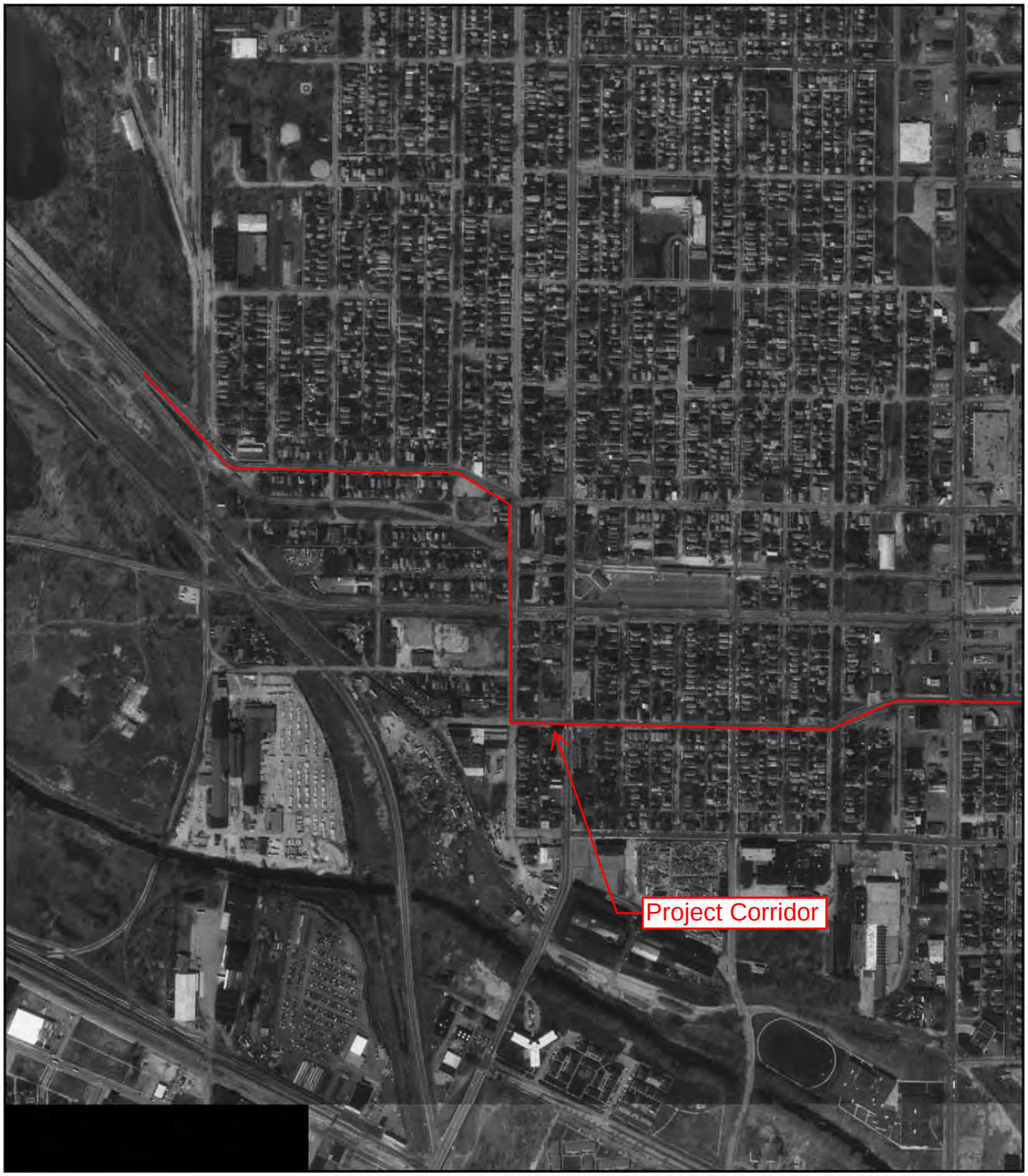
FIRSTSEARCH

Historical Aerial Photo
2010 - SECTION 1
CHICAGO ST
HAMMOND, IN 46320

Target Site: 41.630825, -87.508370; Job Number: 201100320

N
W E
S

1 inch equals 750 feet



FIRSTSEARCH

Historical Aerial Photo
1998 - SECTION 1
CHICAGO ST
HAMMOND, IN 46320

Target Site: 41.630825, -87.508370; Job Number: 201100320

N
W E
S

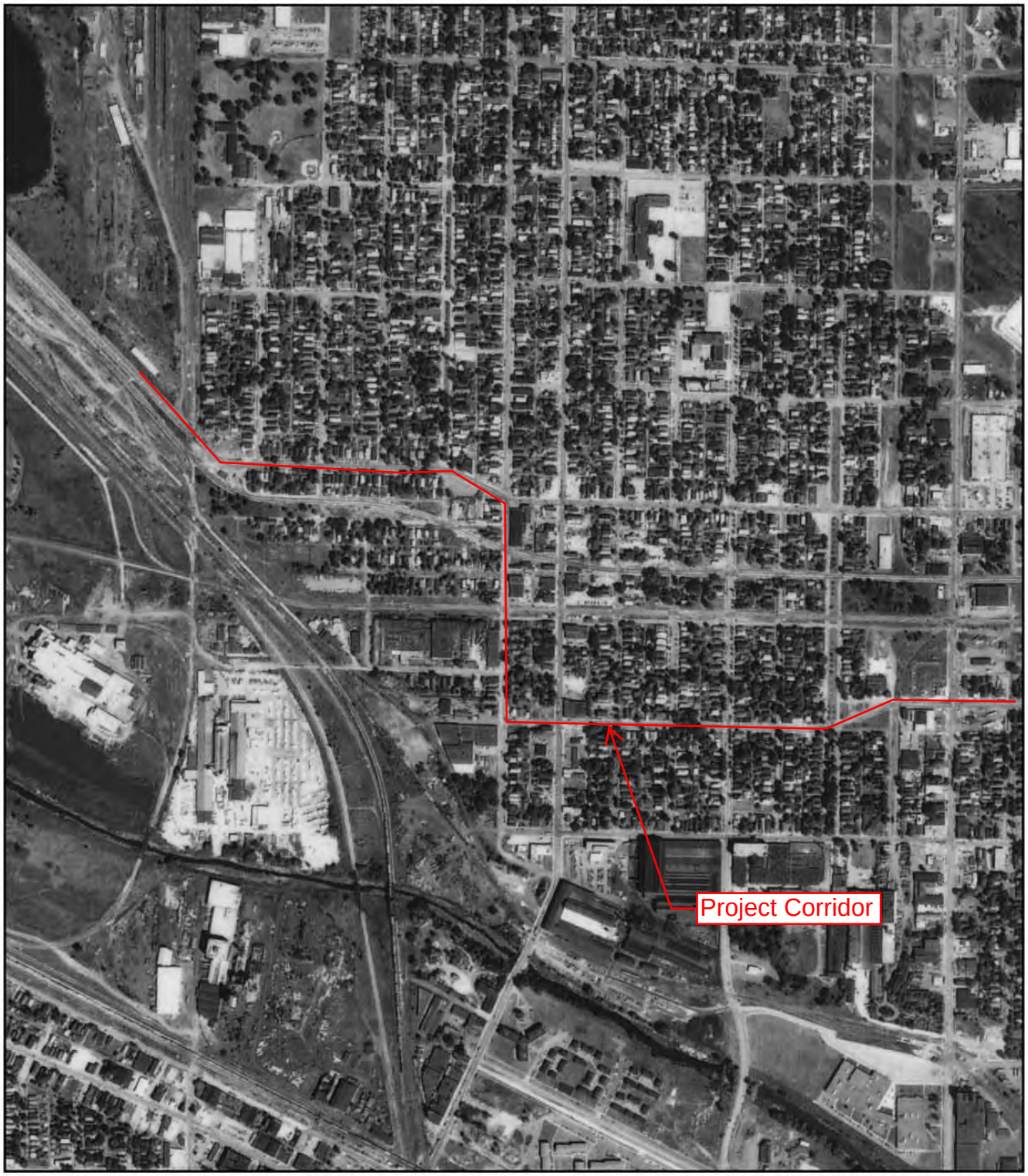
1 inch equals 750 feet

Historical Aerial Photo
1983 - SECTION 1
CHICAGO ST
HAMMOND, IN 46320

Target Site: 41.630825, -87.508370; Job Number: 201100320

N
W E
S

1 inch equals 750 feet



Historical Aerial Photo
1973 - SECTION 1
CHICAGO ST
HAMMOND, IN 46320

FIRSTSEARCH

Target Site: 41.630825, -87.508370; Job Number: 201100320

N
W E
S

1 inch equals 750 feet

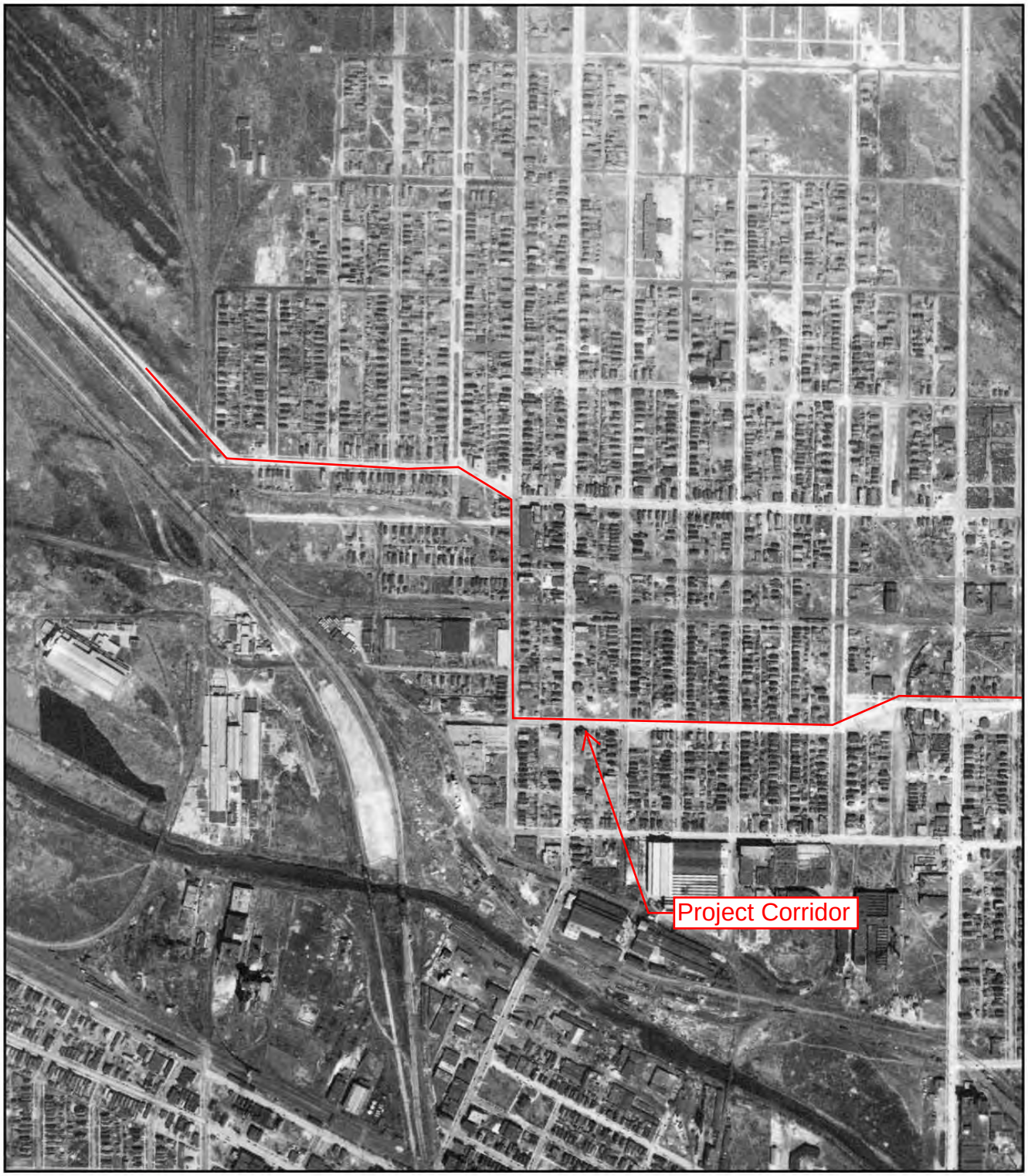
Historical Aerial Photo
1952 - SECTION 1
CHICAGO ST
HAMMOND, IN 46320

FIRSTSEARCH

Target Site: 41.630825, -87.508370; Job Number: 201100320

N
W E
S

1 inch equals 750 feet



Historical Aerial Photo
1939 - SECTION 1
CHICAGO ST
HAMMOND, IN 46320

FIRSTSEARCH

Target Site: 41.630825, -87.508370; Job Number: 201100320

N
W E
S

1 inch equals 750 feet

Historical Aerial Photo
2010 - SECTION 2
CHICAGO ST
HAMMOND, IN 46320

FIRSTSEARCH

Target Site: 41.630825, -87.508370; Job Number: 201100320

N
W E
S

1 inch equals 750 feet

FIRSTSEARCH

Historical Aerial Photo
1998 - SECTION 2
CHICAGO ST
HAMMOND, IN 46320

Target Site: 41.630825, -87.508370; Job Number: 201100320

N
W E
S

1 inch equals 750 feet

FIRSTSEARCH

Historical Aerial Photo
1983 - SECTION 2
CHICAGO ST
HAMMOND, IN 46320

Target Site: 41.630825, -87.508370; Job Number: 201100320

N
W E
S

1 inch equals 750 feet

FIRSTSEARCH

Historical Aerial Photo
1973 - SECTION 2
CHICAGO ST
HAMMOND, IN 46320

Target Site: 41.630825, -87.508370; Job Number: 201100320

N
W E
S

1 inch equals 750 feet

Historical Aerial Photo
1952 - SECTION 2
CHICAGO ST
HAMMOND, IN 46320

FIRSTSEARCH

Target Site: 41.630825, -87.508370; Job Number: 201100320

N
W E
S

1 inch equals 750 feet

Historical Aerial Photo
1938/1939 - Composite Image - SECTION 2
CHICAGO ST
HAMMOND, IN 46320

FIRSTSEARCH

Target Site: 41.630825, -87.508370; Job Number: 201100320

N
W E
S

1 inch equals 750 feet

Alternative Mapping by Roadway Segment

Alternative Segments

- Alternatives have been developed in four independent segments with two to four alternatives having been developed for each segment.
  - Segment 1: Gostlin Street between South Brainard Avenue to Sheffield Avenue (4 alternatives)
  - Segment 2: Sheffield Avenue from Gostlin Street to Chicago Street (3 alternatives)
  - Segment 3: Chicago Street from Hohman Avenue to Calumet Avenue (2 alternatives)
  - Segment 4: Chicago Street from Calumet Avenue to White Oak Avenue (2 alternatives)

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CHICAGO STREET

Segment 1

- Gostlin Street from South Brainard Avenue to Sheffield Avenue
  - On-Alignment, Shifted North, Roundabout
  - On-Alignment, Shifted North and South, Roundabout
  - Off-Alignment, Turning Roadway
  - Off-Alignment, Roundabout

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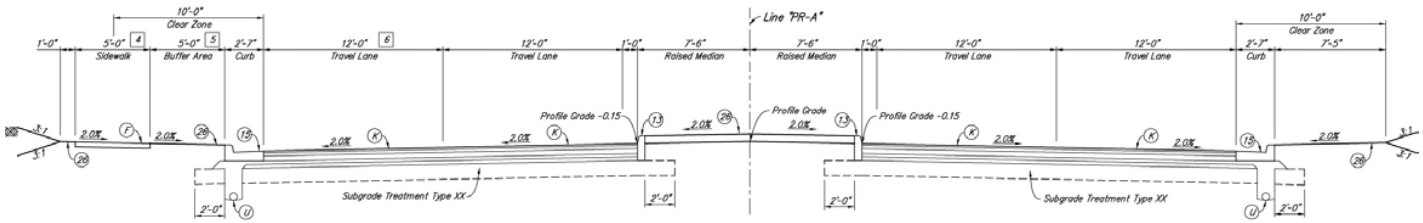
CHICAGO STREET

Segment 1: Typical Section



Alternate 1.1

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CHICAGO STREET

Alternate 1.2

AMERICAN STRUCTUREPOINT INC

CHICAGO STREET

Alternate 1.3

AMERICAN STRUCTUREPOINT INC

CHICAGO STREET

Alternate 1.4

AMERICAN STRUCTUREPOINT INC

CHICAGO STREET

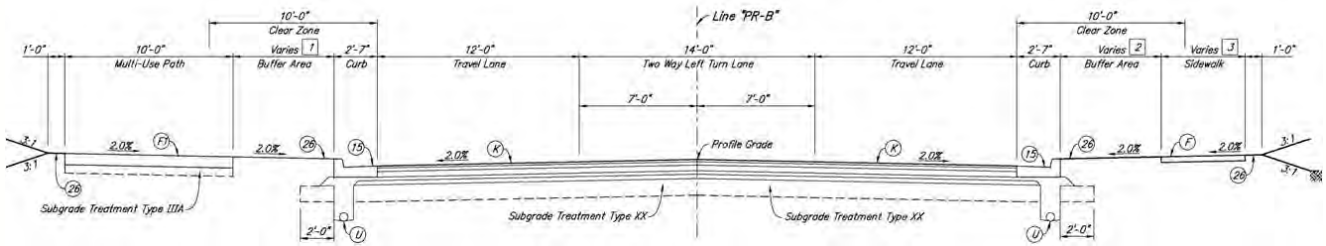
Segment 2

- Sheffield Avenue from Gostlin Street to Chicago Street and Chicago Street to Hohman Avenue
  - Turning Roadway
  - Free Flow with Traffic Signal
  - Free Flow with Roundabout

AMERICAN STRUCTUREPOINT INC

CHICAGO STREET

Segment 2: Typical Section



Alternate 2.1

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CHICAGO STREET

Alternate 2.2

AMERICAN STRUCTUREPOINT INC

CHICAGO STREET

Alternate 2.3

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CHICAGO STREET

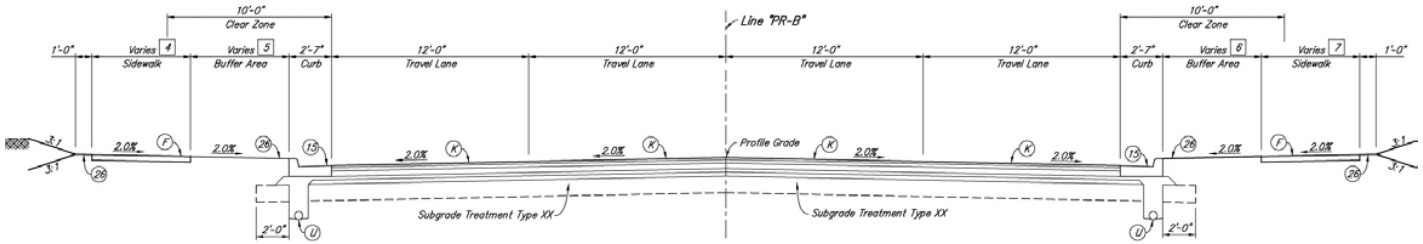
Segment 3

- Chicago Street from Hohman Avenue to Calumet Avenue
  - Widen along Existing Centerline
  - Widen with Curves

AMERICAN STRUCTUREPOINT INC

CHICAGO STREET

Segment 3: Typical Section



Alternate 3.1

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CHICAGO STREET

Alternate 3.2

AMERICAN STRUCTUREPOINT INC

CHICAGO STREET

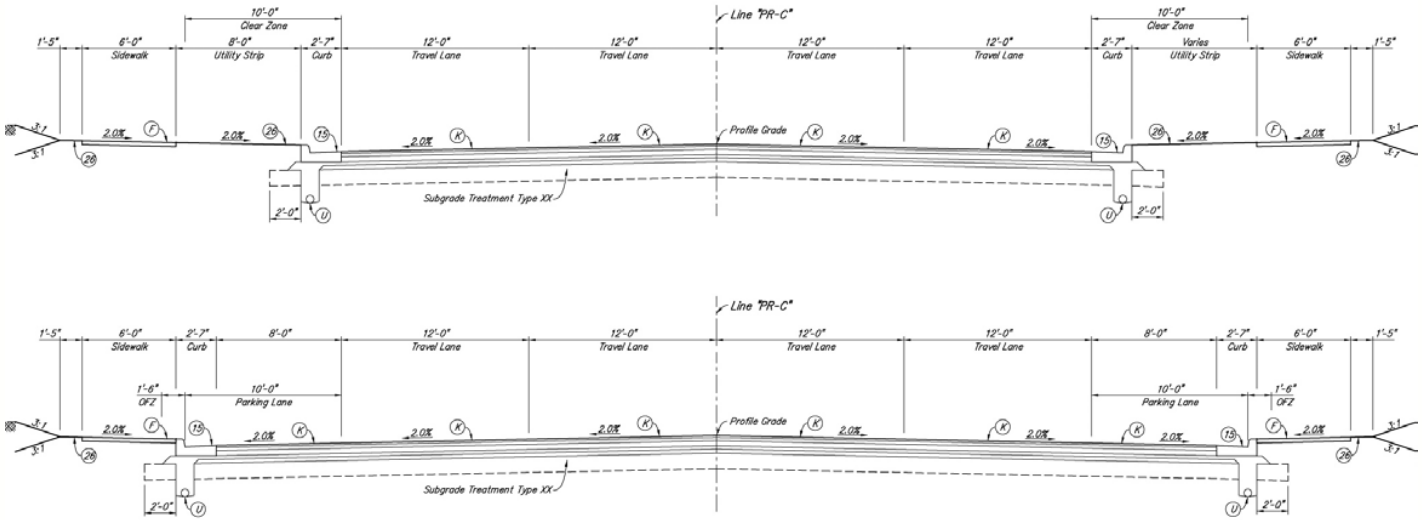
Segment 4

- Chicago Street from Calumet Avenue to White Oak Avenue
  - Resurfacing
  - Reconstruction

AMERICAN STRUCTUREPOINT INC

CHICAGO STREET

Segment 4: Typical Section



Alternates 4.1 and 4.2

AMERICAN STRUCTUREPOINT INC.

CHICAGO STREET

PROJECT	DESIGNATION
1297017	1297017
CONTRACT	BRIDGE FILE
R-34740	N/A

INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS

CHICAGO STREET WIDENING & RECONSTRUCTION

CITY OF HAMMOND

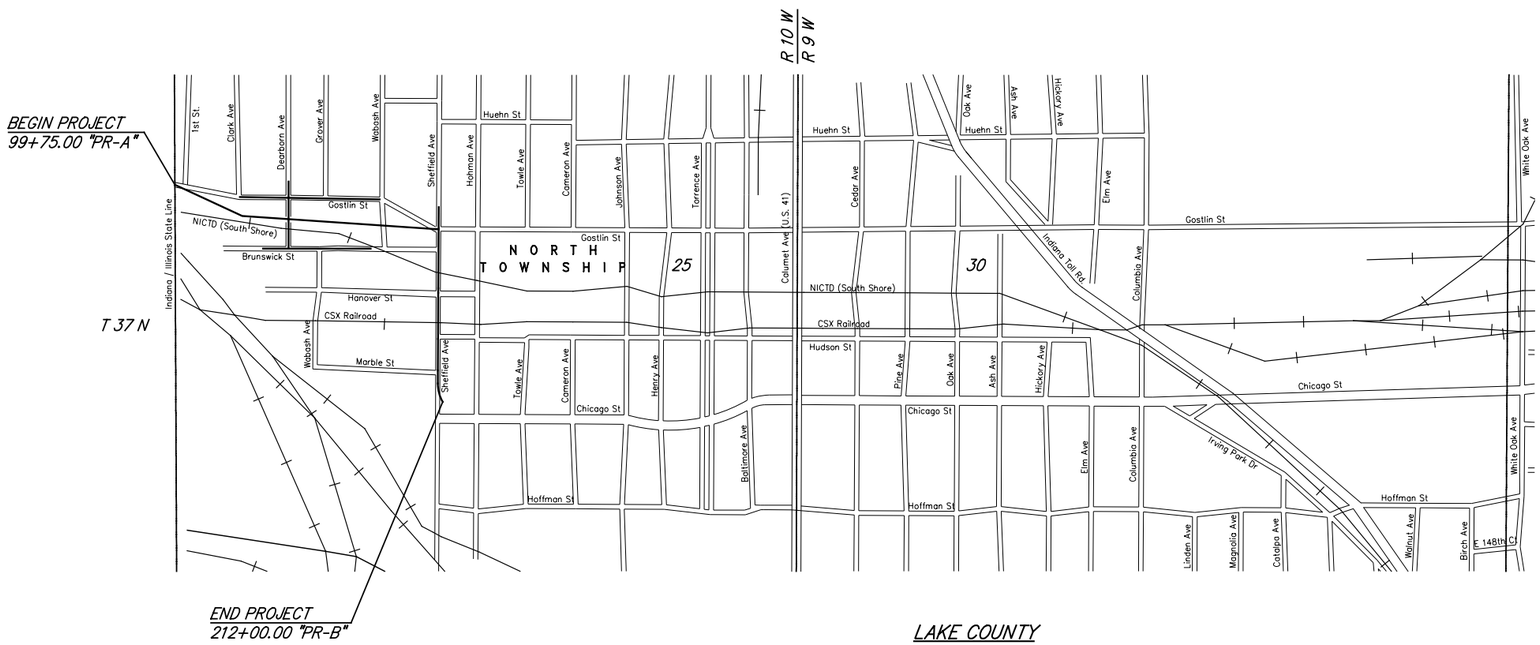
APPROVED BY:

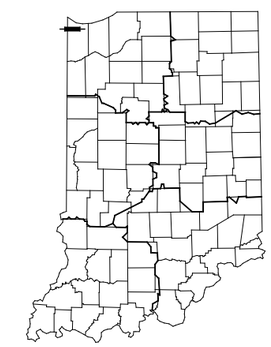
BOARD OF PUBLIC WORKS & SAFETY

Robert Lendi	President
Stanley J. Dostatni	Vice President
Jeffery C. Smith	Member

PROJECT NO.	**1297017**	**P.E.**
PROJECT NO.	**1297017**	**R/W**
PROJECT NO.	**1297017**	**CONST.**

Project Description *The Project is Located Along Former S.R. 312, Beginning at the Intersection of Gostlin Street and Brainard Avenue (Illinois / Indiana Stateline), Continuing Easterly Approximately 0.37 Miles to the Intersection of Gostlin Street and Sheffield Avenue, Continuing Southerly Approximately 0.25 Miles to the Intersection of Sheffield Avenue and Chicago Street, and Continuing Easterly Approximately 1.4 Miles to a Point Terminating at the Intersection of Chicago Street and White Oak Avenue (Hammond / East Chicago Corporate Boundary). Within Lake County, the Project is Located Within the City Limits of Hammond, Indiana in Sections 25 & 30, T-37-N, R-10-W & R-9-W, North Township.*





LATITUDE: 41° 38' 40" N LONGITUDE: 87° 31' 56" W

BRIDGE LENGTH :	N/A	Mile
ROADWAY LENGTH :	0.950	Mile
TOTAL LENGTH :	0.950	Mile
MAX. GRADE :	0.83	%

Scale: 1" = 500'

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2012
TO BE USED WITH THESE PLANS

AMERICAN STRUCTUREPOINT INC.
7260 SHADELAND STATION
INDIANAPOLIS, IN 46256-3957
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER

CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION DATE

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	1 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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UTILITIES

TELEPHONE
AT&T
5858 N. College Ave.
Indianapolis, IN 46220
(317) 252-4007

CABLE TV
Comcast Cable
5330 E. 65th St.
Indianapolis, IN 46220
(317) 275-6355

GAS & ELECTRIC
NIPSCO
801 E. 86th Ave.
Merrillville, IN 46410
(219) 647-4299

FIBER OPTIC
Level 3 Communications
1025 Eldorado Blvd.
Broomfield, CO 80602
(720) 888-2294

MCI Communications
730 W. Henry St.
Indianapolis, IN 46225
(317) 685-8050

PIPELINE
BP Pipeline
150 W. Warrenville Rd.
Bldg. 605 3rd Floor
Naperville, IL 60653
(630) 961-7782

Buckeye Pipeline
Five Tek Park
9999 Hamilton Blvd.
Breiningsville, PA 18031
(610) 904-4418

Wolverine Pipeline
8075 Creekside Dr. Ste. 210
Portage, MI 49024
(269) 323-2491

ONEOK
Midwestern Gas Transmissions
P.O. Box 388
Potomac, IL 61865
(217) 776-2222

Premcor Refining Group
Bought by Buckeye Pipeline

SEWER
Hammond Sanitary District
5143 Columbia Ave.
Hammond, IN 46320
(219) 853-6412

WATER
Hammond Water Works
6505 Columbia Ave.
Hammond, IN 46320
(219) 853-6421

LIGHTING
Hammond Street Lighting Dept.
5925 Calumet Ave.
Hammond, IN 46320
(219) 853-6336
Contact: Frank Sarang

RAILROADS

Northern Indiana Commuter Transportation District
601 N. Roeske Avenue
Michigan City, IN 46360
(219) 874-4221
Contact: Christopher M. Beck

Indiana Harbor Belt
2721 161st Street
Hammond, IN 46323
(219) 989-4933
Contact: Phil Buckingham, Jr.

CSX Transportation
500 Water Street
Jacksonville, FL 32202
(859) 426-6924
Contact: Amanda J. DeCesare

TRAFFIC DATA	CHICAGO ST. (PR-A)
A.A.D.T. 2012	9,040 V.P.D.
A.A.D.T. 2034	16,600 V.P.D.
D.H.V.	V.P.H.
DIRECTIONAL DISTRIBUTION	50/50 %
TRUCKS	10 % D.H.V.
MAINLINE ESAL's	
DESIGN DATA	
DESIGN SPEED	35/40 M.P.H.
PROJECT DESIGN CRITERIA	4R Reconstruction (Non-Freeway)
FUNCTIONAL CLASSIFICATION	Principle Arterial
RURAL/URBAN	Urban (Intermediate)
TERRAIN	Level
ACCESS CONTROL	None

TRAFFIC DATA	GOSTLIN ST. (S-1-A)
A.A.D.T. 2012	< 9,040 V.P.D.
A.A.D.T. 2034	< 16,600 V.P.D.
D.H.V.	V.P.H.
DIRECTIONAL DISTRIBUTION	50/50 %
TRUCKS	2 % D.H.V.
MAINLINE ESAL's	
DESIGN DATA	
DESIGN SPEED	25 M.P.H.
PROJECT DESIGN CRITERIA	4R Reconstruction (Non-Freeway)
FUNCTIONAL CLASSIFICATION	Local Road
RURAL/URBAN	Urban (Built-Up)
TERRAIN	Level
ACCESS CONTROL	None

TRAFFIC DATA	CHICAGO ST. (PR-B) 204+50.00 to 211+50.00
A.A.D.T. 2012	3,490 V.P.D.
A.A.D.T. 2034	6,410 V.P.D.
D.H.V.	V.P.H.
DIRECTIONAL DISTRIBUTION	50/50 %
TRUCKS	10 % D.H.V.
MAINLINE ESAL's	
DESIGN DATA	
DESIGN SPEED	35 M.P.H.
PROJECT DESIGN CRITERIA	4R Reconstruction (Non-Freeway)
FUNCTIONAL CLASSIFICATION	Principle Arterial
RURAL/URBAN	Urban (Intermediate)
TERRAIN	Level
ACCESS CONTROL	None

TRAFFIC DATA	DEARBORN AVE. (S-2-A)
A.A.D.T. 2012	< 9,040 V.P.D.
A.A.D.T. 2034	< 16,600 V.P.D.
D.H.V.	V.P.H.
DIRECTIONAL DISTRIBUTION	50/50 %
TRUCKS	2 % D.H.V.
MAINLINE ESAL's	
DESIGN DATA	
DESIGN SPEED	25 M.P.H.
PROJECT DESIGN CRITERIA	4R Reconstruction (Non-Freeway)
FUNCTIONAL CLASSIFICATION	Local Road
RURAL/URBAN	Urban (Built-Up)
TERRAIN	Level
ACCESS CONTROL	None

GENERAL NOTES

**	All earth shoulders, median areas, and cut and fill slopes shall be plain or mulch seeded except where sodding is specified
	The final cross sections of the grading contract will be the original cross sections of the paving contract. However, partial or complete cross sections shall be taken if necessary to determine the actual excavation quantities.
	The paper relocation will be cross sectioned by the Engineer before construction.
	Existing asphalt pavement located outside the construction limits, between Sta. _____ and Sta. _____, shall be removed as directed.
	The quantity of peat excavation shown on the plans has been estimated on the basis of theoretical cross sections by using treatment of existing fills, treatment by removal, or treatment by displacement, where each treatment applies.
	All limited access right-of-way (L.A. R/W) is to be fenced with chain link type fence (CLTF) or farm field type fence (FFTF) where specified in the plans.

** REPRESENTS GENERAL NOTES REQUIRED

INDEX TO SHEETS

SHEET NO.	DRAWING INDEX
1	Title Sheet
2	Index & General Notes
3-7	Typical Cross Sections
8-9	Plat No. 1
10	Geometric Tie-Ups
11-12	Geometric Tie-In Detail
13	Roundabout Geometric Tie-In Detail
14-16	Maintenance of Traffic - Typical Sections
17-20	Maintenance of Traffic - Detour Route
21-34	Maintenance of Traffic Details
35-41	Plan & Profiles
42-49	Plan & Profiles - Sanitary Sewer
50-59	Plan & Profiles - Water Main
60-69	Construction Details
70-80	Drainage Details
81-84	Spot Elevation Details
85-87	Erosion Control Details
88	Traffic Signal Details
89-93	Lighting Details
94-97	Pavement Marking & Signing Details
98	Summary of Quantities & Approach Table
99-103	Structure Data Tables
104-165	Cross Sections

REVISIONS

SHEET NO.	DATE	REVISED

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

INDEX AND GENERAL NOTES

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	2 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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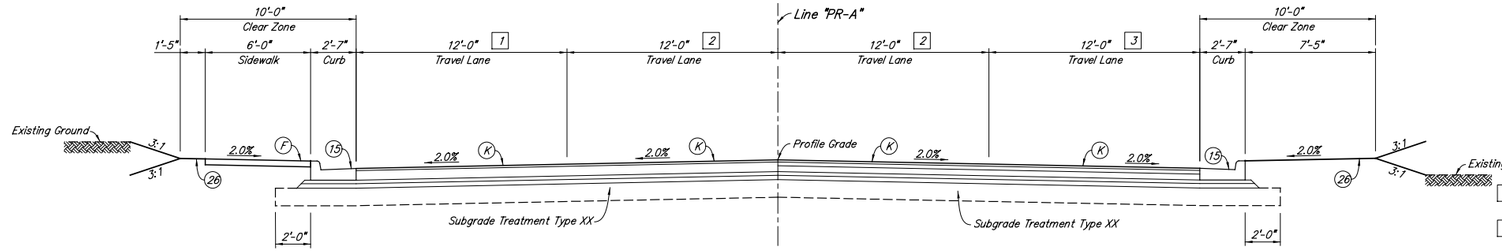


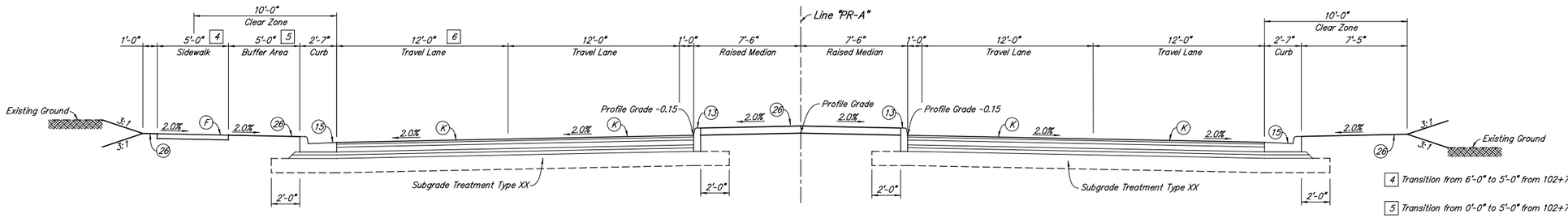
CHICAGO STREET

99+75.00 "PR-A" TO 102+50.00 "PR-A"

1 Transition from 10'-7" to 12'-0" from 100+25.00 to 102+25.00 "PR-A"
Equals 12'-0" from 102+25.00 to 102+50.00 "PR-A"

2 Transition from 10'-0" to 12'-0" from 100+25.00 to 102+25.00 "PR-A"
Equals 12'-0" from 102+25.00 to 102+50.00 "PR-A"

3 Transition from 10'-2" to 12'-0" from 100+25.00 to 102+25.00 "PR-A"
Equals 12'-0" from 102+25.00 to 102+50.00 "PR-A"



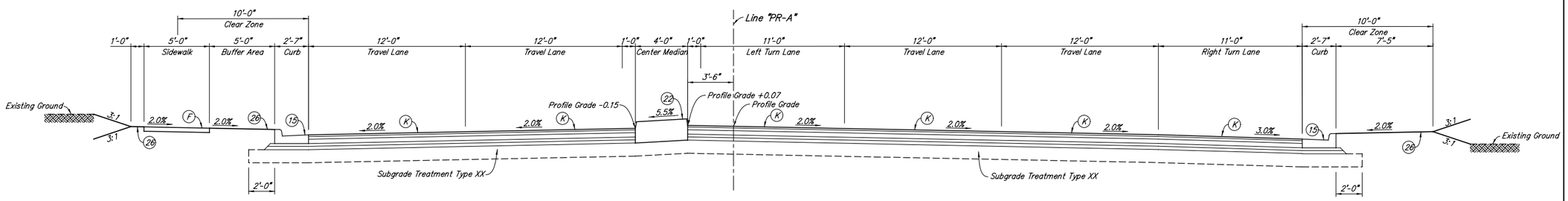
CHICAGO STREET

102+50.00 "PR-A" TO 106+46.00 "PR-A"
109+60.00 "PR-A" TO 116+68.24 "PR-A"

4 Transition from 6'-0" to 5'-0" from 102+70.00 to 103+00.00 "PR-A"

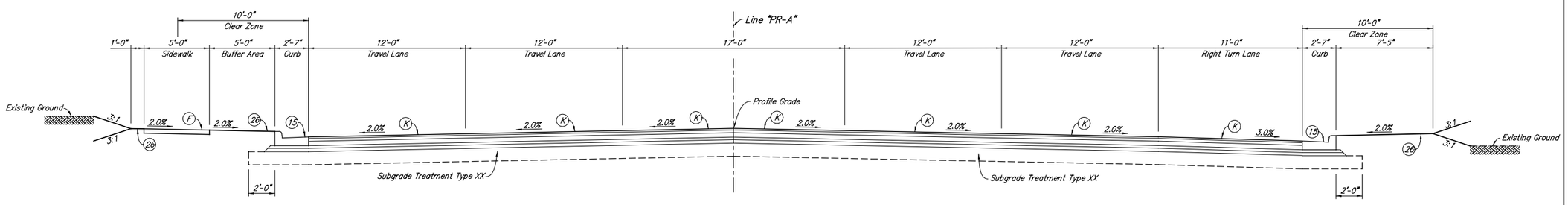
5 Transition from 0'-0" to 5'-0" from 102+70.00 to 103+00.00 "PR-A"

6 Transition from 12'-0" to 0'-0" from 114+50.00 to 116+50.00 "PR-A"



CHICAGO STREET

106+46.00 "PR-A" TO 107+46.00 "PR-A"



CHICAGO STREET

107+46.00 "PR-A" TO 108+60.00 "PR-A"

LEGEND

- (B) PCCP for Truck Apron x.x" PCCP, Colored, Stamped with D-1 Joints @ x'-x" Spacing
- (F) Concrete Sidewalk, 5"
- (K) xxx #/Syd. QC/QA-HMA, x, xx, Surface, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Intermediate, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Base, xx
- (F1) Multi-Use Path PCCP, 4in. on 4" Compacted Aggregate, No. 53, Base
- (O) Compacted Aggregate, No. 53, Base
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter Modified, Inverted
- (17) Depressed Curb and Gutter, Modified, Inverted
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery

RECOMMENDED FOR APPROVAL _____
DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	3 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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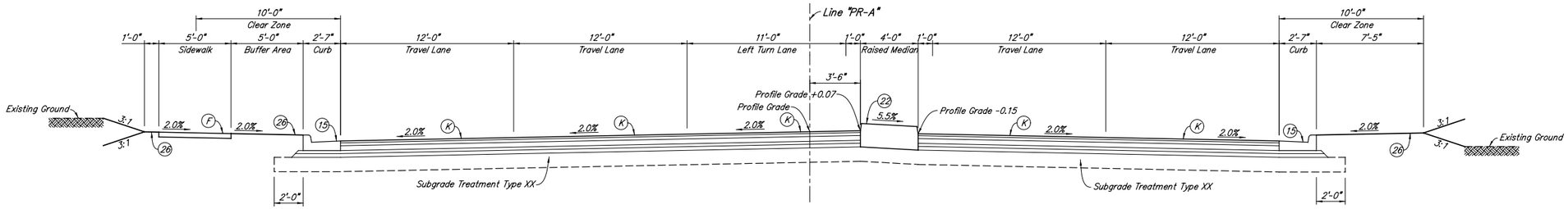
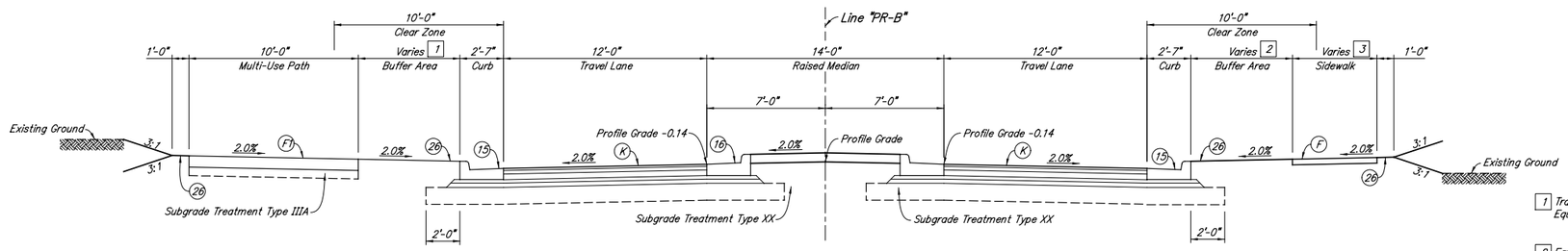


CHICAGO STREET
108+60.00 "PR-A" TO 109+60.00 "PR-A"

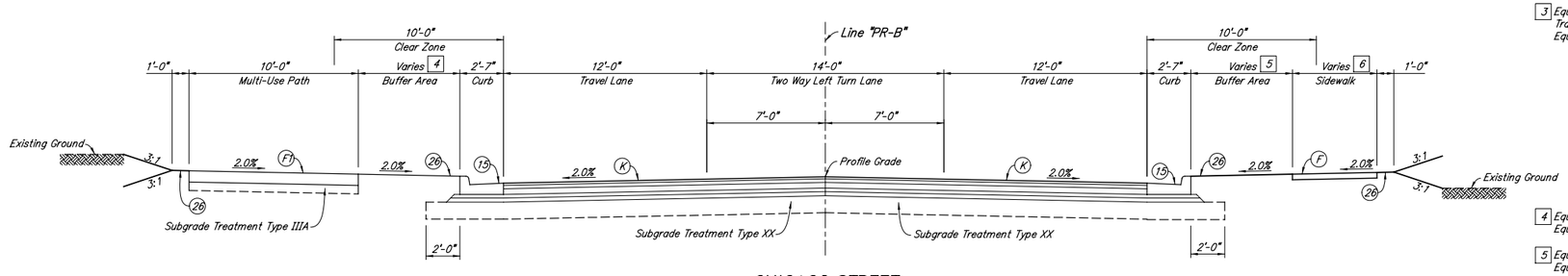


CHICAGO STREET
203+20.00 "PR-B" TO 204+08.08 "PR-B"

1 Transition from 6'-0" to 0'-0" from 203+20.00 to 203+53.33 "PR-B"
Equals 0'-0" from 203+53.33 to 204+08.08 "PR-B"

2 Equals 6'-0" from 203+20.00 to 203+45.00 "PR-B"
Transition from 6'-0" to 0'-0" from 203+45.00 to 203+81.28 "PR-B"
Equals 0'-0" from 203+81.28 to 204+08.08 "PR-B"

3 Equals 5'-0" from 203+20.00 to 203+45.00 "PR-B"
Transitions from 5'-0" to 6'-0" from 203+45.00 to 203+81.28 "PR-B"
Equals 6'-0" from 203+81.28 to 204+08.08 "PR-B"



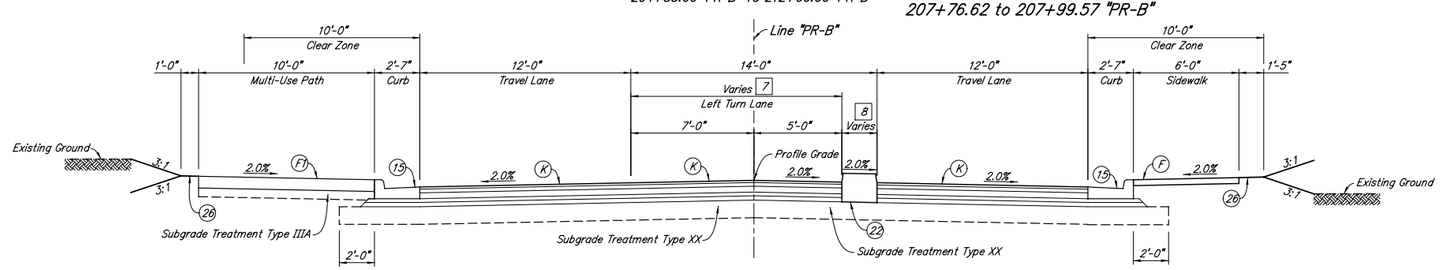
CHICAGO STREET
204+08.08 "PR-B" TO 204+59.98 "PR-B"
204+85.00 "PR-B" TO 212+00.00 "PR-B"

PAVING EXCEPTION
204+22.07 to 204+46.32 "PR-B"
207+76.62 to 207+99.57 "PR-B"

4 Equals 0'-0" from 204+08.08 to 204+59.98 "PR-B"
Equals 0'-0" from 205+35.00 to 212+00.00 "PR-B"

5 Equals 0'-0" from 204+08.08 to 204+59.98 "PR-B"
Equals 0'-0" from 205+35.00 to 212+00.00 "PR-B"

6 Equals 6'-0" from 204+08.08 to 204+59.98 "PR-B"
Equals 6'-0" from 205+35.00 to 212+00.00 "PR-B"



CHICAGO STREET
204+59.98 "PR-B" TO 205+35.00 "PR-B"

7 Transition from 0'-0" to 12'-0" from 204+59.98 to 204+85.00 "PR-B"
Equals 12'-0" from 204+85.00 to 205+35.00 "PR-B"

8 Transition from 6'-6" to 2'-0" from 204+59.98 to 204+85.00 "PR-B"
Equals 2'-0" from 204+85.00 to 205+35.00 "PR-B"

LEGEND

- (B) PCCP for Truck Apron x.x" PCCP, Colored, Stamped with D-1 Joints @ x'-x" Spacing
- (F) Concrete Sidewalk, 5"
- (K) xxx #/Syd. QC/QA-HMA, x, xx, Surface, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Intermediate, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Base, xx
- (F1) Multi-Use Path PCCP, 4in. on 4" Compacted Aggregate, No. 53, Base
- (O) Compacted Aggregate, No. 53, Base
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter Modified, Inverted
- (17) Depressed Curb and Gutter, Modified, Inverted
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "PR-A" & "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	4 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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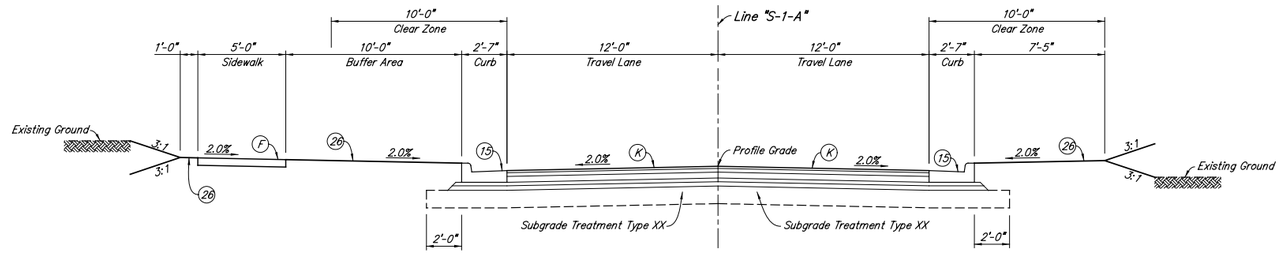
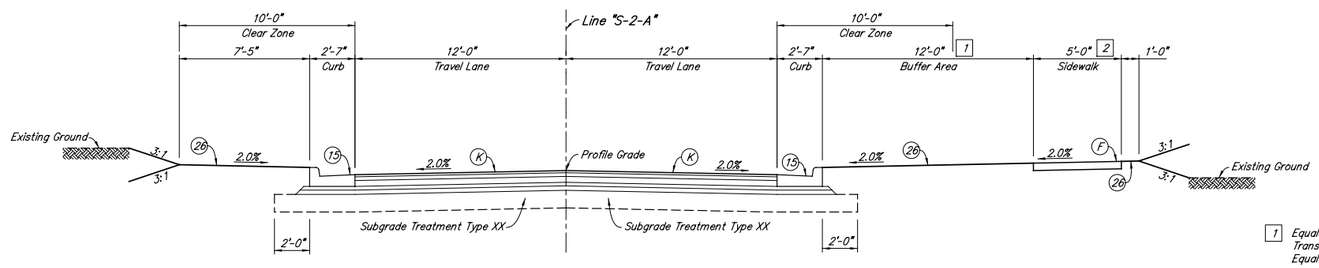


GOSTLIN STREET
5+50.00 "S-1-A" TO 15+30.00 "S-1-A"

PAVING EXCEPTION
8+42.88 to 8+78.88 "S-1-A"

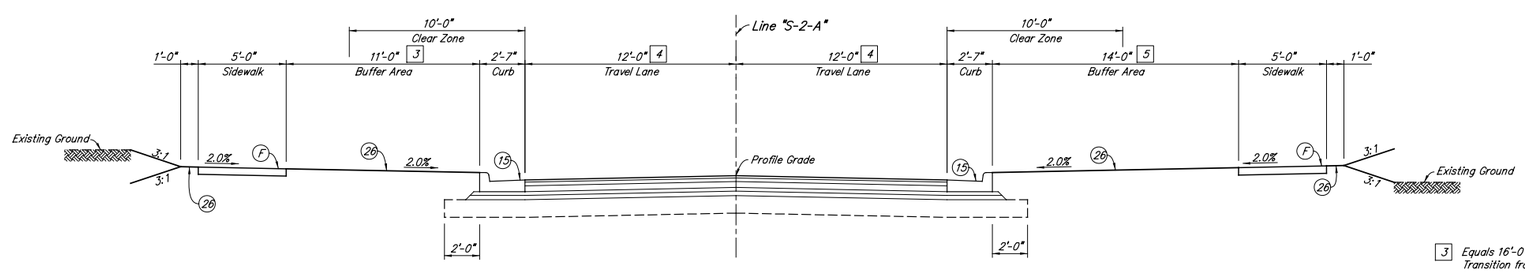


DEARBORN AVENUE
20+12.27 "S-2-A" TO 21+67.76 "S-2-A"

PAVING EXCEPTION
21+04.58 to 21+29.99 "S-2-A"
21+67.76 to 22+38.27 "S-2-A"

1 Equals 12'-0" from 20+19.65 to 20+50.00 "S-2-A"
Transition from 12'-0" to 0'-0" from 20+50.00 to 20+91.67 "S-2-A"
Equals 0'-0" from 20+91.67 to 21+73.19 "S-2-A"

2 Equals 5'-0" from 20+19.65 to 20+50.00 "S-2-A"
Transition from 5'-0" to 6'-0" from 20+50.00 to 20+91.67 "S-2-A"
Equals 6'-0" from 20+91.67 to 21+73.19 "S-2-A"



DEARBORN AVENUE
22+38.27 "S-2-A" TO 24+40.00 "S-2-A"

3 Equals 16'-0" from 22+38.35 to 22+60.00 "S-2-A"
Transition from 16'-0" to 11'-0" from 22+60.00 to 22+85.00 "S-2-A"
Equals 11'-0" from 22+85.00 to 23+90.00 "S-2-A"
Transition from 11'-0" to 8'-2" from 23+90.00 to 24+40.00 "S-2-A"

4 Equals 12'-0" from 22+38.35 to 23+90.00 "S-2-A"
Transition from 12'-0" to 16'-0" from 23+90.00 to 24+40.00 "S-2-A"

5 Equals 14'-0" from 22+38.35 to 23+90.00 "S-2-A"
Transition from 14'-0" to 8'-11" from 23+90.00 to 24+40.00 "S-2-A"

LEGEND

- (B) PCCP for Truck Apron x.x" PCCP, Colored, Stamped with D-1 Joints @ x'-x" Spacing
- (F) Concrete Sidewalk, 5"
- (K) xxx #/Syd. QC/QA-HMA, x, xx, Surface, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Intermediate, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Base, xx
- (F1) Multi-Use Path PCCP, 4in. on 4" Compacted Aggregate, No. 53, Base
- (O) Compacted Aggregate, No. 53, Base
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter Modified, Inverted
- (17) Depressed Curb and Gutter, Modified, Inverted
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR	DRAWN: CAK
CHECKED: GTC	CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "S-1-A", "S-2-A"

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	5 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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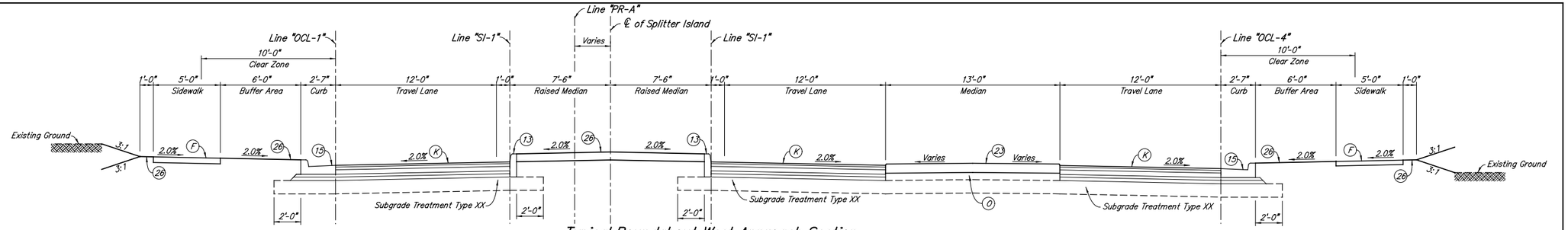
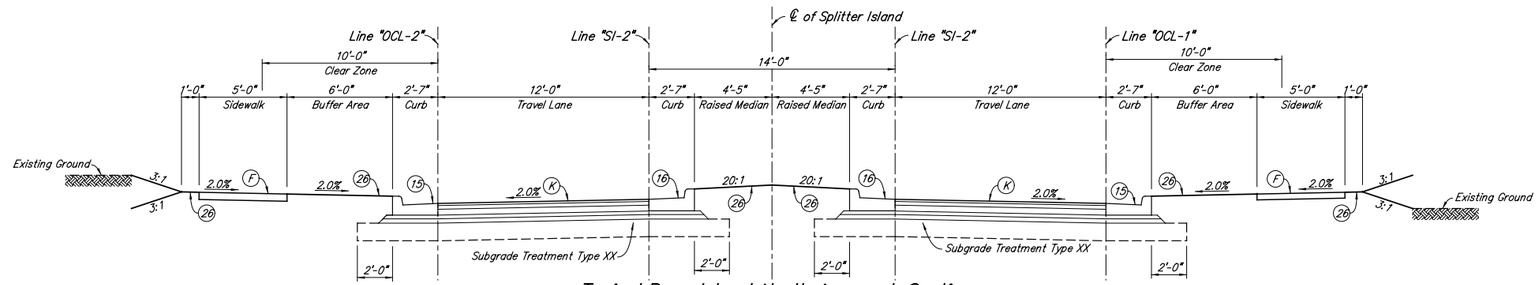
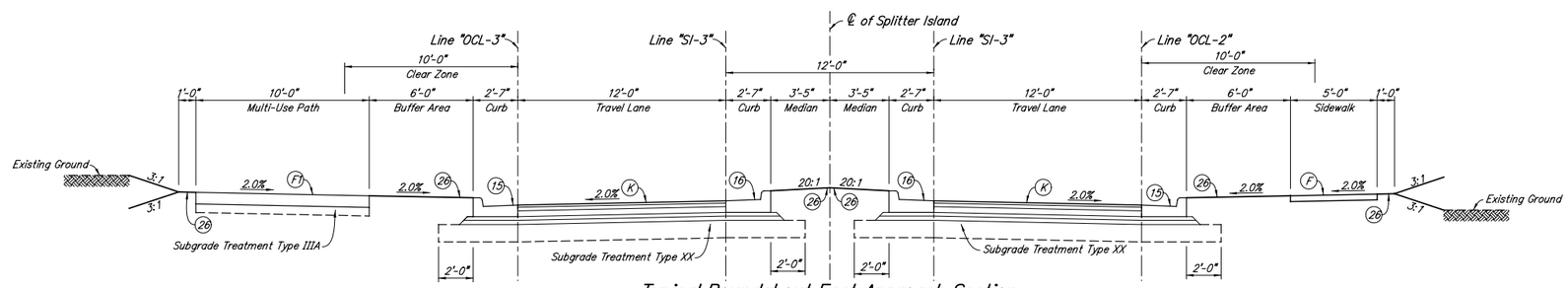


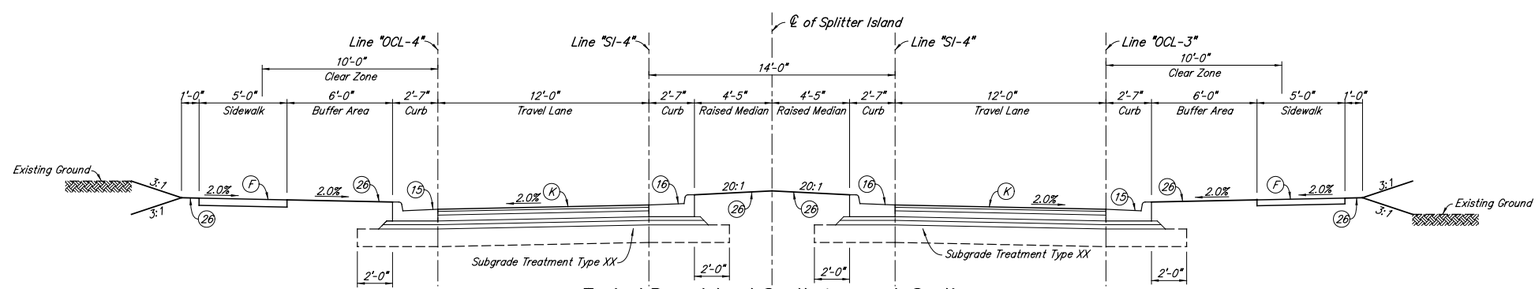
Typical Roundabout West Approach Section



Typical Roundabout North Approach Section



Typical Roundabout East Approach Section



Typical Roundabout South Approach Section

LEGEND

- (B) PCCP for Truck Apron x.x" PCCP, Colored, Stamped with D-1 Joints @ x'-x" Spacing
- (F) Concrete Sidewalk, 5"
- (K) xxx #/Syd. QC/QA-HMA, x, xx, Surface, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Intermediate, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Base, xx
- (F1) Multi-Use Path PCCP, 4in. on 4" Compacted Aggregate, No. 53, Base
- (O) Compacted Aggregate, No. 53, Base
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter Modified, Inverted
- (17) Depressed Curb and Gutter, Modified, Inverted
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS NORTH ROUNDABOUT APPROACHES

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	6 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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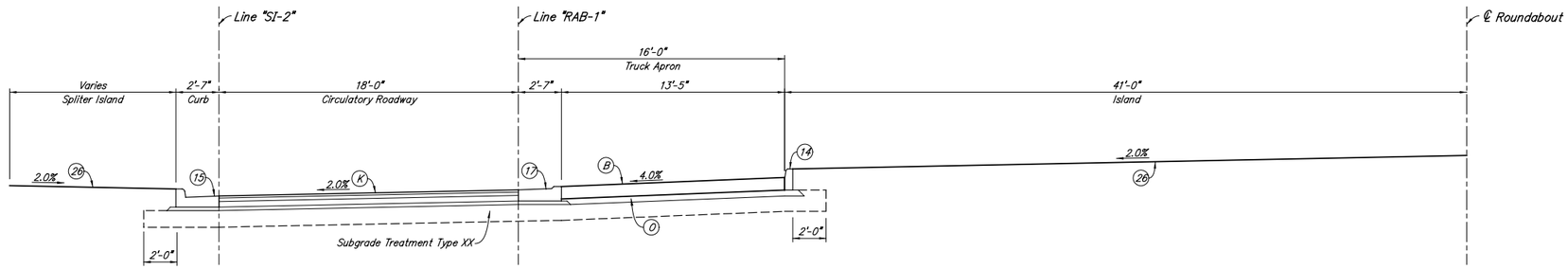
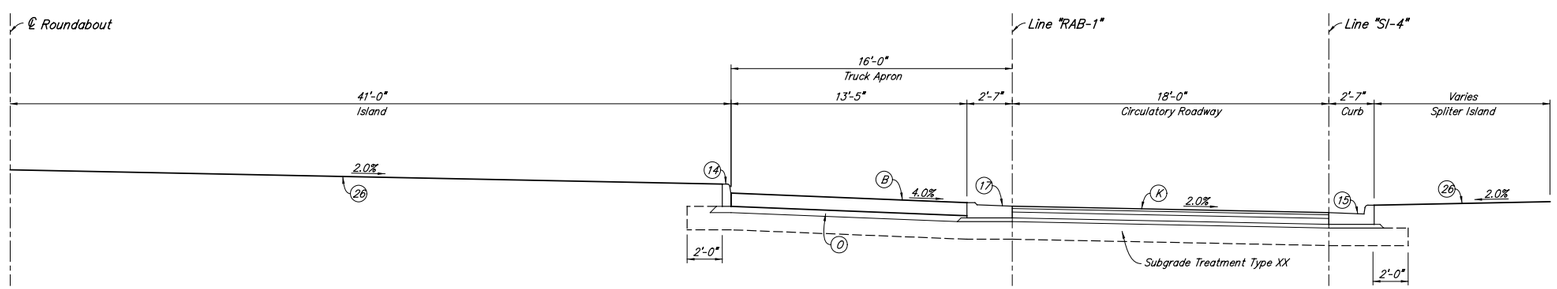


Typical North Roundabout Section



Typical North Roundabout Section

LEGEND

- (B) PCCP for Truck Apron x.x" PCCP, Colored, Stamped with D-1 Joints @ x'-x" Spacing
- (F) Concrete Sidewalk, 5"
- (K) xxx #/Syd. QC/QA-HMA, x, xx, Surface, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Intermediate, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Base, xx
- (F1) Multi-Use Path PCCP, 4in. on 4" Compacted Aggregate, No. 53, Base
- (0) Compacted Aggregate, No. 53, Base
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter Modified, Inverted
- (17) Depressed Curb and Gutter, Modified, Inverted
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

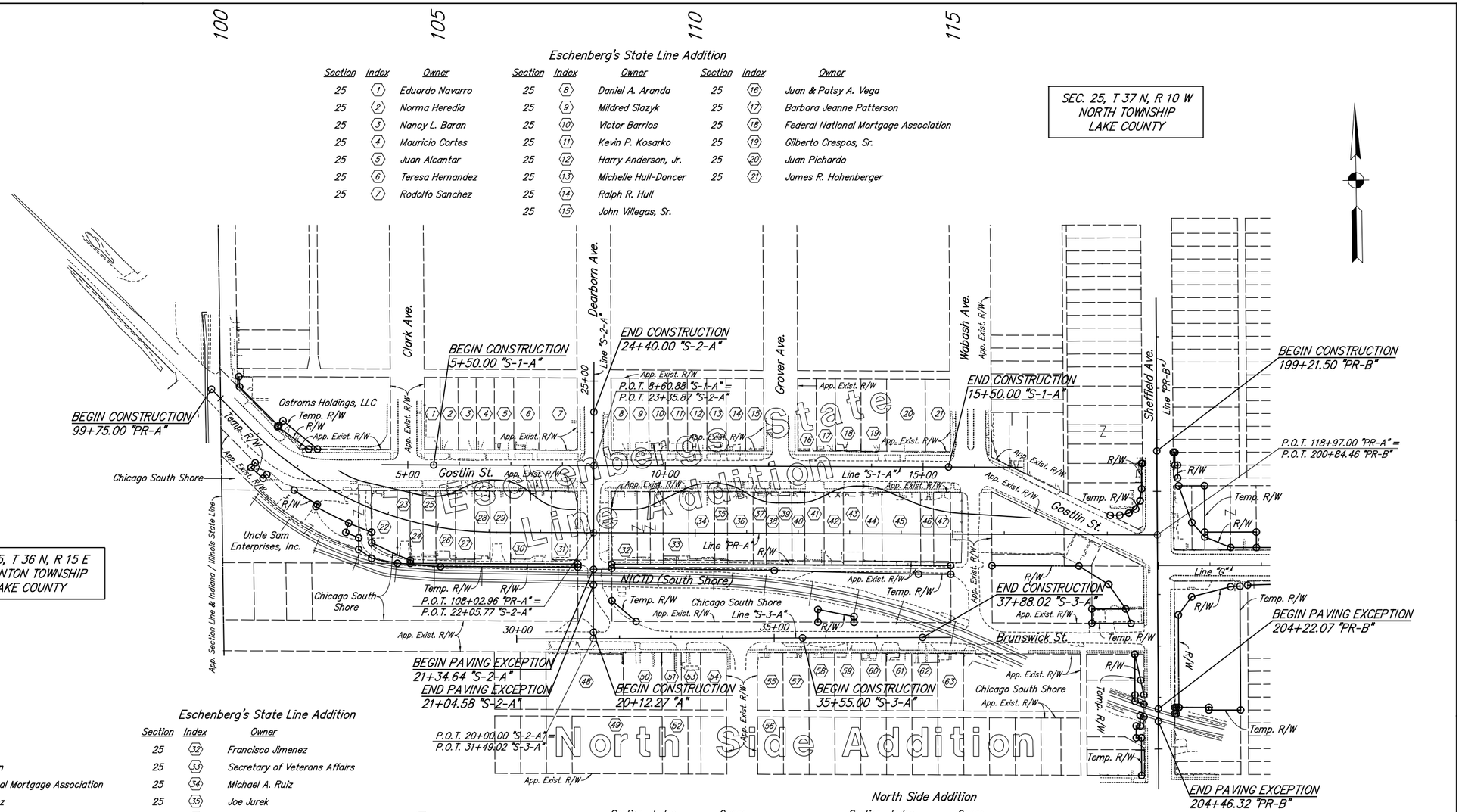
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS ROUNDABOUTS

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	7 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

ckramer 9/5/2014 2:03:24 PM P:\2011\00320\D. Drawings\201100320.RD.P1.TY.05.dgn



Section	Index	Owner	Section	Index	Owner	Section	Index	Owner
25	1	Eduardo Navarro	25	8	Daniel A. Aranda	25	16	Juan & Patsy A. Vega
25	2	Norma Heredia	25	9	Mildred Slazyk	25	17	Barbara Jeanne Patterson
25	3	Nancy L. Baran	25	10	Victor Barrios	25	18	Federal National Mortgage Association
25	4	Mauricio Cortes	25	11	Kevin P. Kosarko	25	19	Gilberto Crespos, Sr.
25	5	Juan Alcantar	25	12	Harry Anderson, Jr.	25	20	Juan Pichardo
25	6	Teresa Hernandez	25	13	Michelle Hull-Dancer	25	21	James R. Hohenberger
25	7	Rodolfo Sanchez	25	14	Ralph R. Hull			
			25	15	John Villegas, Sr.			

Eschenberg's State Line Addition

Section	Index	Owner	Section	Index	Owner	Section	Index	Owner
25	22	Dan Zambo	25	32	Francisco Jimenez			
25	23	William C. Mann	25	33	Secretary of Veterans Affairs			
25	24	Federal National Mortgage Association	25	34	Michael A. Ruiz			
25	25	Arturo Martinez	25	35	Joe Jurek			
25	26	Marlene Fay Adrian	25	36	Margarito Flores	25	42	Rogelio V. Orozco
25	27	Silverio Malagon	25	37	Eric D. Escamilla	25	43	Paul E. Beller, Jr.
25	28	Thomas M. Vukelic	25	38	Delores Nichols	25	44	John P. Krygoski
25	29	Ruth Alms	25	39	Mel F. Emerson	25	45	Evidelio Gutierrez
25	30	Jose Magana	25	40	Daniel D. Munoz	25	46	Jesus Barriga
25	31	Darin Czubak	25	41	Rodolfo Chavez	25	47	Jose Lauro Sanchez

North Side Addition

Section	Index	Owner	Section	Index	Owner	Section	Index	Owner
25	48	Thomas Cubit, Inc.	25	55	Louis Clark	25	60	Lake County Trust Company
25	49	Hector F. Raices	25	56	Lawanda C. Baker	25	61	Holistic Community Coalition NFP
25	50	Katherine M. Lord	25	57	Michael T. Sudac			
25	51	Judith Rodriguez	25	58	Robert Chocholek			
25	52	Paula Ramirez	25	59	Stella Moneta			
25	53	Michael W. Norton	25	60	Roque Salgado			
25	54	Lisa M. Olszewski	25	61	John M. Zolkes			

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	8 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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Towle's 2nd Addition

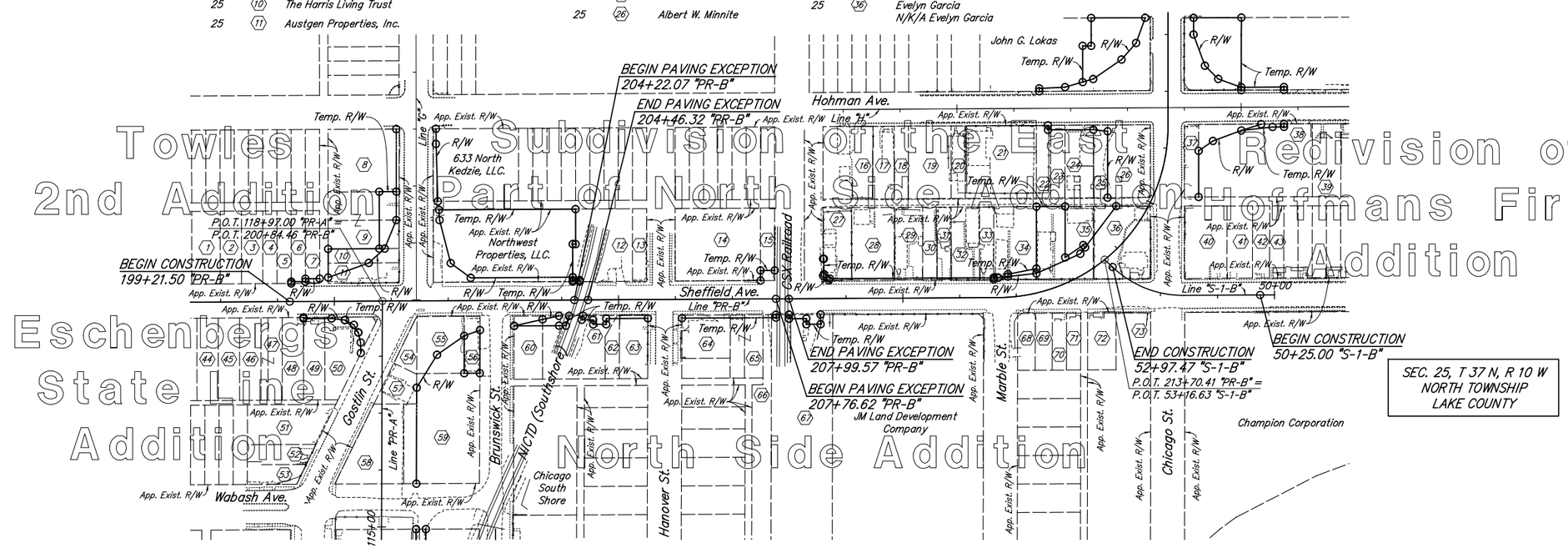
Section	Index	Owner
25	1	Reo Logic-Indiana Holdings, LLC
25	2	Luis A. Saldivar
25	3	Lillian E. Bodnar
25	4	Cecelia A. Bragg
25	5	Columbus L. & Monnie S. Newton
25	6	Ana J. Montes
25	7	Rosalio Martinez
25	8	633 North Kedzie, LLC
25	9	Filiberto Franco
25	10	The Harris Living Trust
25	11	Austgen Properties, Inc.

North Side Addition

Section	Index	Owner
25	16	Graciliano Frasco
25	17	Ignacio Aguirre
25	18	Angelina Plessas
25	19	Rosita Corvera
25	20	Martha C. Ramirez
25	21	Spanish Pentecostal
25	22	Harmony Plus LLC
25	23	Spanish Pentecostal Church
25	24	Robert T. Klut
25	25	Scott Westerhoff
25	26	Albert W. Minnite
25	27	Graciliano Frasco
25	28	Harry A. Klisiak
25	29	Ingrid L. Carranza
25	30	William D. Eastwood
25	31	Michael Kizman
25	32	Joe B. Upchurch
25	33	Minerva Kincaid
25	34	Thomas Osiecki
25	35	Donna Mae Morton Sold on Contract to Leland Demonbren, Jr.
25	36	Evelyn Garcia N/K/A Evelyn Garcia

Hoffman's 1st Addition

Section	Index	Owner
25	37	Marco Puente
25	38	BDM, LLC (Lease in Favor of Lamar Advertising Company)
25	39	William & H. Joyce Noble
25	40	Anthony Mierwa
25	41	Bankers Trust Company of California, N.A.
25	42	Hector Orduna
25	43	Agustin & Guadalupe Avitia



SEC. 25, T 37 N, R 10 W
NORTH TOWNSHIP
LAKE COUNTY

Towles 2nd Addition
Subdivision of the East Part of North Side Addition
Redivision of Hoffmans First Addition
Eschenberg's State Line Addition
North Side Addition

Eschenberg's State Line Addition

Section	Index	Owner
25	44	Francisco R. & Eleanor V. Garcia
25	45	Calistro S. Garcia
25	46	Grace Hernandez
25	47	Juvencio Munoz
25	48	Mark A. Daugherty
25	49	Miguel Angel Gonzalez
25	50	Lake County Trust Company
25	51	Fidel Salinas
25	52	Emilio Ruiz
25	53	Jorge A. Garcia

North Side Addition

Section	Index	Owner
25	54	AXA Foundation LTD
25	55	Xavier Research Institute
25	56	AXA Foundation LTD
25	57	Anthony Miniuk
25	58	Fidel Salinas
25	59	Edward Kendzierski, Sr.
25	60	Jose Lauro Sanchez
25	61	Chicago South Shore
25	62	Northern Indiana Commuter Transporation District
25	63	Rick Lomeli
25	64	Rene Valenzuela
25	65	Guy R. Sutton
25	66	American Premier Underwriters, Inc.
25	67	B. & O. C.T.R.R.
25	68	Centier Bank
25	69	Robert Gaona
25	70	Luis A. Abrego
25	71	Denison Properties, LLC
25	72	Deborah J. Noojin
25	73	Ayala & Associates, Inc.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	9 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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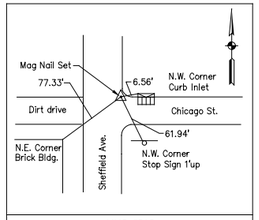

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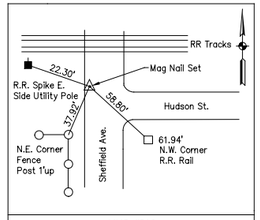

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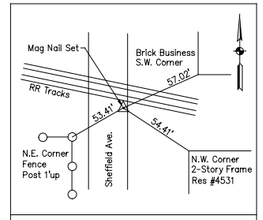

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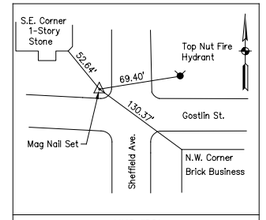

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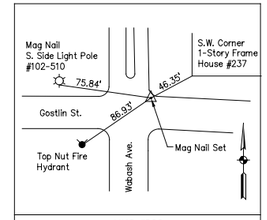

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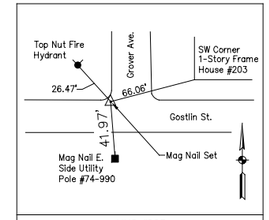
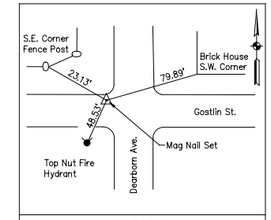
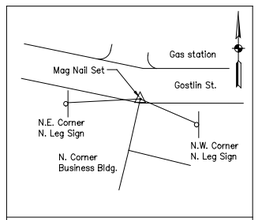


MNS #B23
N: 25,821.347 / E: 33,038.099



MNS #B24
N: 25,826.525 / E: 32,673.116



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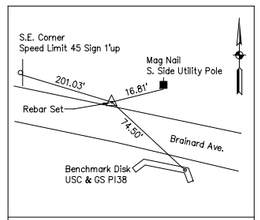

MNS #B26
N: 26,284.434 / E: 31,712.946

RECOMMENDED
FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

GEOMETRIC TIE-UPS

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	10 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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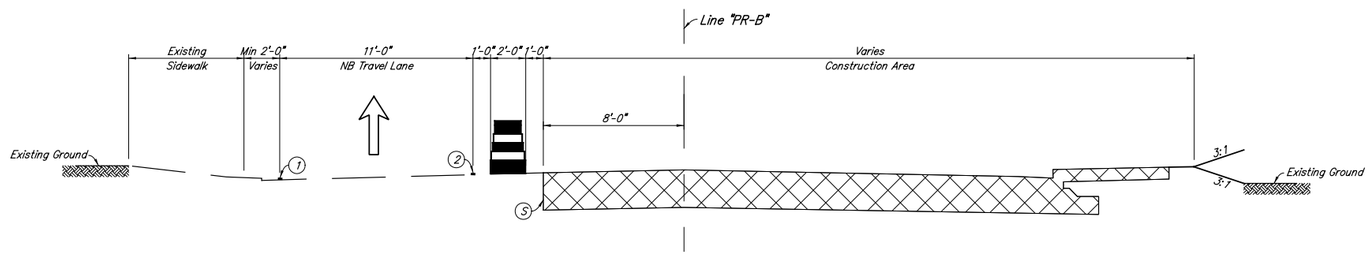
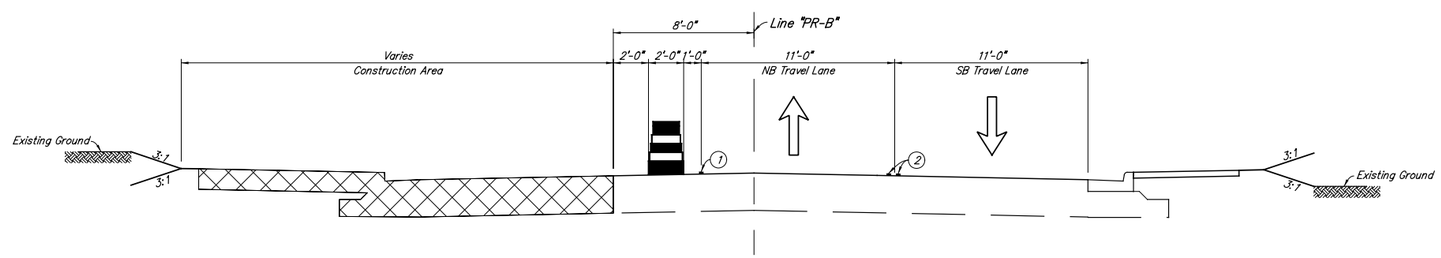


CHICAGO STREET - PHASE I
203+20 "PR-B" TO 214+90.00 "PR-B"



CHICAGO STREET - PHASE II
203+20.00 "PR-B" TO 214+90.00 "PR-B"

LEGEND

Direction of Traffic

Standard Drum

1 Temp. Pavm't. Marking, Removable, White, 4 in.

2 Temp. Pavm't. Marking, Removable, Yellow, 4 in.

3 Temp. Pavm't. Marking, Removable, Broken, White, 4 in.

S Saw Cut Req'd (Not a Pay Item)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS MAINTENANCE OF TRAFFIC

HORIZONTAL SCALE	BRIDGE FILE
	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	14 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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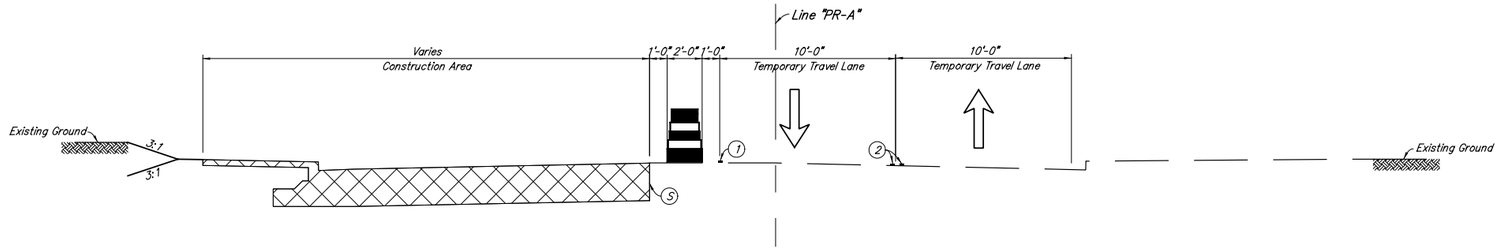
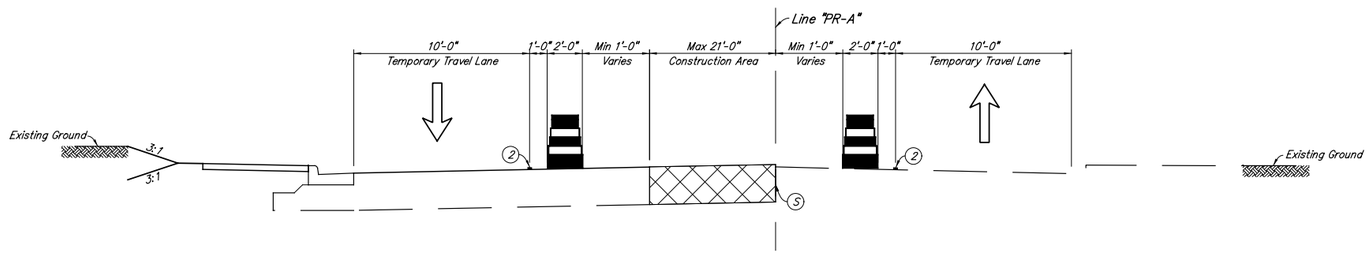
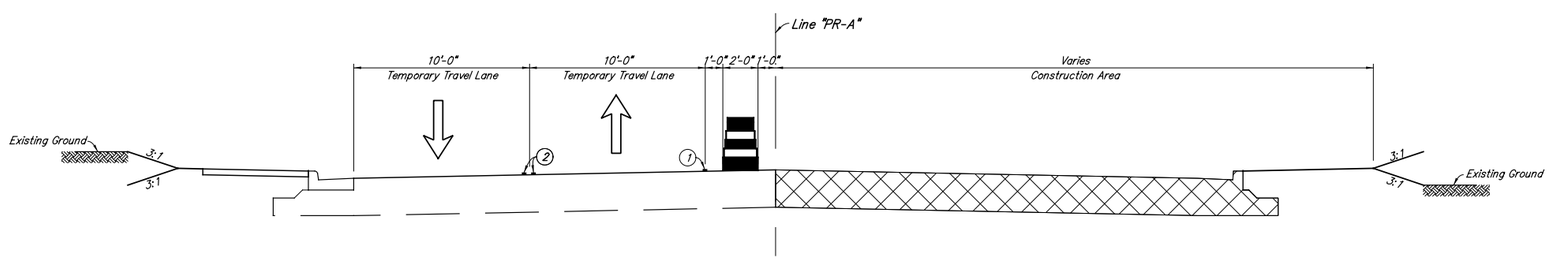


CHICAGO STREET - PHASE IIIA
99+75.00 "PR-A" TO 103+00.00 "PR-A"



CHICAGO STREET - PHASE IIIB
99+75.00 "PR-A" TO 103+00.00 "PR-A"



CHICAGO STREET - PHASE IIIC
99+75.00 "PR-A" TO 103+00.00 "PR-A"

LEGEND

Direction of Traffic

Standard Drum

1. Temp. Pavm't. Marking, Removable, White, 4 in.
2. Temp. Pavm't. Marking, Removable, Yellow, 4 in.
3. Temp. Pavm't. Marking, Removable, Broken, White, 4 in.
5. Saw Cut Req'd (Not a Pay Item)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
MAINTENANCE OF TRAFFIC

HORIZONTAL SCALE	BRIDGE FILE
	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	15 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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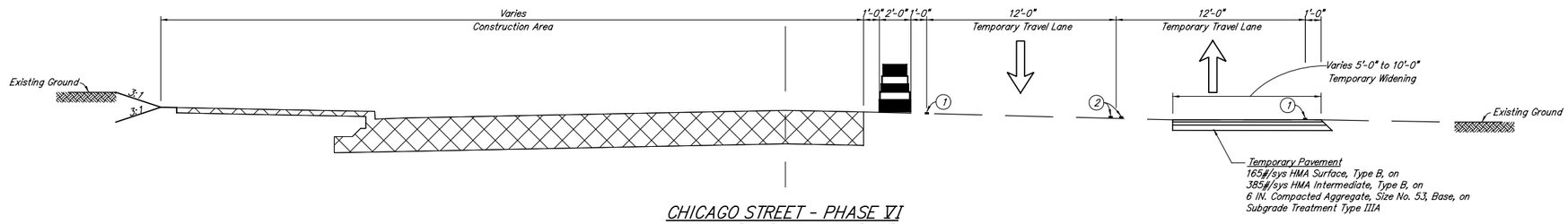
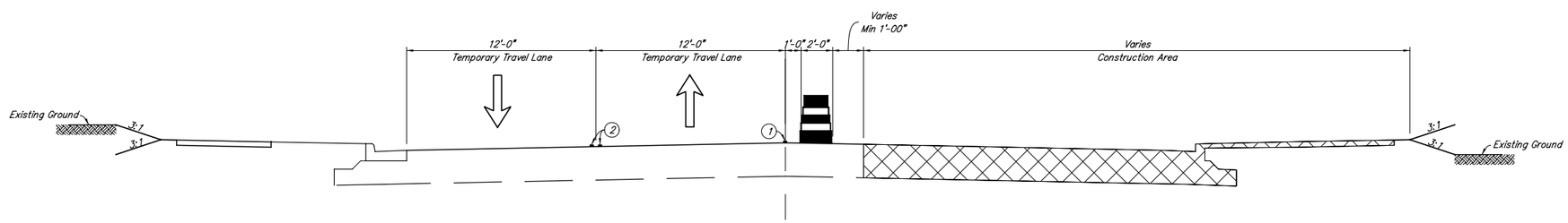


CHICAGO STREET - PHASE VI
218+60.00 "PR-B" TO 224+30.00 "PR-B"
229+05.00 "PR-B" TO 235+60.44 "PR-B"



CHICAGO STREET - PHASE VII
218+60.00 "PR-B" TO 224+30.00 "PR-B"
229+05.00 "PR-B" TO 235+60.44 "PR-B"

LEGEND

Direction of Traffic

Standard Drum

(1) Temp. Pavm't. Marking, Removable, White, 4 in.

(2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.

(3) Temp. Pavm't. Marking, Removable, Broken, White, 4 in.

(S) Saw Cut Req'd (Not a Pay Item)

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
MAINTENANCE OF TRAFFIC

HORIZONTAL SCALE	BRIDGE FILE
	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	16 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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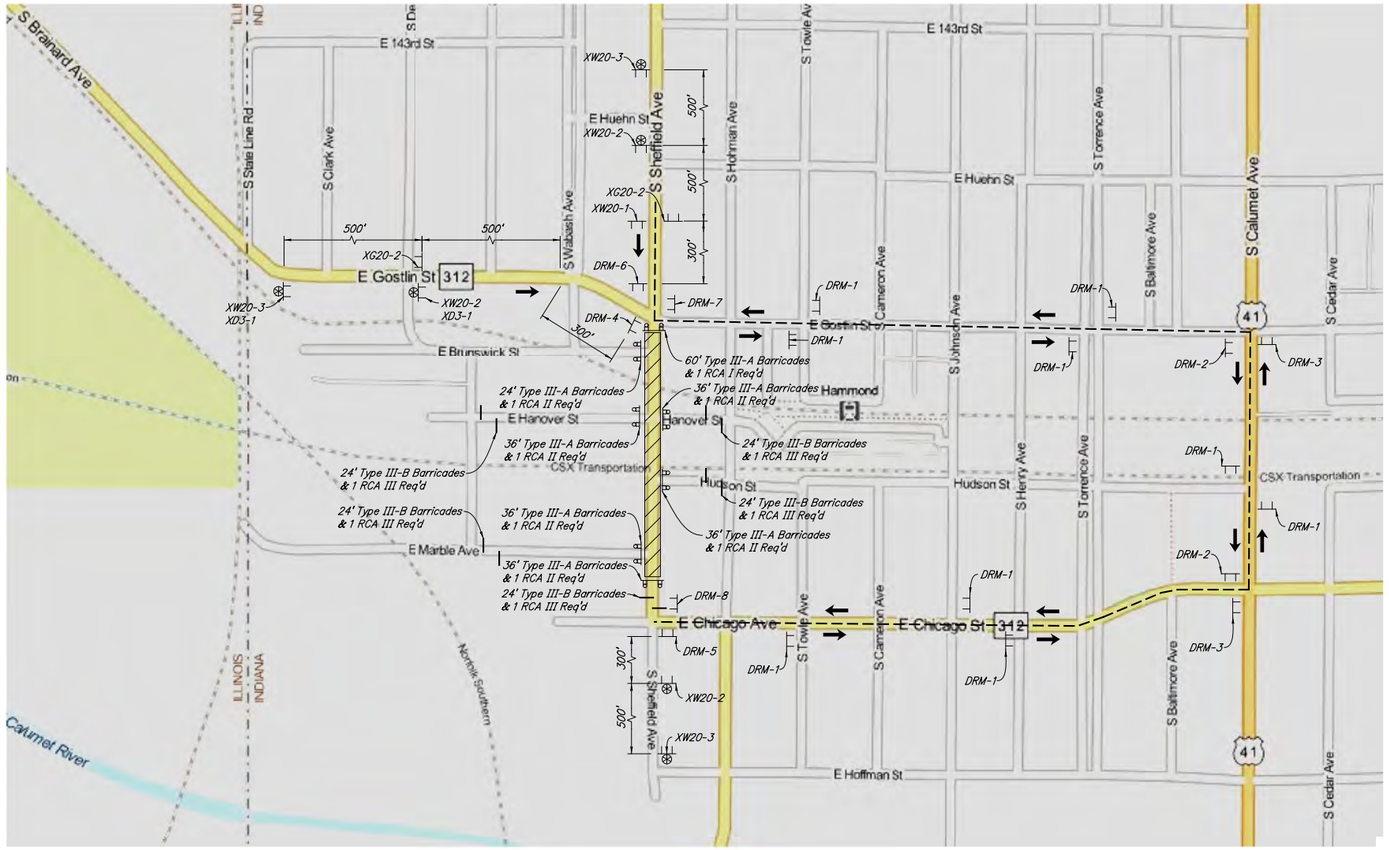
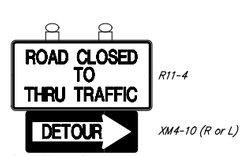


XW20-1 (48" x 48")
XW20-2 (48" x 48")
XW20-3 (48" x 48")

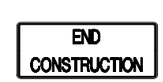
DRM-1 DRM-2 DRM-3



R11-4
XM4-10 (R or L)
Road Closure Sign Assembly (RCA I)

R11-2
Road Closure Sign Assembly (RCA II)

R11-4
Road Closure Sign Assembly (RCA III)



XG20-2 (60" x 24")

XD3-1 (8" x 36")

DRM-4 DRM-5 DRM-6 DRM-7 DRM-8

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 500'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	DETOUR PLAN	SURVEY BOOK N/A	SHEETS 17 of 165
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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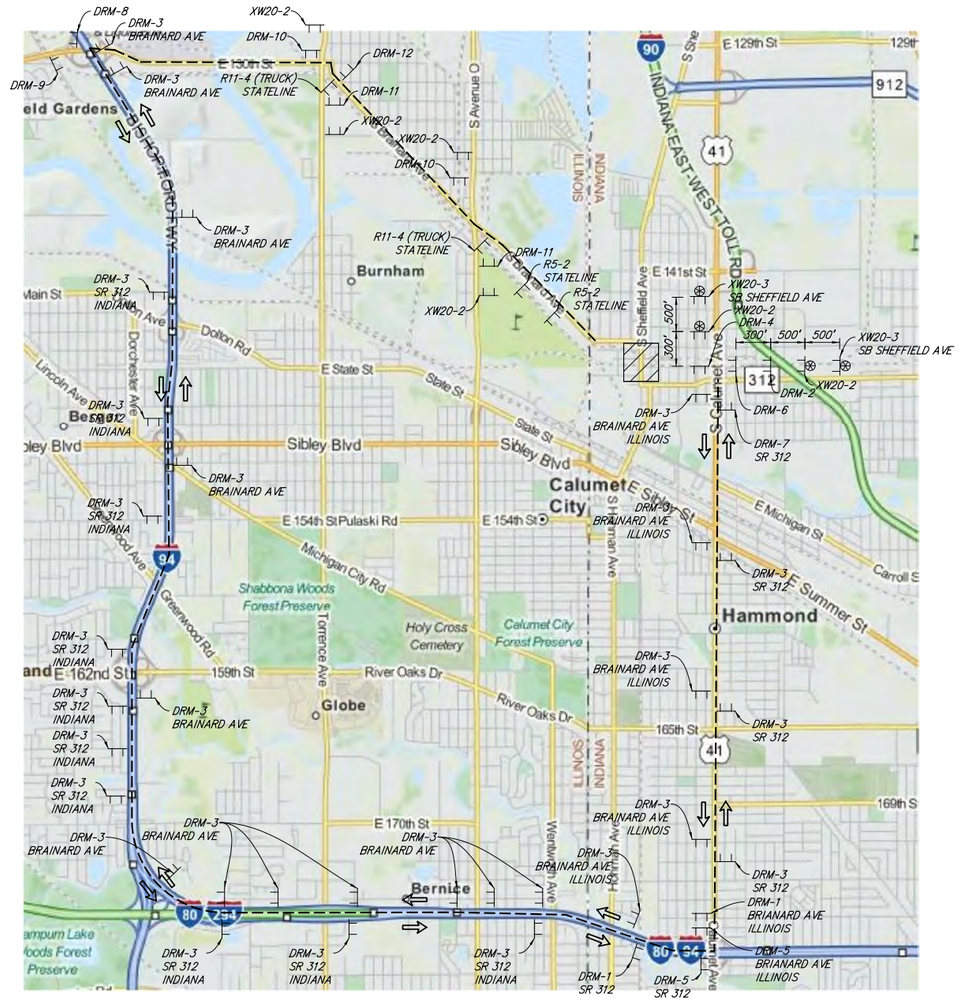

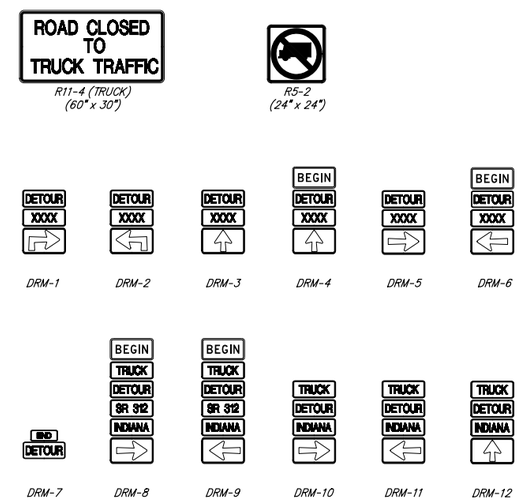

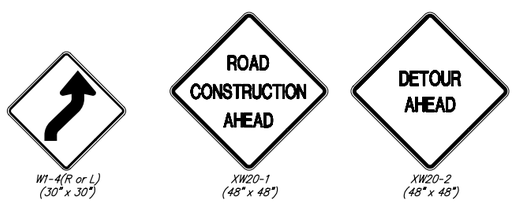

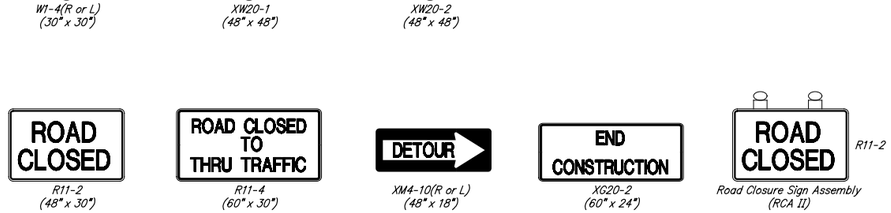

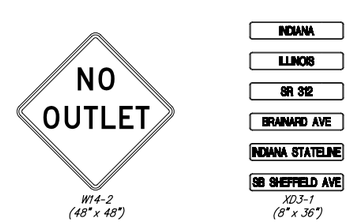

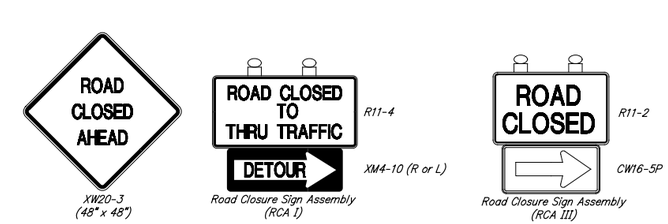

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE
			N/A
		VERTICAL SCALE	DESIGNATION NO.
		N/A	1297017
DESIGNED: BAR DRAWN: CAK		SURVEY BOOK	SHEETS
		N/A	18 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT	PROJECT NO.
		R-34740	1297017

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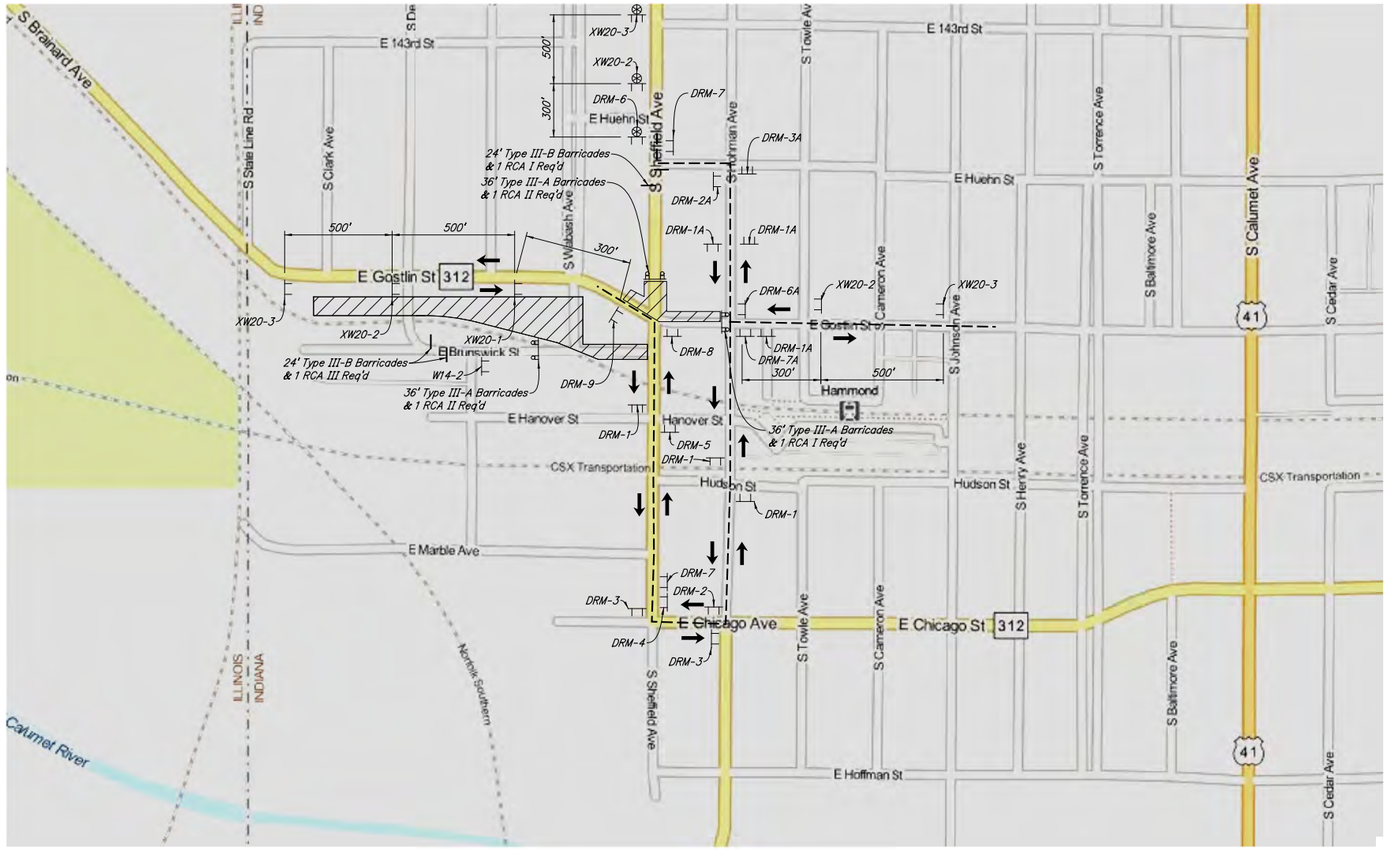
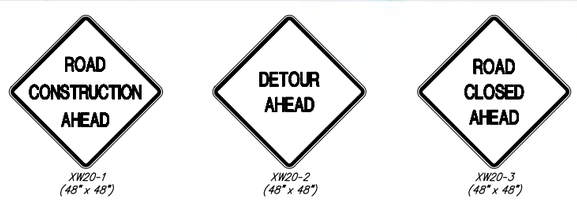
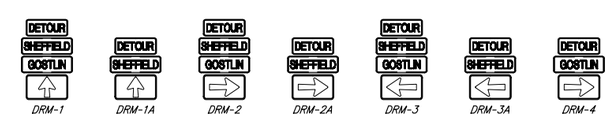


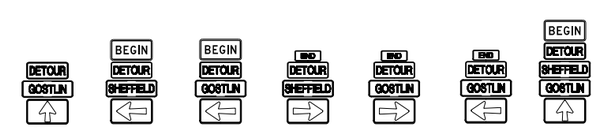


XW20-1 (48" x 48")
XW20-2 (48" x 48")
XW20-3 (48" x 48")



DRM-1 DRM-1A DRM-2 DRM-2A DRM-3 DRM-3A DRM-4

Road Closure Sign Assembly (RCA I)
Road Closure Sign Assembly (RCA II)
Road Closure Sign Assembly (RCA III)
XG20-2 (60" x 24")
XD3-1 (8" x 36")



DRM-5 DRM-6 DRM-6A DRM-7 DRM-7A DRM-8 DRM-9

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 500'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	DETOUR PLAN	SURVEY BOOK N/A	SHEETS 19 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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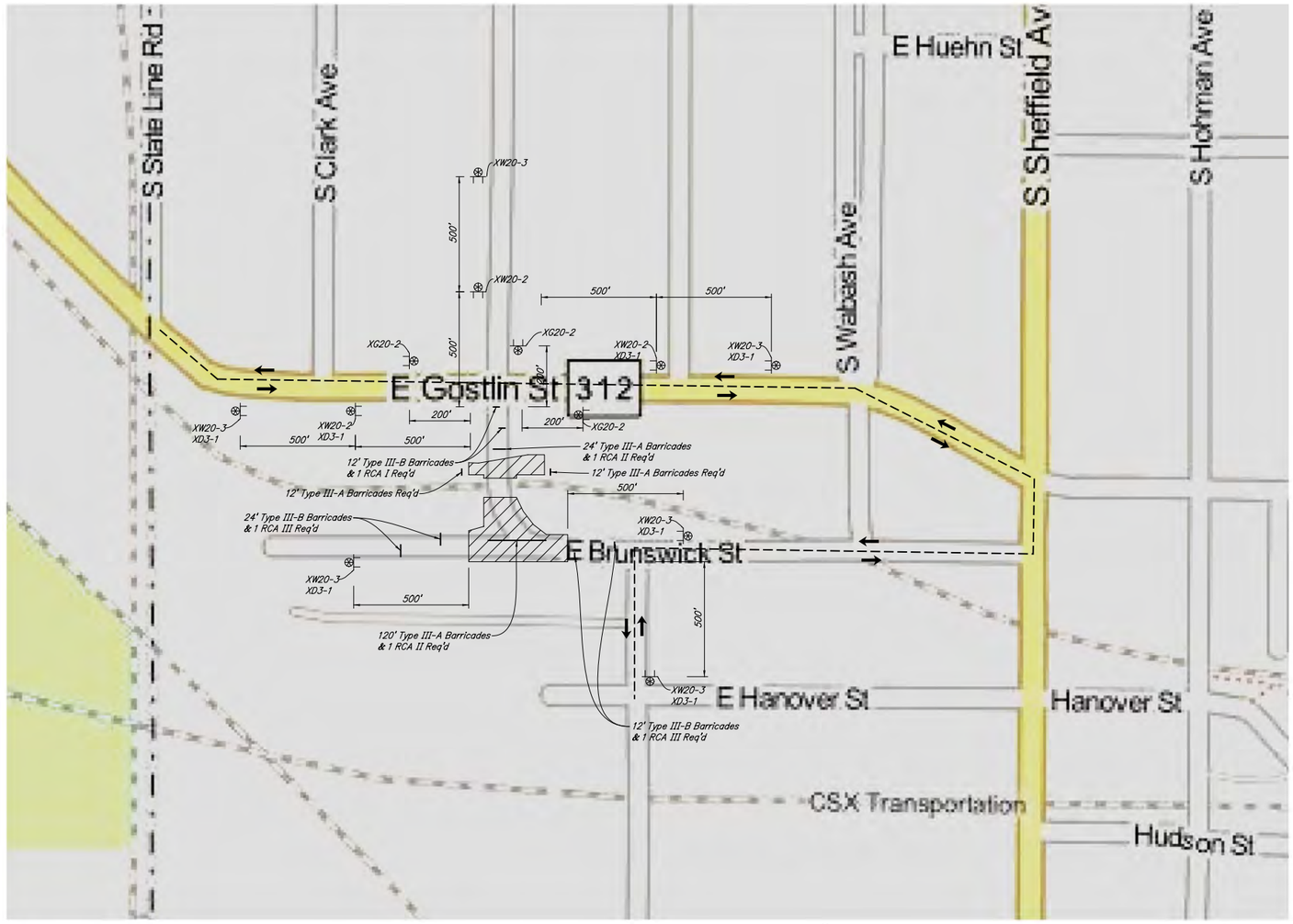


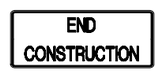
Road Closure Sign Assembly (RCA I)

Road Closure Sign Assembly (RCA II)

Road Closure Sign Assembly (RCA III)

XW20-2 (48" x 48")

XW20-3 (48" x 48")



XG20-2 (60" x 24")

XD3-1

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 200'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	DETOUR PLAN	SURVEY BOOK N/A	SHEETS 20 of 165
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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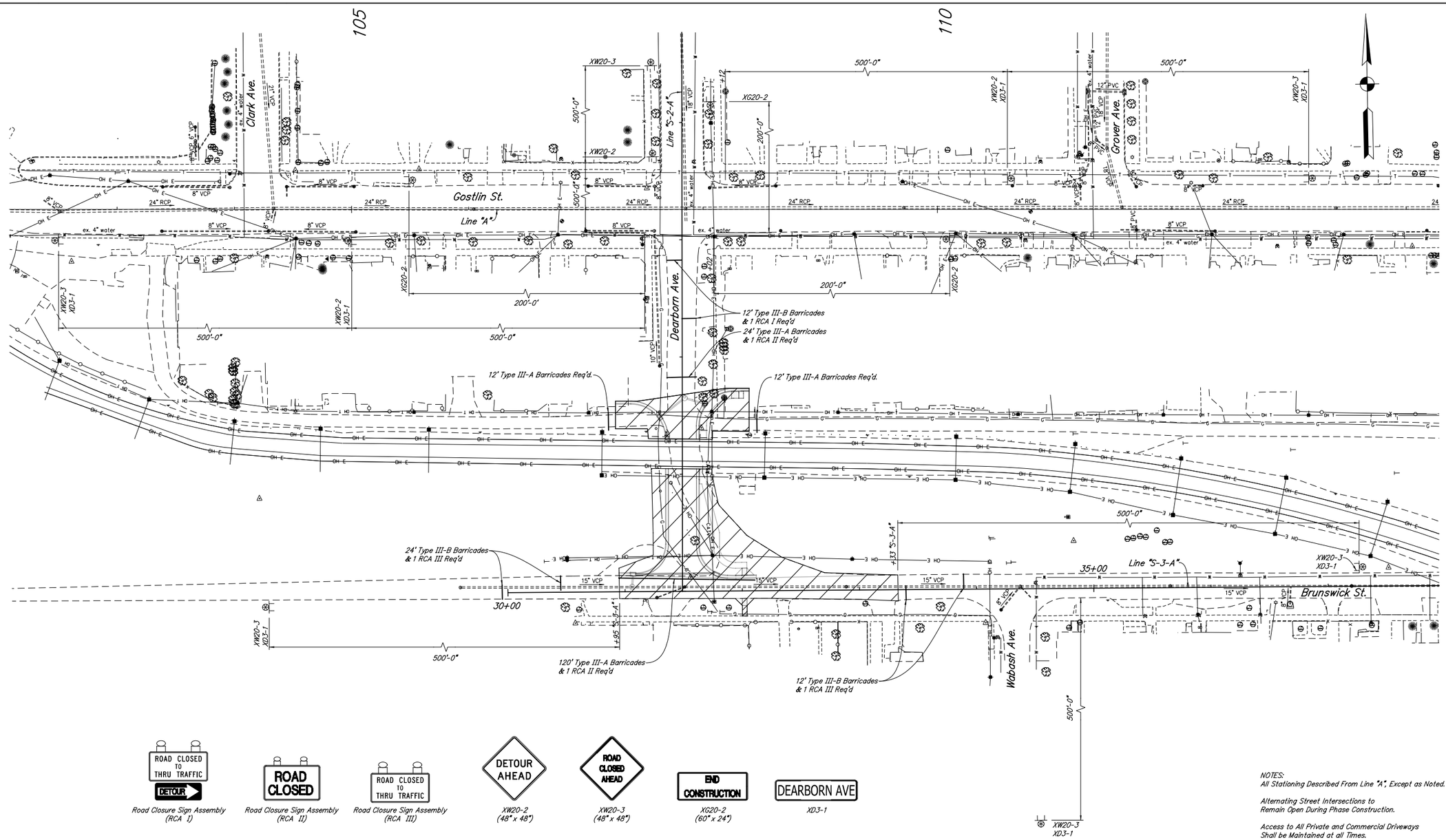

Road Closure Sign Assembly (RCA I)

Road Closure Sign Assembly (RCA II)

Road Closure Sign Assembly (RCA III)

XW20-2 (48" x 48")

XW20-3 (48" x 48")

XG20-2 (60" x 24")

XD3-1

NOTES:
All Stationing Described From Line "A", Except as Noted.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (5) Temp. Pavm't. Marking, Removable, Yellow, 8 in.
- (6) Temp. Pavm't. Marking, Removable, Yellow, 12 in.
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	21 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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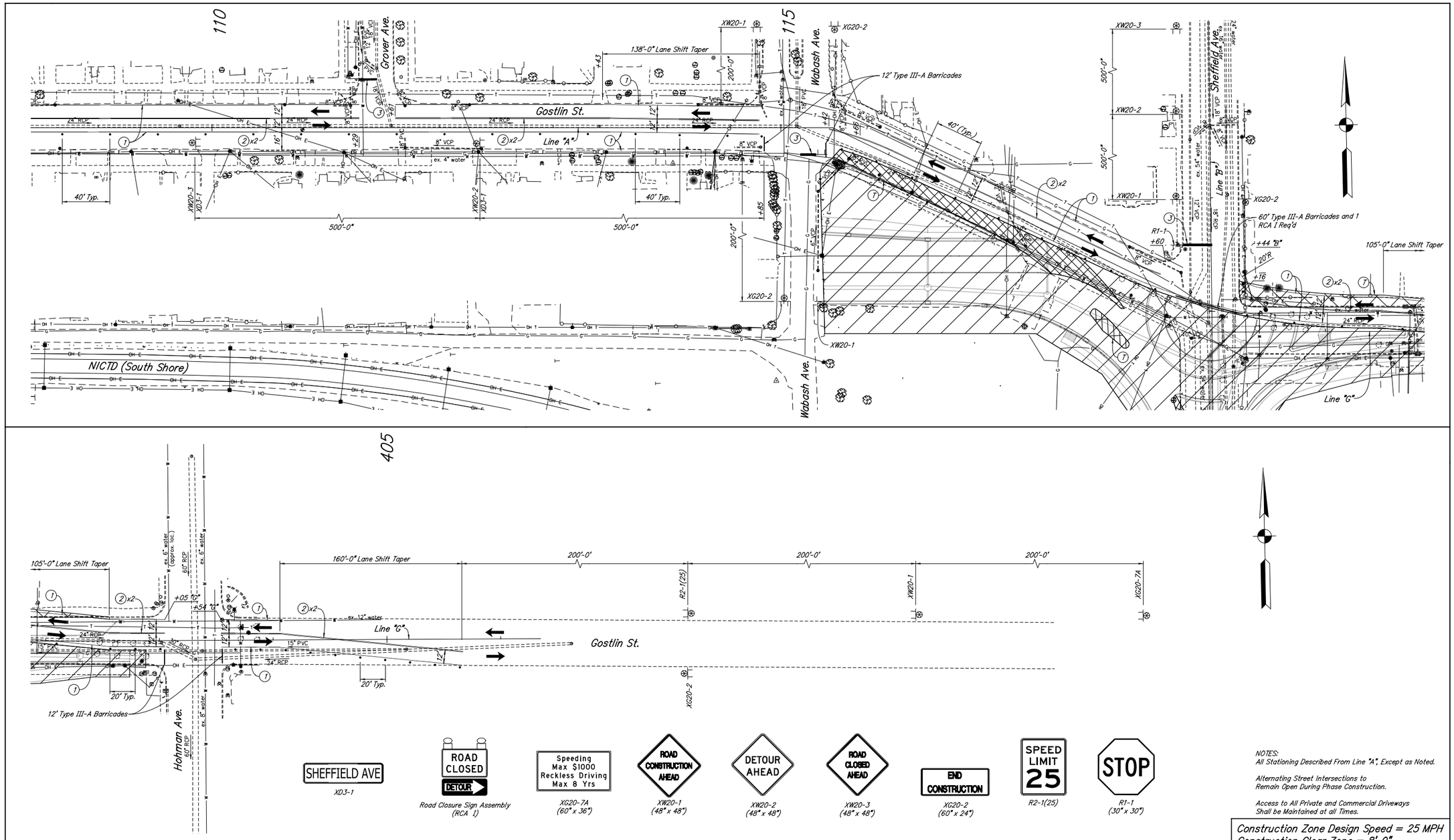

NOTES:
All Stationing Described From Line "A", Except as Noted.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (T) HMA For Temporary Pvmnt., Type X XXX #/syd. HMA, Surface XXX #/syd. HMA, Intermediate XXX #/syd. HMA, Base Subgrade Treatment, Type X
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASES 2.1-2.3

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	22 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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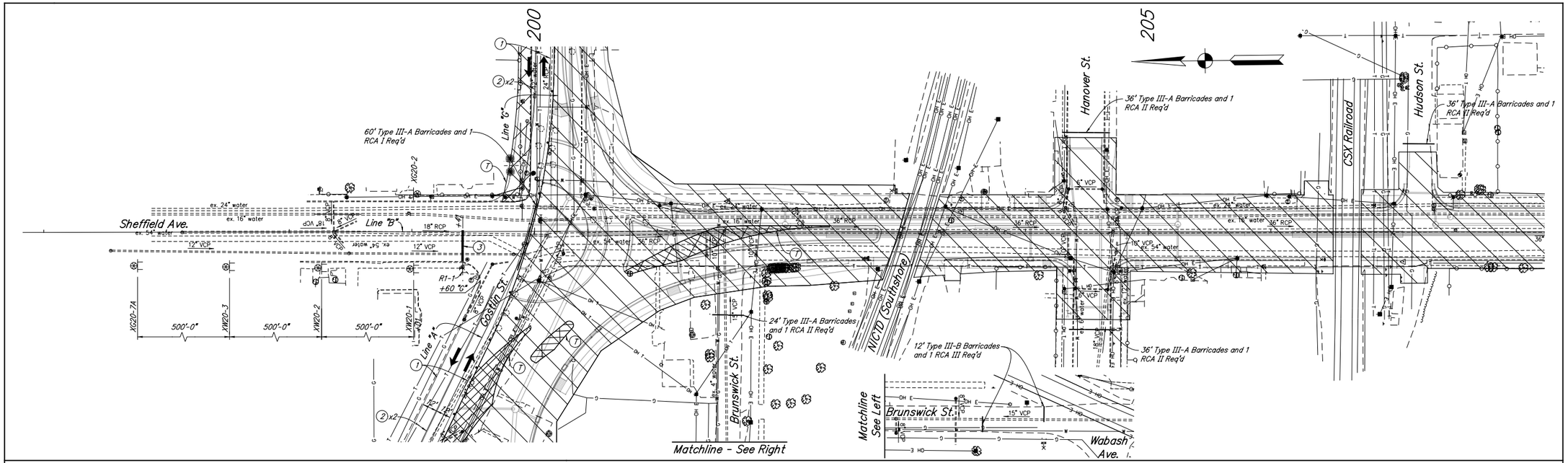

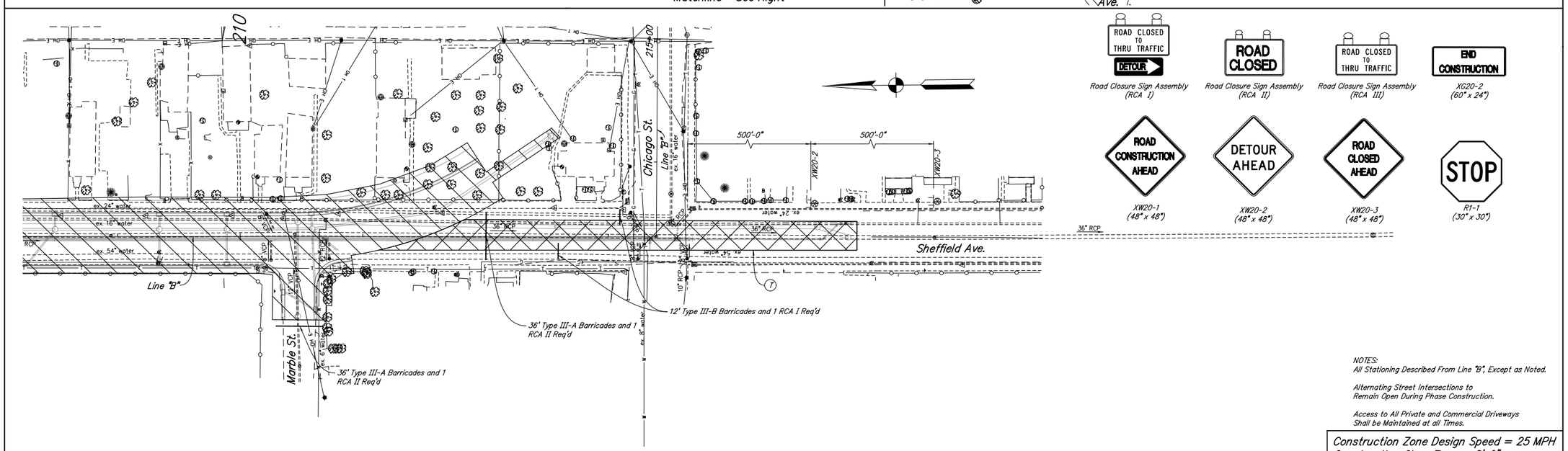

NOTES:
All Stationing Described From Line "B", Except as Noted.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (T) HMA For Temporary Pvmnt., Type X XXX #/syd. HMA, Surface XXX #/syd. HMA, Intermediate XXX #/syd. HMA, Base Subgrade Treatment, Type X
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASES 2.1-2.3

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	23 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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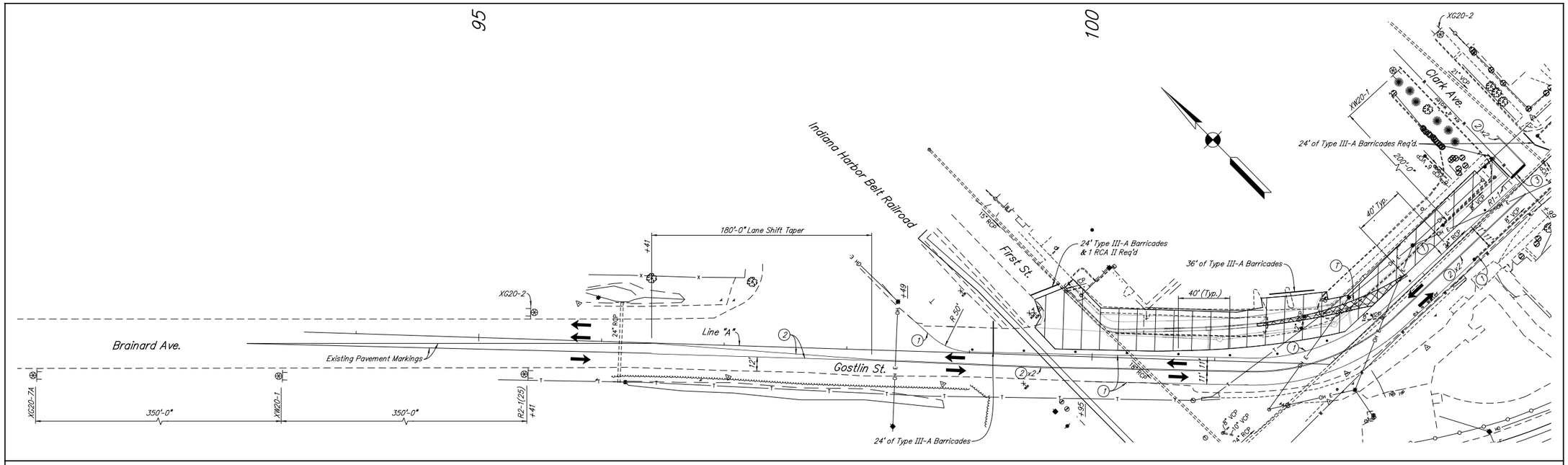

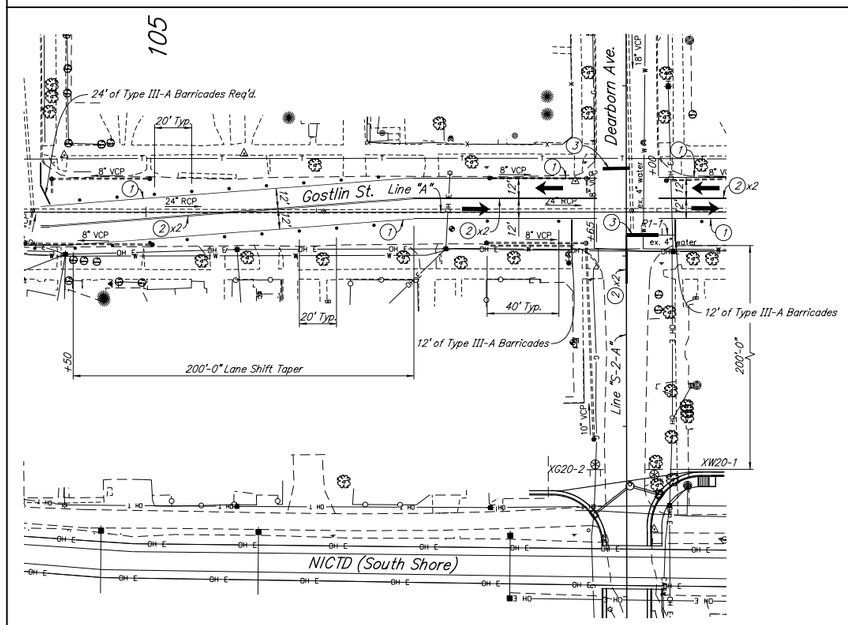

Road Closure Sign Assembly (RCA II) | XG20-2 (60" x 24") | XG20-7A (60" x 36") | XW20-1 (48" x 48") | R2-1(25) | R1-1 (30" x 30")

NOTES:
All Stationing Described From Line "A", Except as Noted.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (T) HMA For Temporary Pvmnt., Type X XXX #/syd. HMA, Surface XXX #/syd. HMA, Intermediate XXX #/syd. HMA, Base Subgrade Treatment, Type X
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR | DRAWN: CAK
CHECKED: GTC | CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 2.1

HORIZONTAL SCALE	BRIDGE FILE
1" = 40"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	24 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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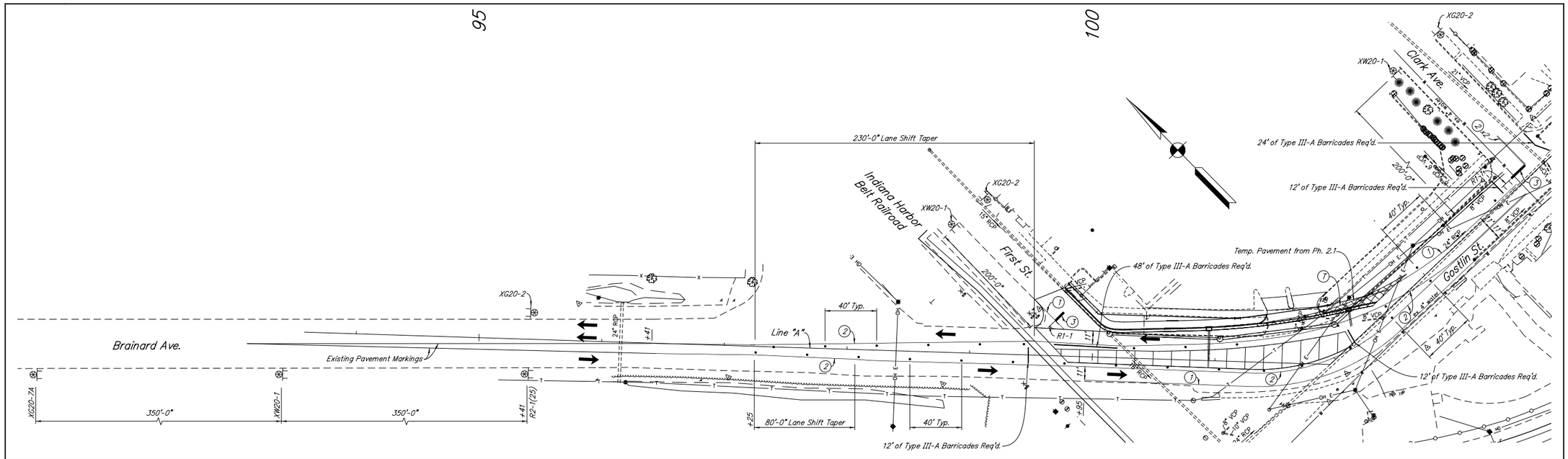

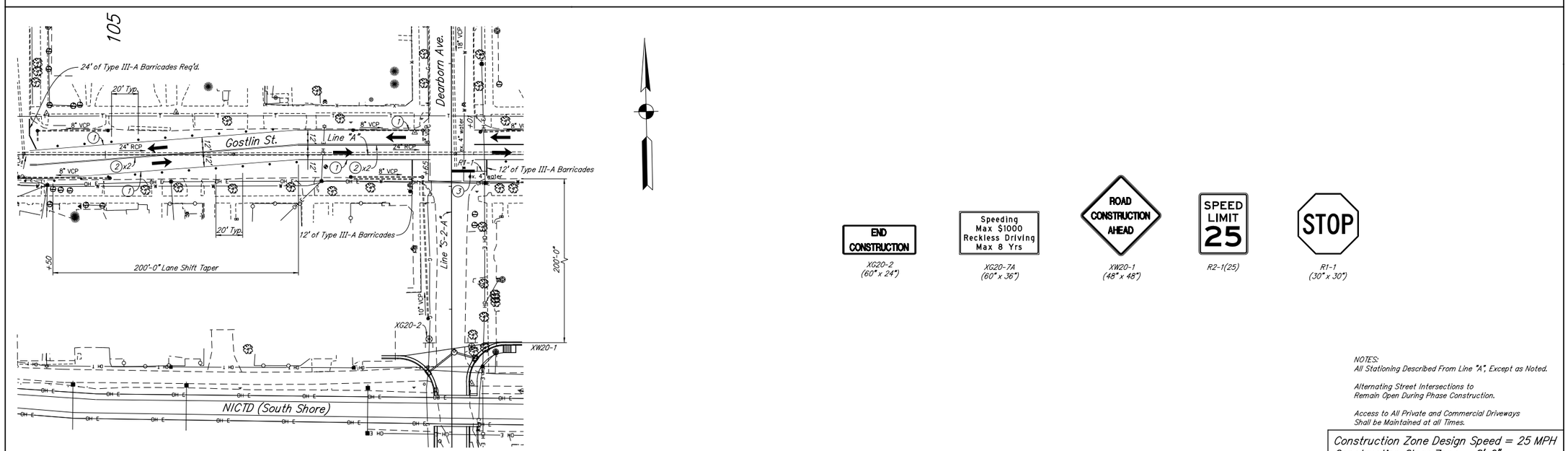

XG20-2 (60" x 24")
XG20-7A (60" x 36")
XW20-1 (48" x 48")
R2-1(25)
R1-1 (30" x 30")

NOTES:
All Stationing Described From Line "A", Except as Noted.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (T) HMA For Temporary Pvmnt., Type X XXX #/syd. HMA, Surface XXX #/syd. HMA, Intermediate XXX #/syd. HMA, Base Subgrade Treatment, Type X
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2.2

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	25 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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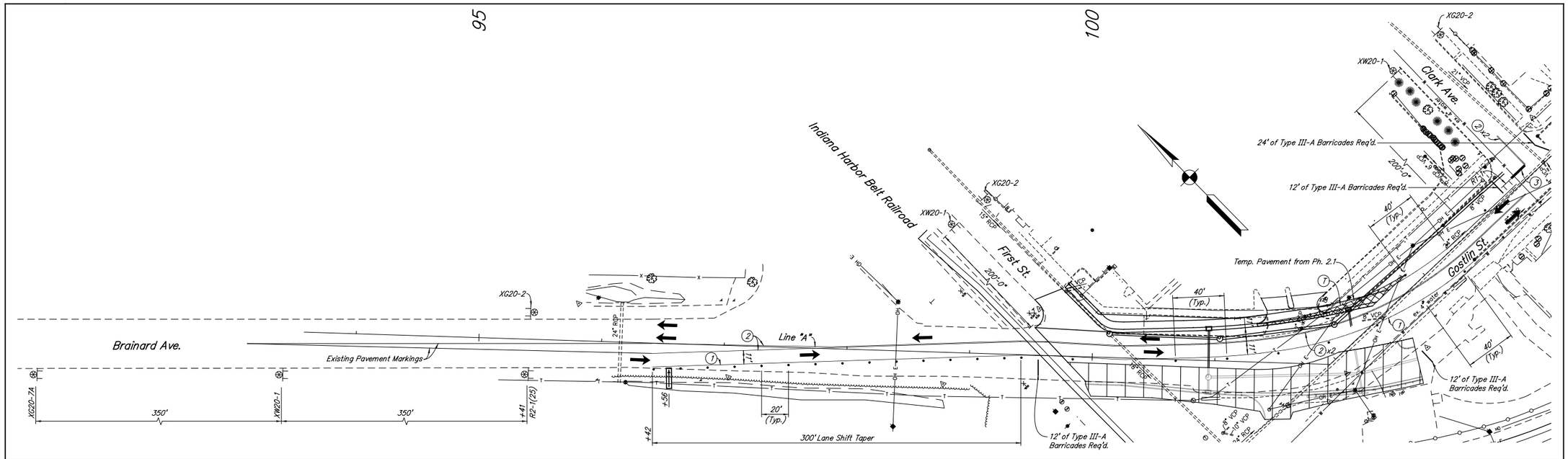

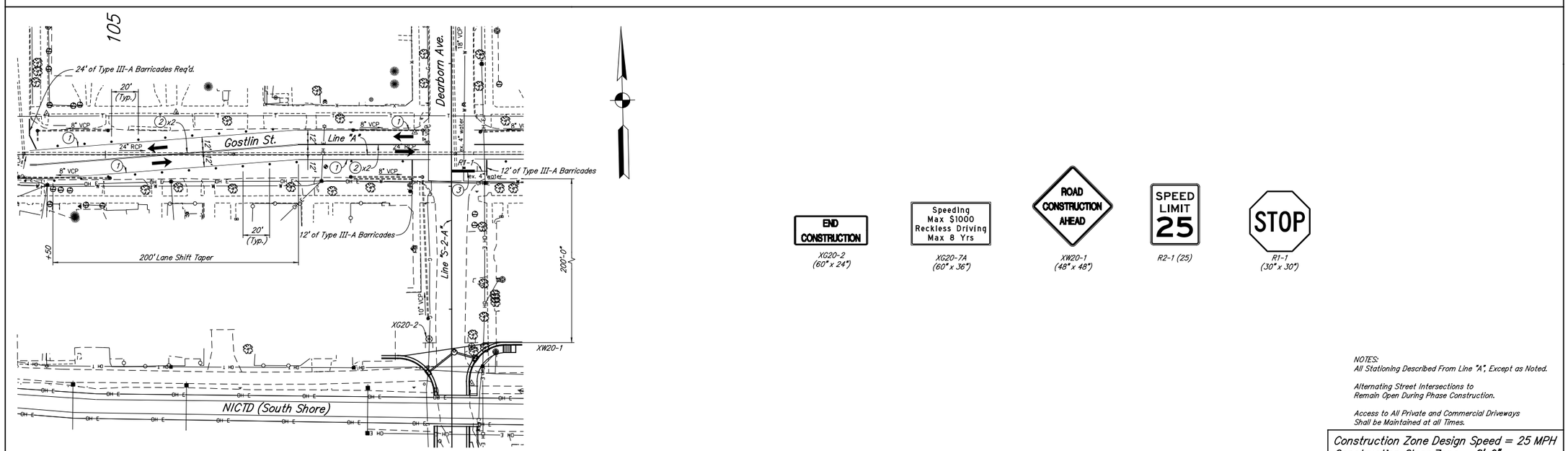

NOTES:
All Stationing Described From Line "A", Except as Noted.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (T) HMA For Temporary Pvmnt., Type X XXX #/syd. HMA, Surface XXX #/syd. HMA, Intermediate XXX #/syd. HMA, Base Subgrade Treatment, Type X
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2.3

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	26 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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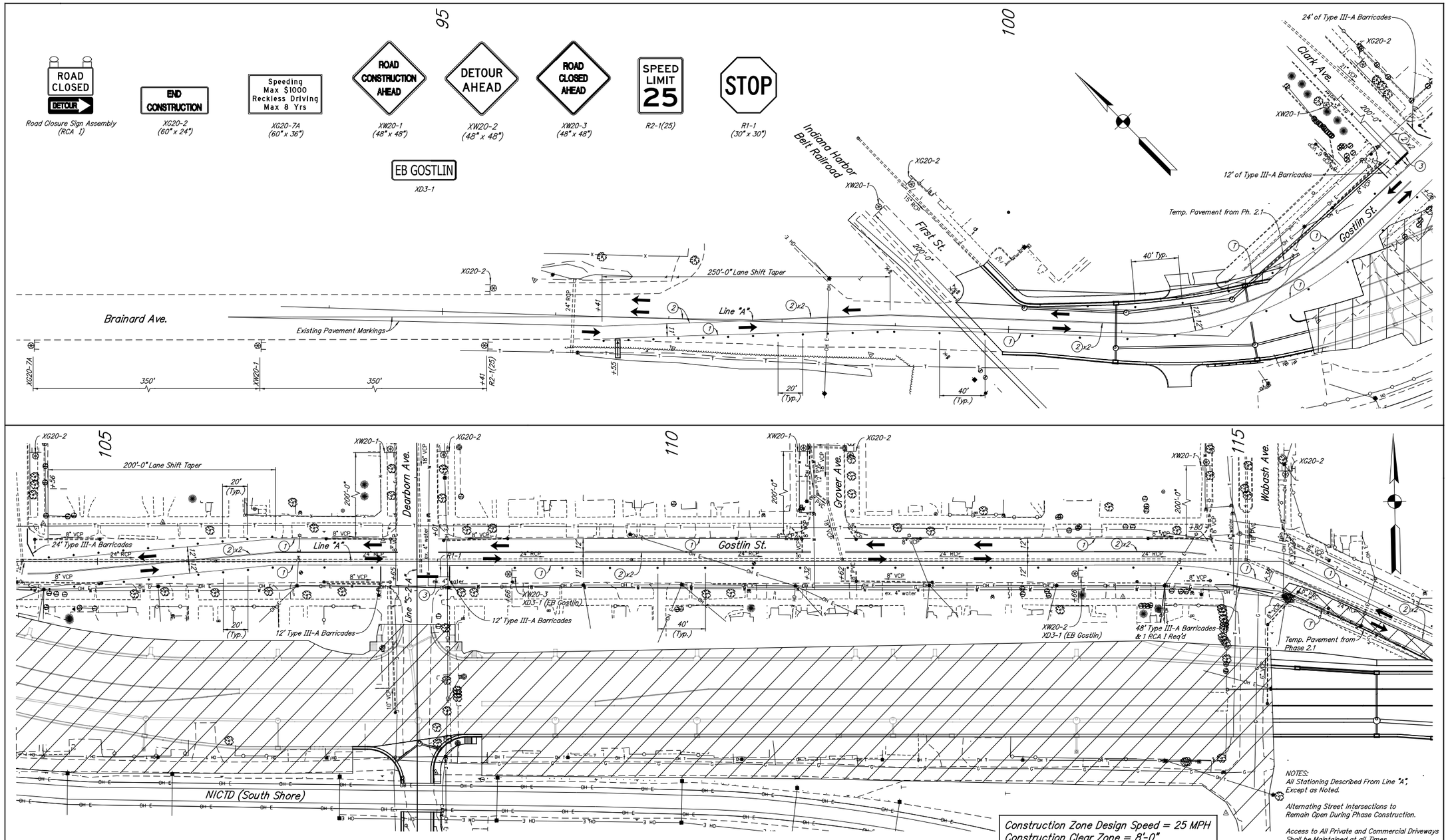

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (T) HMA For Temporary Pvmnt., Type X XXX #/syd. HMA, Surface XXX #/syd. HMA, Intermediate XXX #/syd. HMA, Base Subgrade Treatment, Type X
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III

HORIZONTAL SCALE	BRIDGE FILE
1" = 40"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	27 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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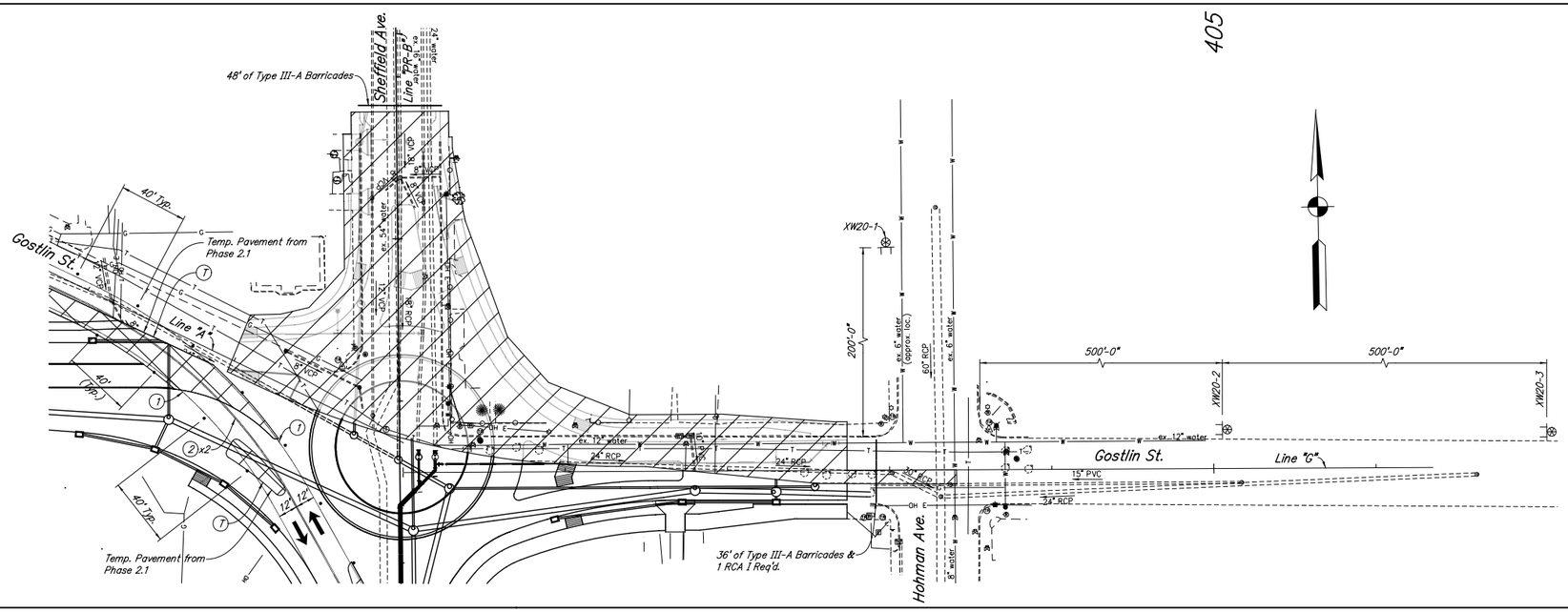

Road Closure Sign Assembly (RCA 1)

XW20-1 (48" x 48")

XW20-2 (48" x 48")

XW20-3 (48" x 48")

NOTES:
All Stationing Described From Line "A", Except as Noted.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (T) HMA For Temporary Pvmnt., Type X XXX #/syd. HMA, Surface XXX #/syd. HMA, Intermediate XXX #/syd. HMA, Base Subgrade Treatment, Type X
- (X) Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	28 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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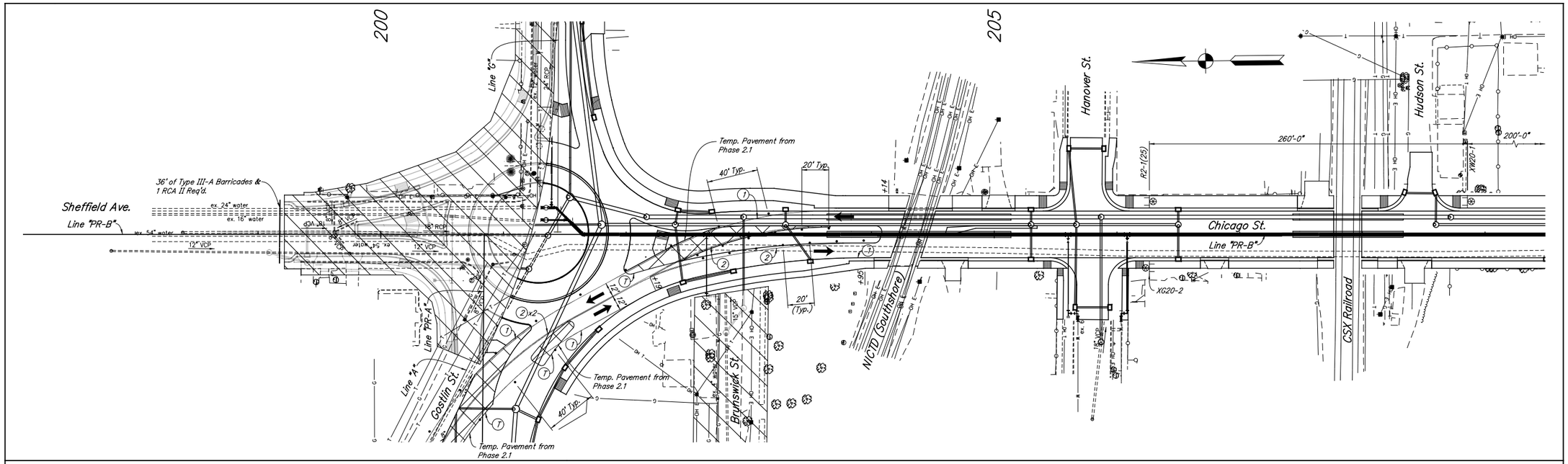

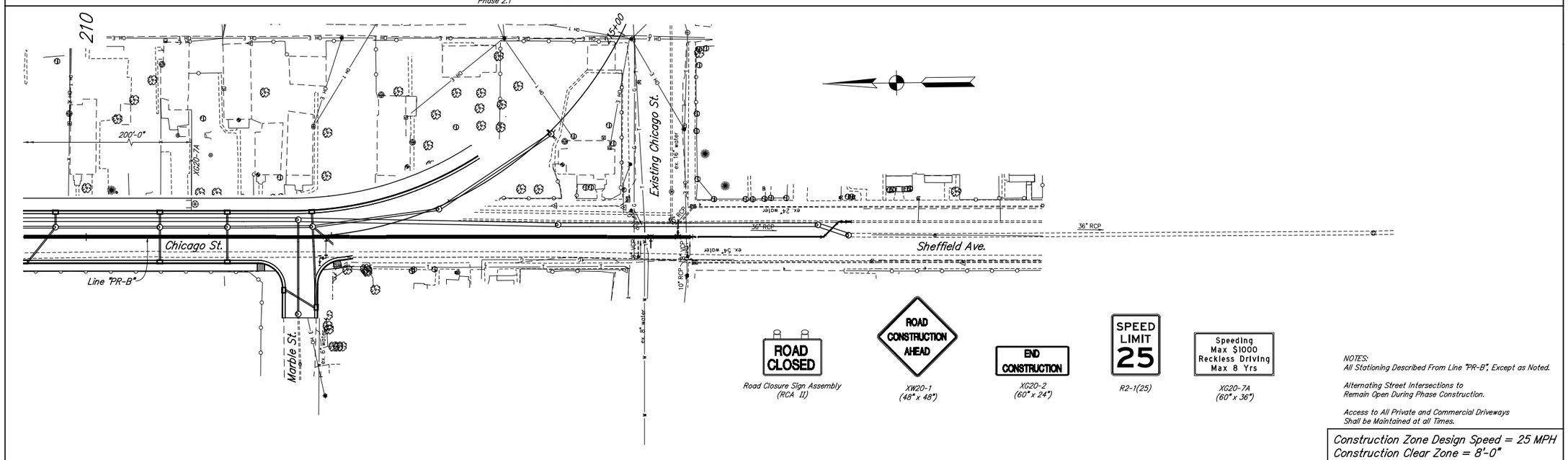

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (T) HMA For Temporary Pvmnt., Type X XXX #/syd. HMA, Surface XXX #/syd. HMA, Intermediate XXX #/syd. HMA, Base Subgrade Treatment, Type X
- (X) Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III

HORIZONTAL SCALE	BRIDGE FILE
1" = 40"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	29 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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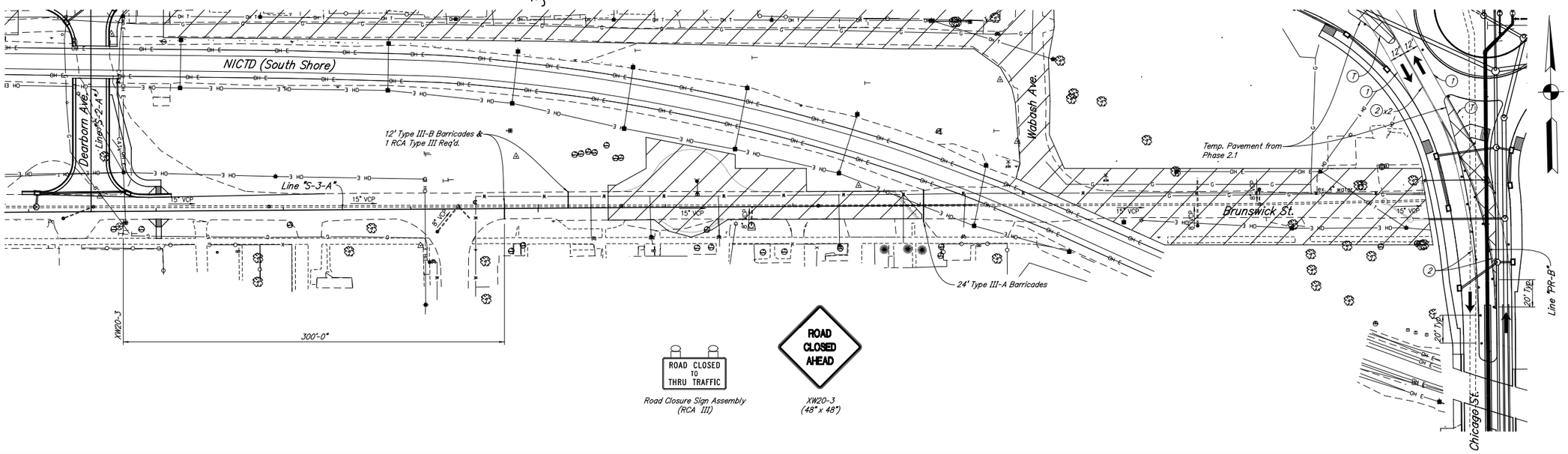

NOTES:
Alternating Street Intersections to
Remain Open During Phase Construction.

Access to All Private and Commercial Driveways
Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (T) HMA For Temporary Pvmnt., Type X XXX #/syd. HMA, Surface XXX #/syd. HMA, Intermediate XXX #/syd. HMA, Base Subgrade Treatment, Type X
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE III

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	30 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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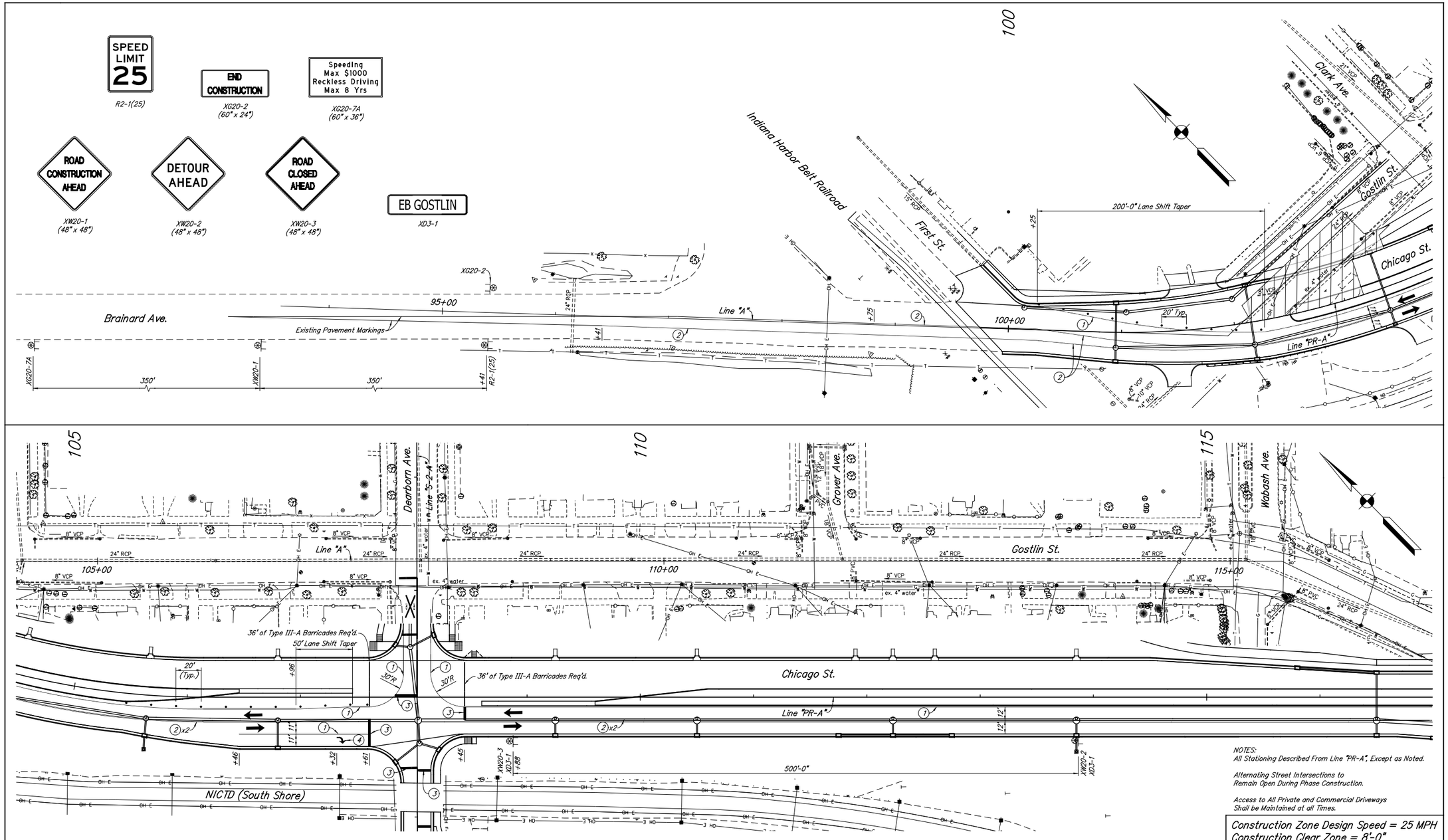

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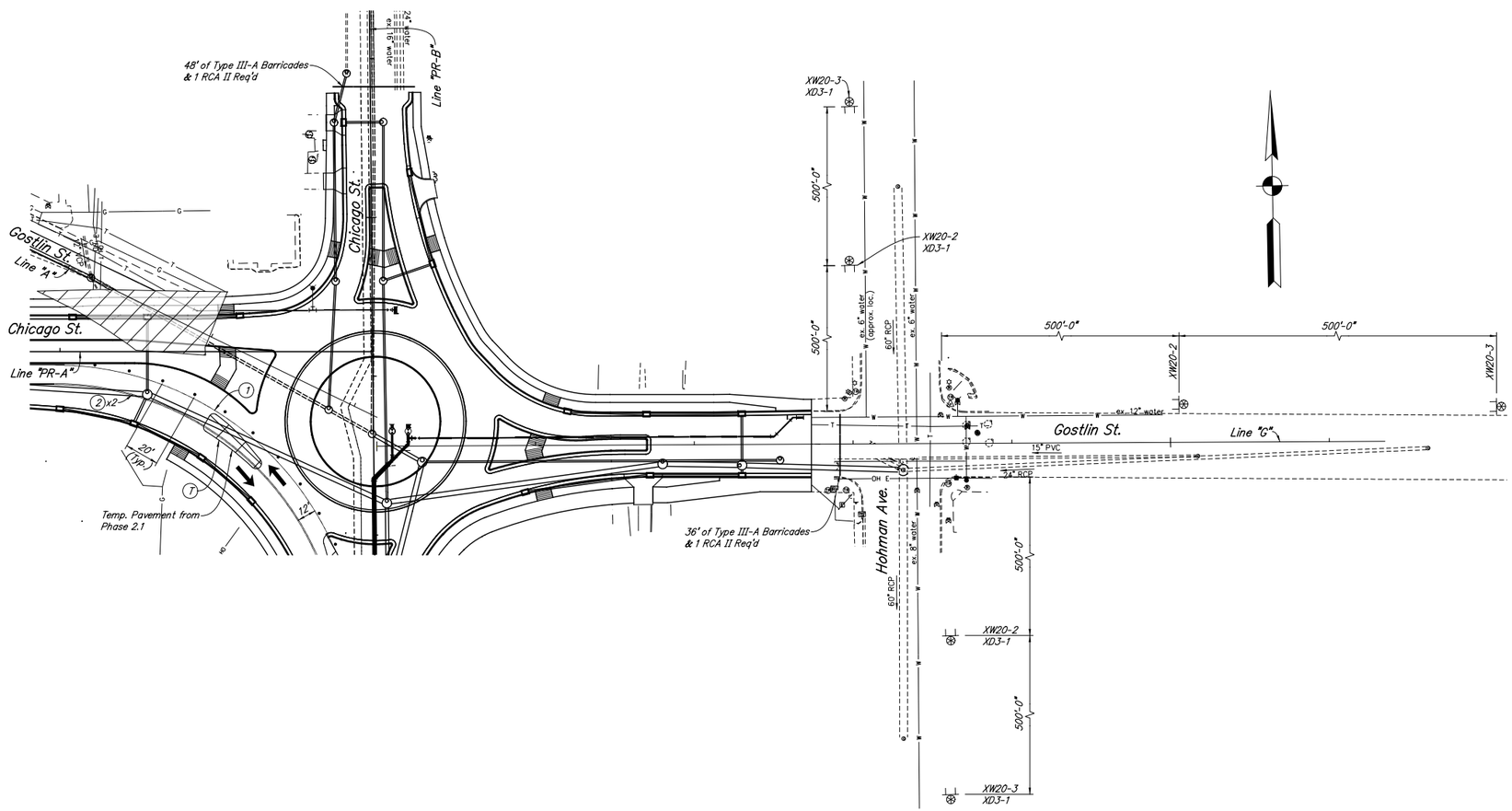

Road Closure Sign Assembly
(RCA II)

XW20-2
(48" x 48")

XW20-3
(48" x 48")

XD3-1

NOTES:
Alternating Street Intersections to
Remain Open During Phase Construction.

Access to All Private and Commercial Driveways
Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (T) HMA For Temporary Pvmnt., Type X XXX #/syd. HMA, Surface XXX #/syd. HMA, Intermediate XXX #/syd. HMA, Base Subgrade Treatment, Type X
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED
FOR APPROVAL _____
DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE IV

HORIZONTAL SCALE	BRIDGE FILE
1" = 40"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	32 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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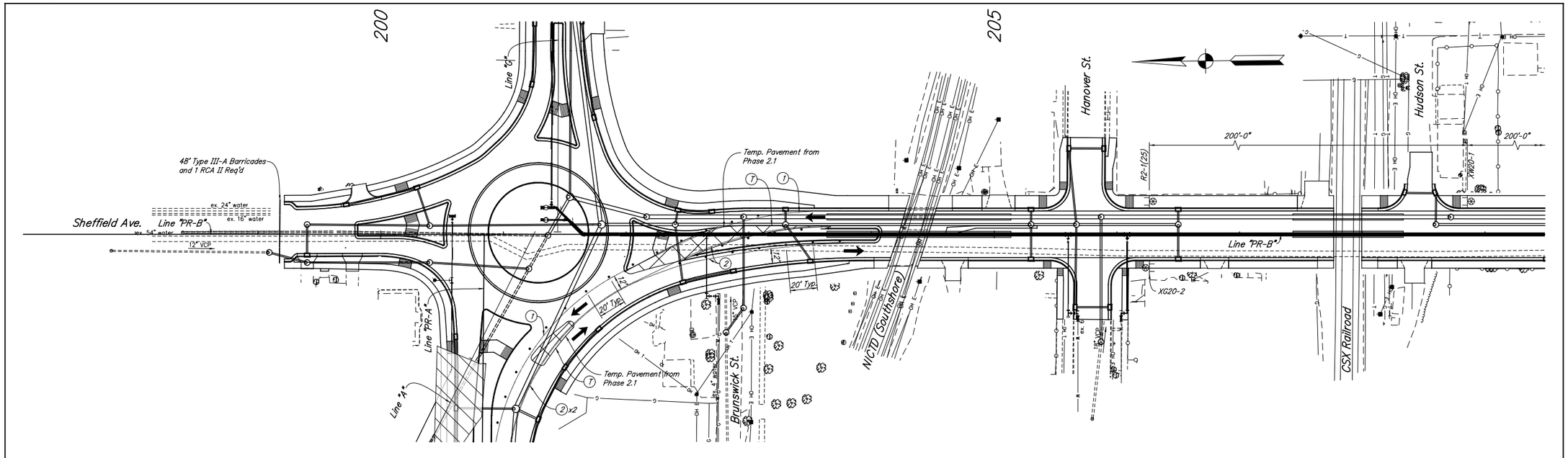

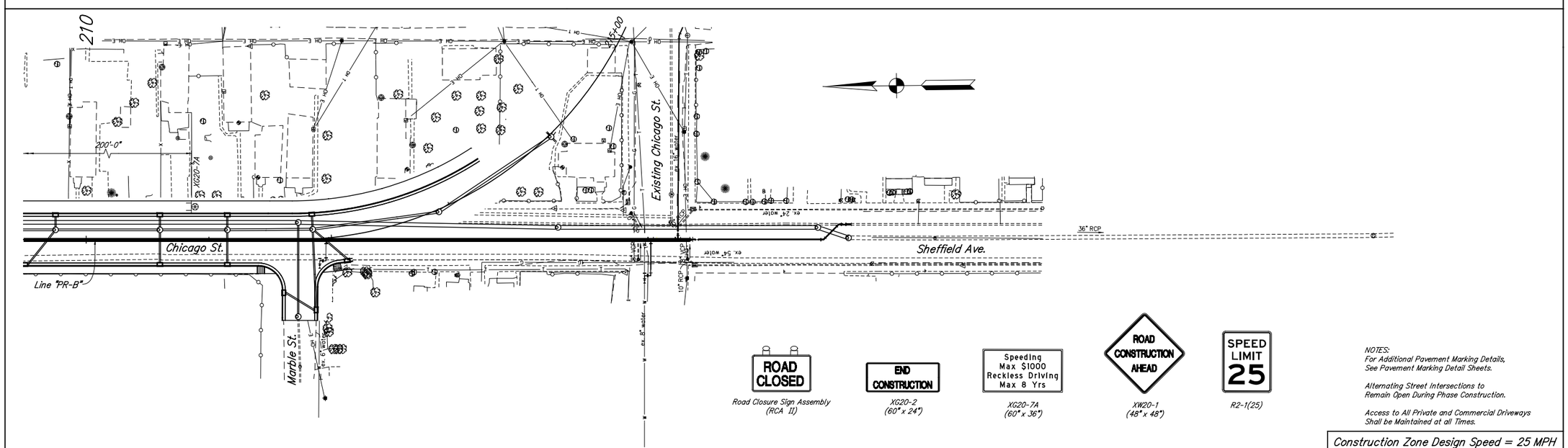

NOTES:
For Additional Pavement Marking Details, See Pavement Marking Detail Sheets.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (T) HMA For Temporary Pvmnt., Type X XXX #/syd. HMA, Surface XXX #/syd. HMA, Intermediate XXX #/syd. HMA, Base Subgrade Treatment, Type X
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE IV

HORIZONTAL SCALE	BRIDGE FILE
1" = 40"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	33 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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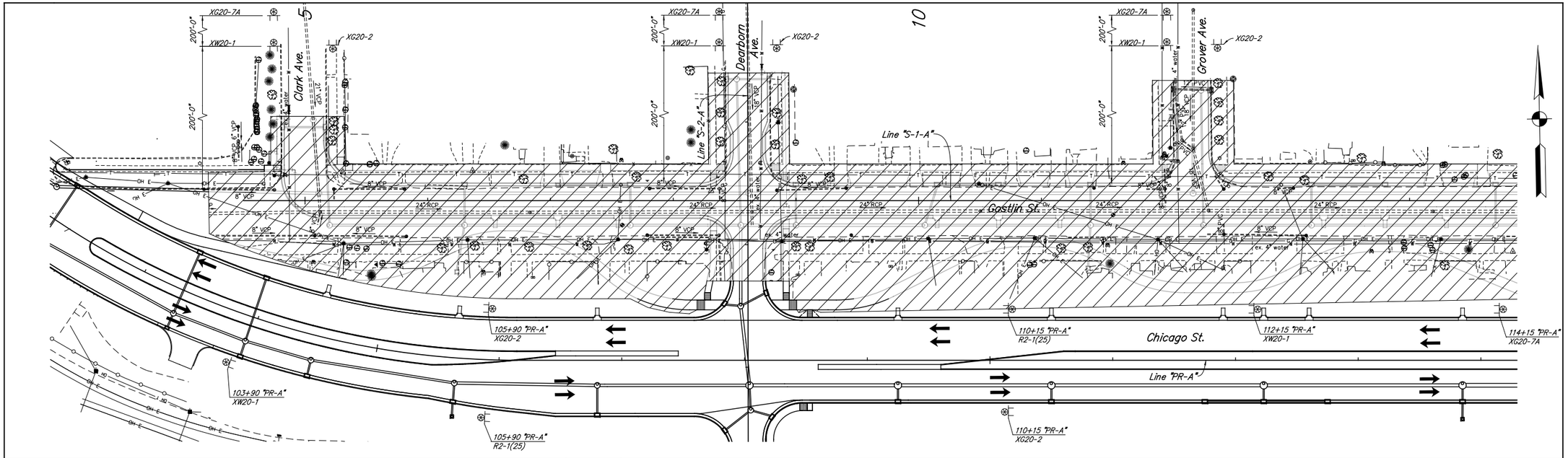

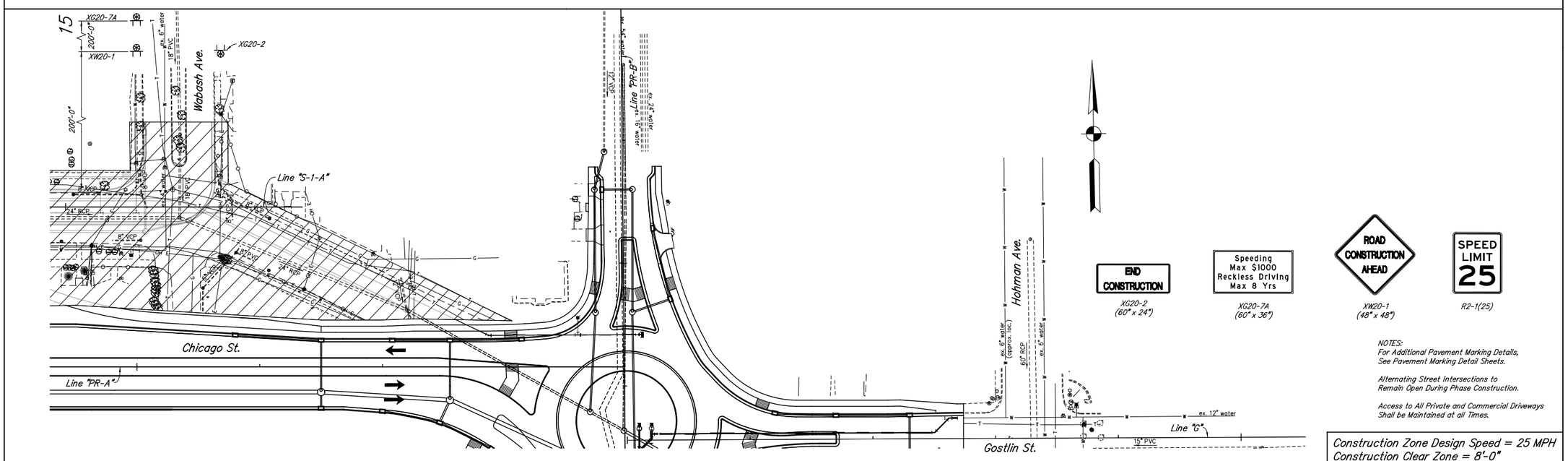

NOTES:
For Additional Pavement Marking Details,
See Pavement Marking Detail Sheets.

Alternating Street Intersections to
Remain Open During Phase Construction.

Access to All Private and Commercial Driveways
Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (T) HMA For Temporary Pvmnt., Type X
  XXX #/syd. HMA, Surface
  XXX #/syd. HMA, Intermediate
  XXX #/syd. HMA, Base
  Subgrade Treatment, Type X
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED
FOR APPROVAL _____
DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE V

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	34 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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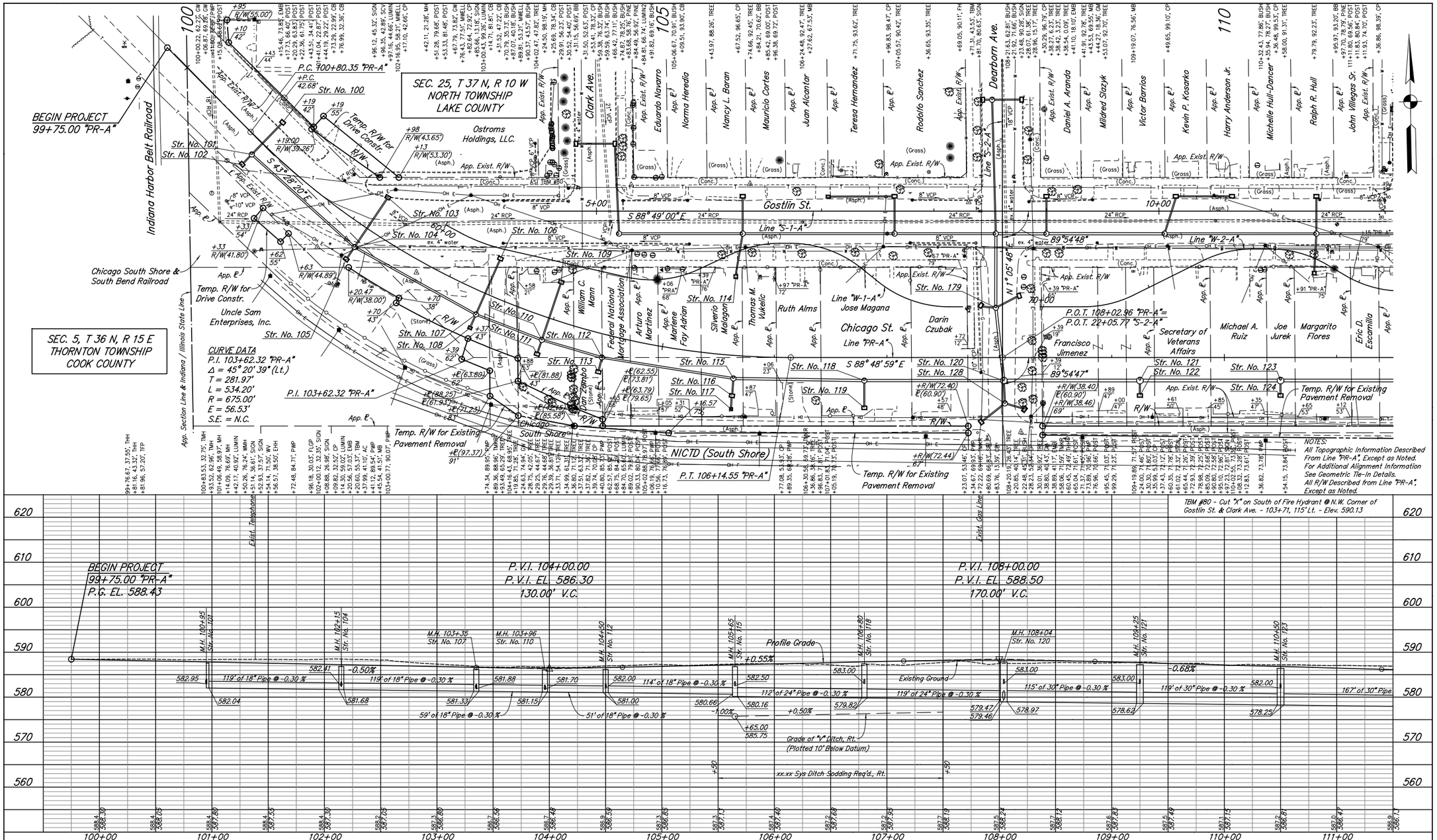

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 40'	BRIDGE FILE N/A
		VERTICAL SCALE 1" = 10'	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: DLM	PLAN AND PROFILE LINE "PR-A"	SURVEY BOOK N/A	SHEETS 35 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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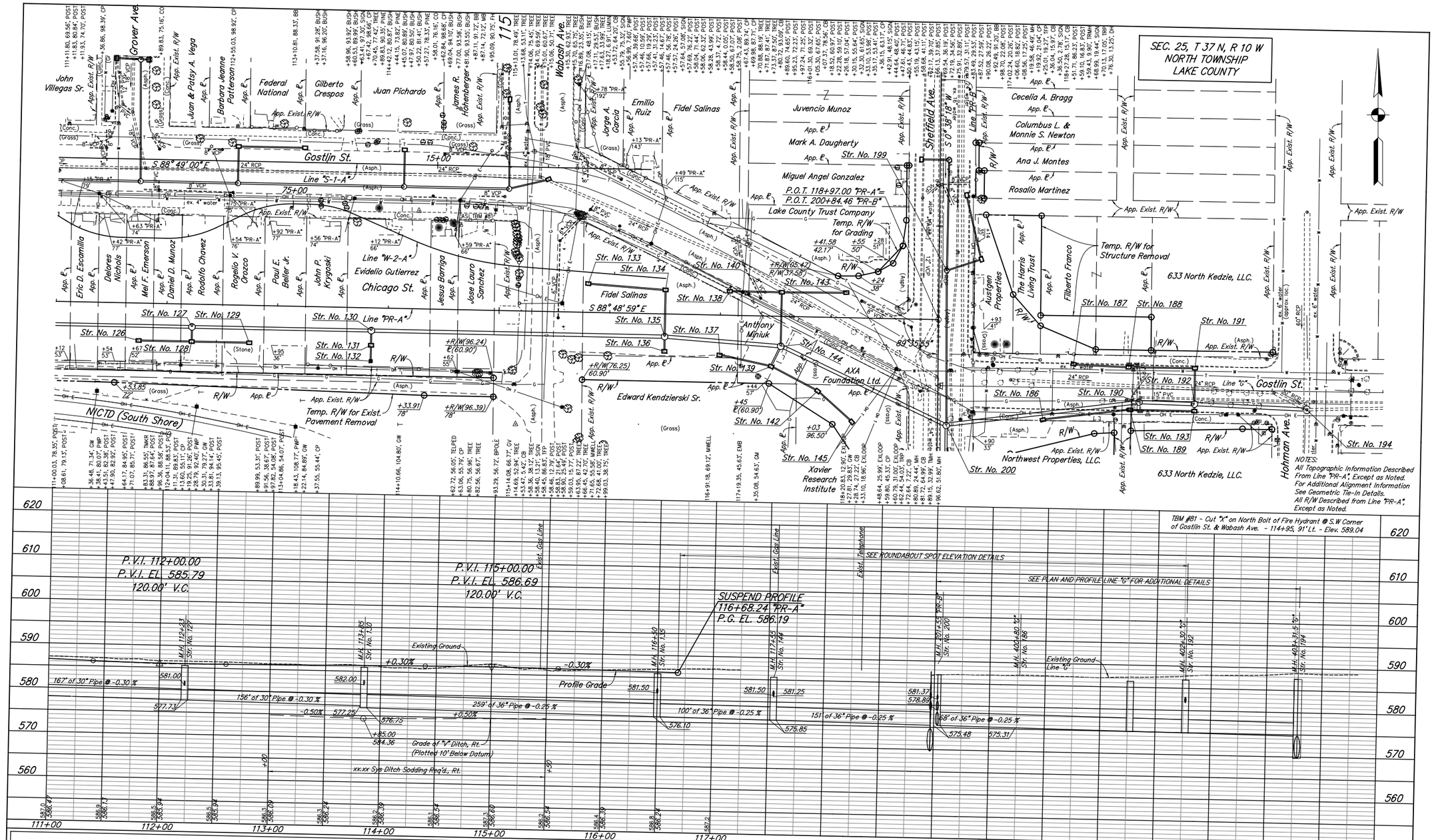

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: DLM

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 10'	1297017
SURVEY BOOK	SHEETS
N/A	36 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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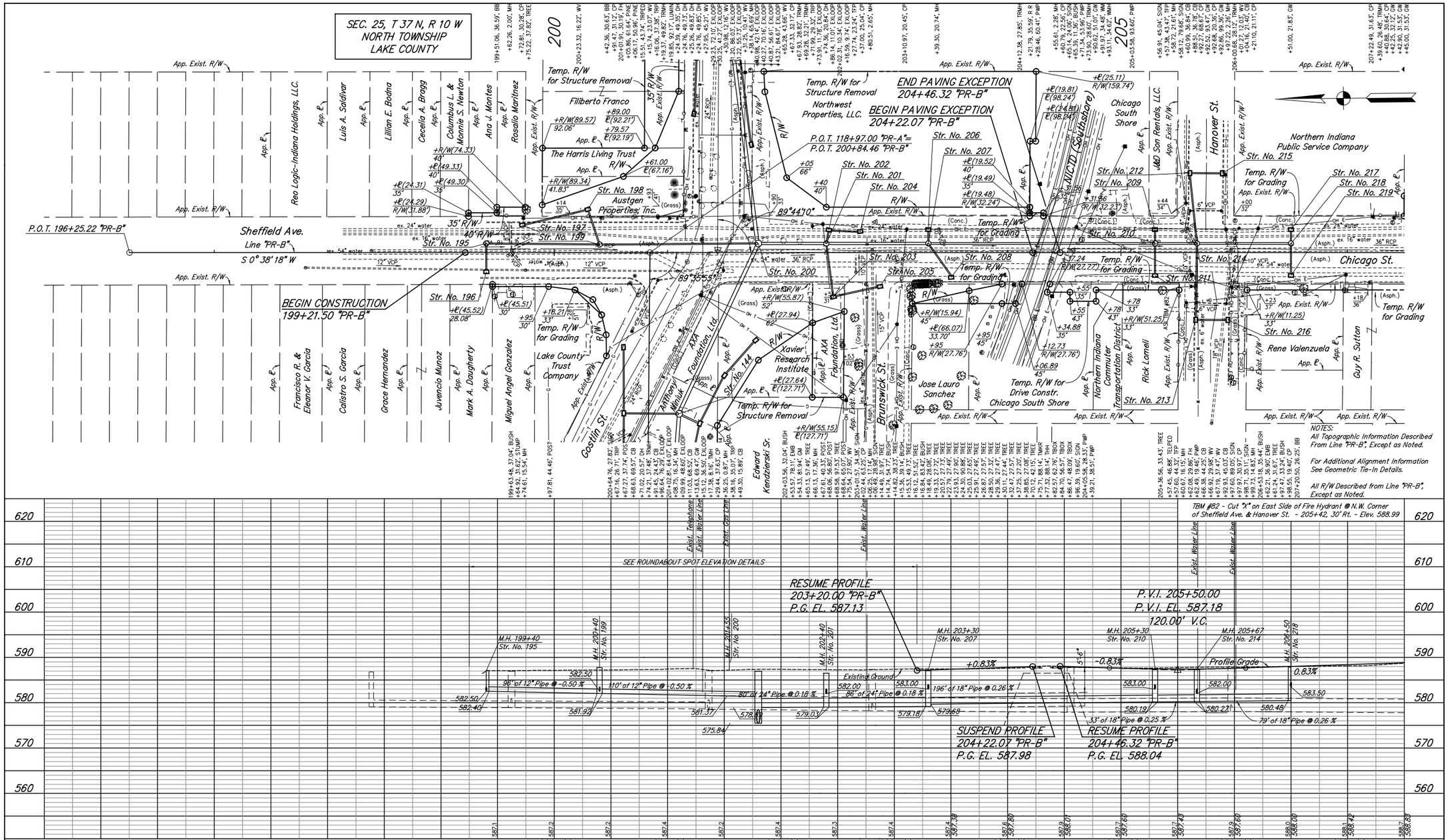

NOTES:
All Topographic Information Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

All R/W Described from Line "PR-B", Except as Noted.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: DLM
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 10'	1297017
SURVEY BOOK	SHEETS
N/A	37 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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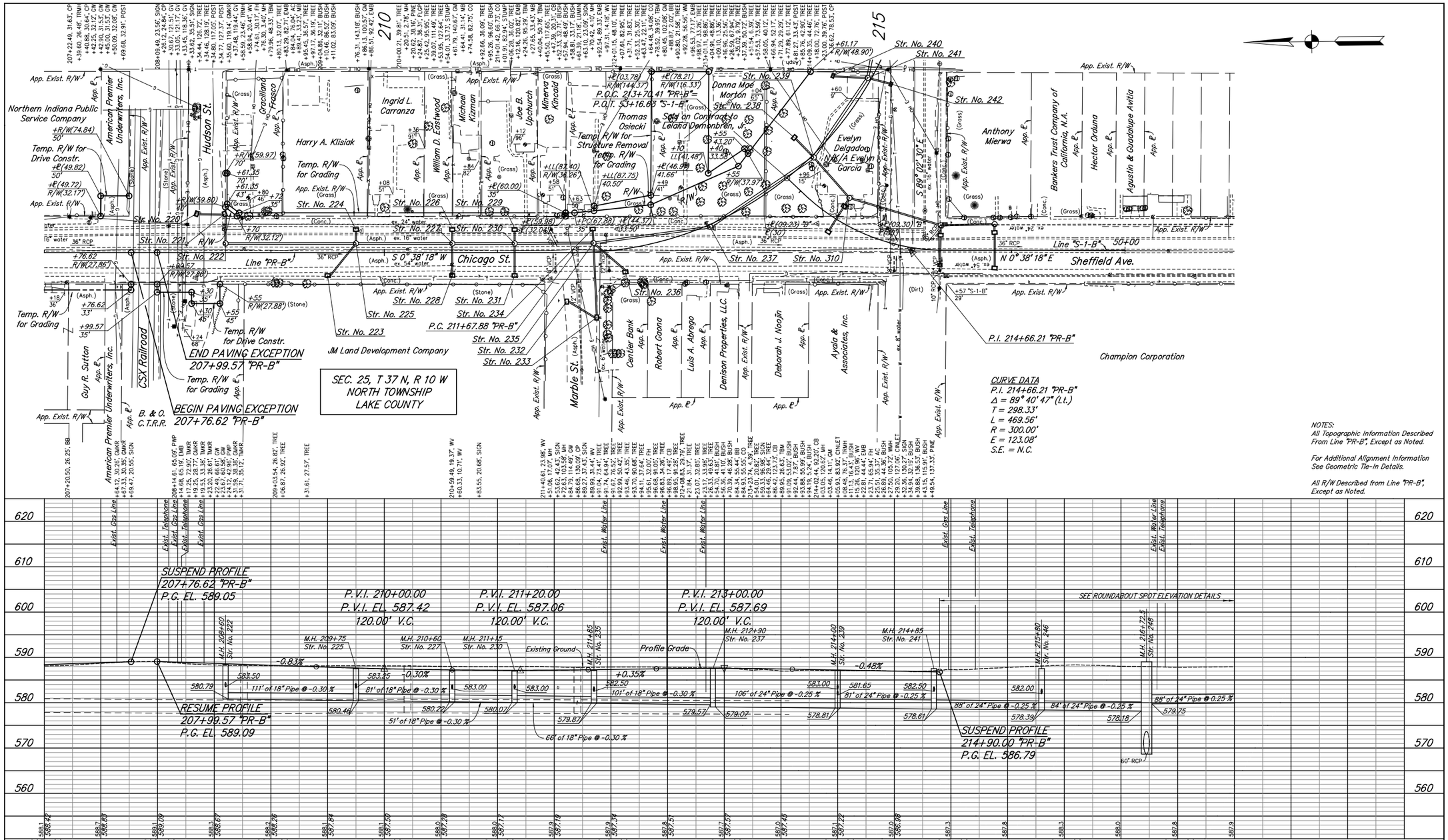

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 40'	BRIDGE FILE N/A
		VERTICAL SCALE 1" = 10'	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: DLM	PLAN AND PROFILE LINE "PR-B"	SURVEY BOOK N/A	SHEETS 38 of 165
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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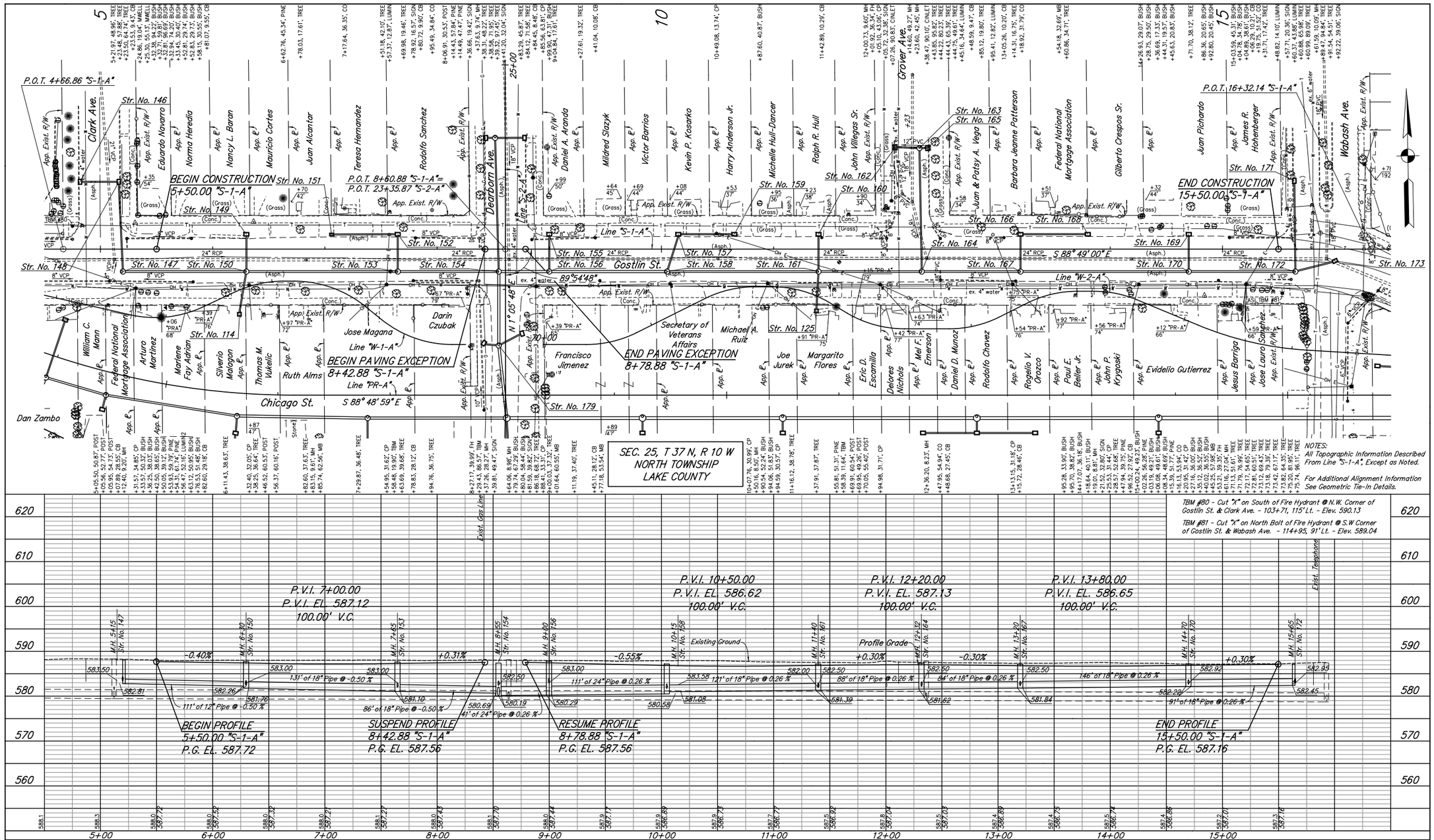

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: DLM

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "S-1-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 10'	1297017
SURVEY BOOK	SHEETS
N/A	39 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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SEC. 25, T 37 N, R 10 W
NORTH TOWNSHIP
LAKE COUNTY

END PAVING EXCEPTION
21+29.99 "S-2-A"

BEGIN PAVING EXCEPTION
21+04.58 "S-2-A"

BEGIN CONSTRUCTION
20+12.27 "S-2-A"
P.O.T. 20+00.00 "S-2-A"=
P.O.T. 31+49.02 "S-3-A"

BEGIN PAVING EXCEPTION
21+67.76 "S-2-A"

END PAVING EXCEPTION
22+38.27 "S-2-A"

END CONSTRUCTION
24+40.00 "S-2-A"

P.O.T. 22+05.77 "S-2-A"=
P.O.T. 108+02.96 "PR-A"

P.O.T. 23+35.87 "S-2-A"=
P.O.T. 8+60.88 "S-1-A"

NOTES:
All Topographic Information Described From Line "S-2-A", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

All R/W Described from Line "S-2-A", Except as Noted.

P.V.I. 20+60.00
P.V.I. EL. 587.28
80.00' V.C.

SUSPEND PROFILE
21+67.76 "S-2-A"
P.G. EL. 587.48

P.V.I. 23+35.00
P.V.I. EL. 588.07
100.00' V.C.

RESUME PROFILE
22+38.27 "S-2-A"
P.G. EL. 587.59

BEGIN CONSTRUCTION
20+12.27 "S-2-A"
P.G. EL. 586.31

SUSPEND PROFILE
21+04.58 "S-2-A"
P.G. EL. 587.66

RESUME PROFILE
21+29.99 "S-2-A"
P.G. EL. 587.67

END CONSTRUCTION
24+40.00 "S-2-A"
P.G. EL. 587.33

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 10'	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 40 of 165
CONTRACT R-34740	PROJECT NO. 1297017

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: DLM
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "S-2-A"

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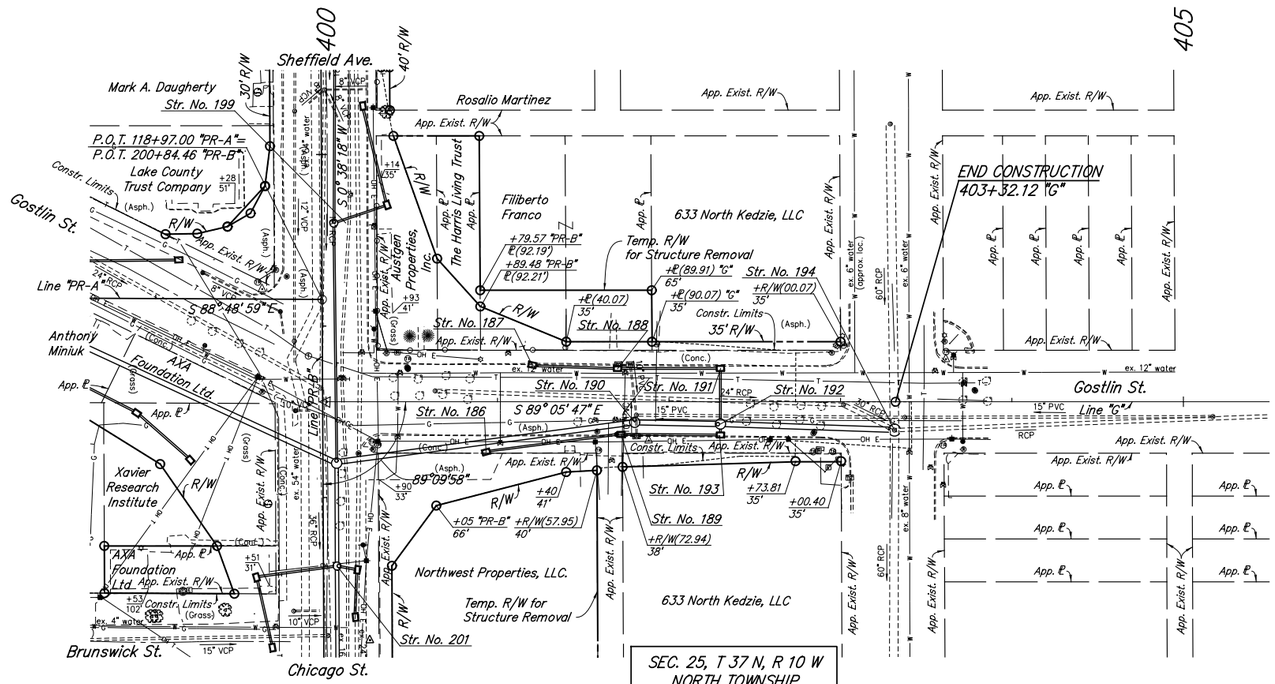
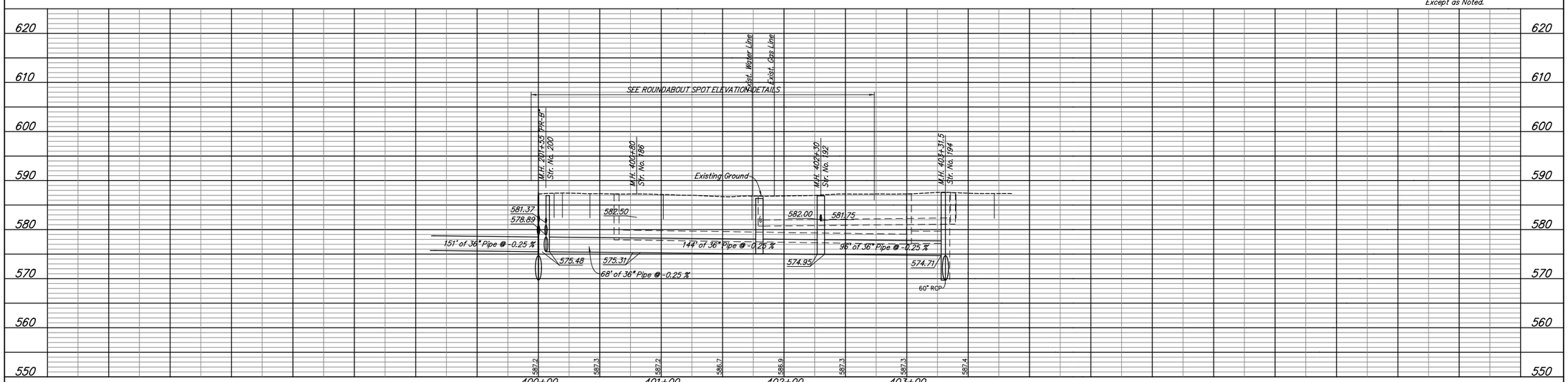


NOTES:
All Topographic Information Described From Line "G", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

All R/W Described from Line "G", Except as Noted.



RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 40'	BRIDGE FILE N/A
		VERTICAL SCALE 1" = 10'	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: DLM	PLAN AND PROFILE LINE "G"	SURVEY BOOK N/A	SHEETS 41 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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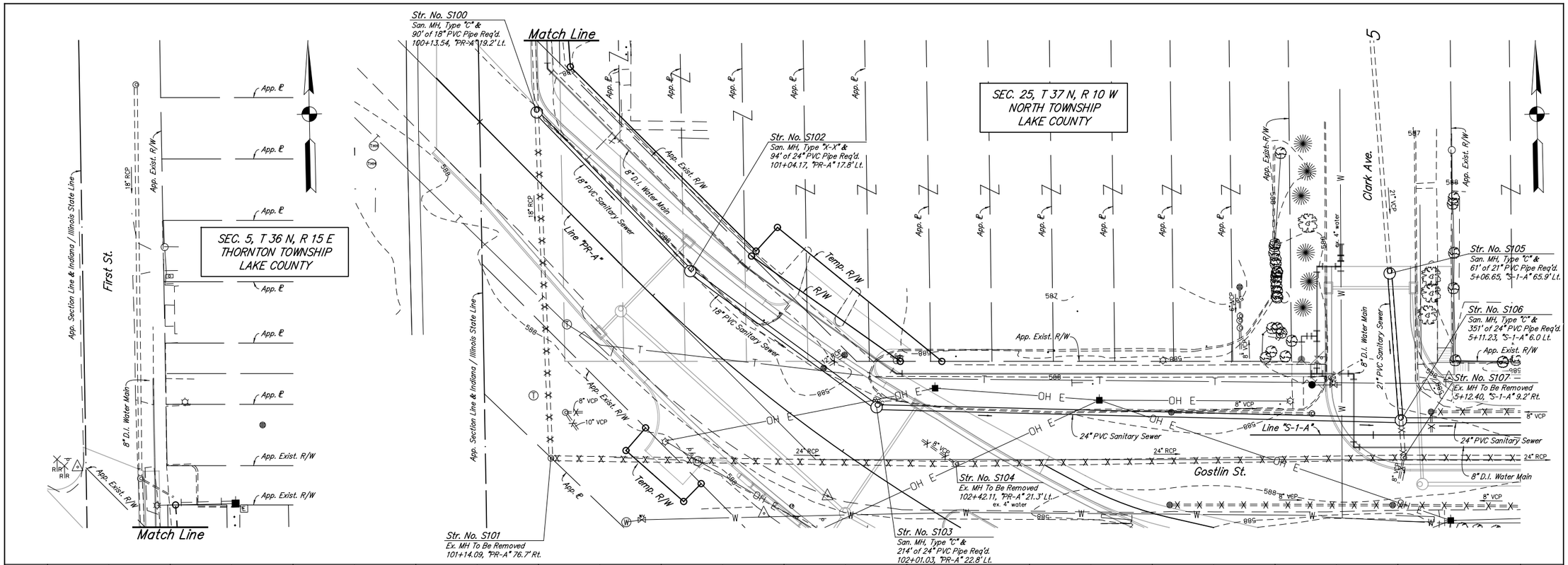

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Benchmark:

TBM #80 - Cut "X" on South of Fire Hydrant @ N.W. Corner of Gostlin St. & Clark Ave.

103+71, 115' Lt. - Elev. 590.13

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT
CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	42 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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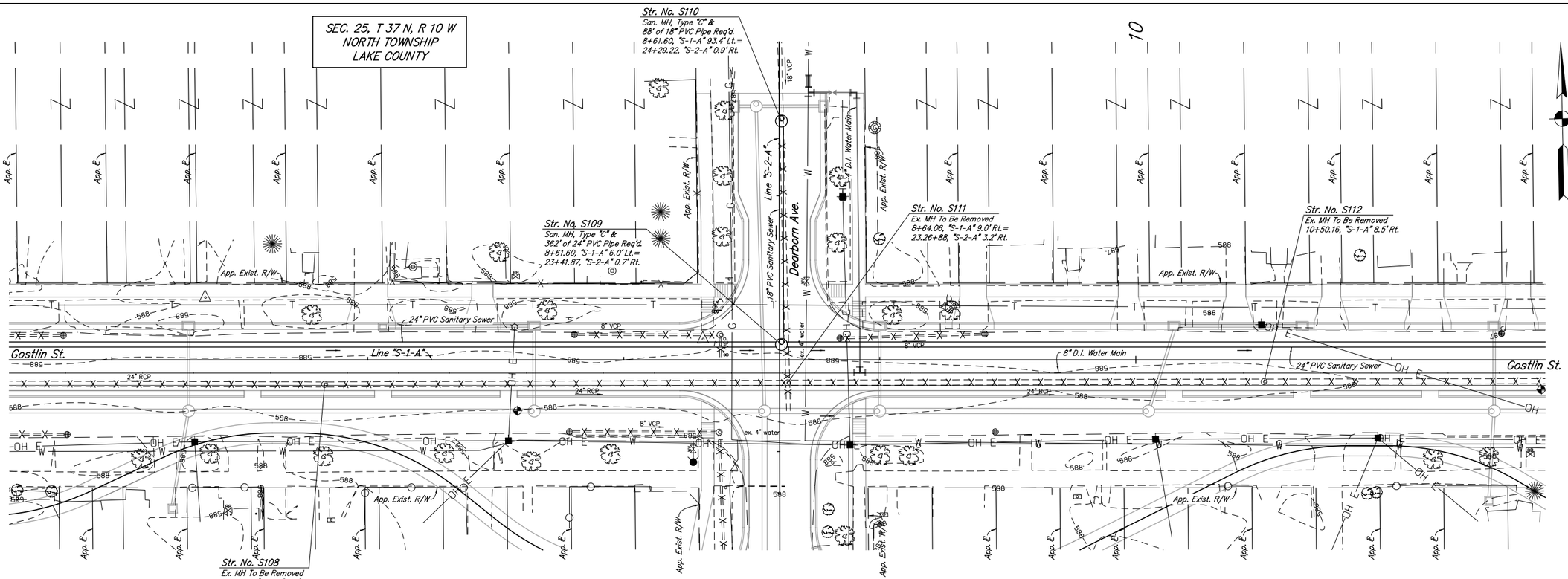

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Benchmark:

TBM #80 - Cut "X" on South of Fire Hydrant @ N.W. Corner of Gostlin St. & Clark Ave.

103+71, 115' Lt. - Elev. 590.13

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New x" Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS	DRAWN: PJT
CHECKED: JWG	CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	43 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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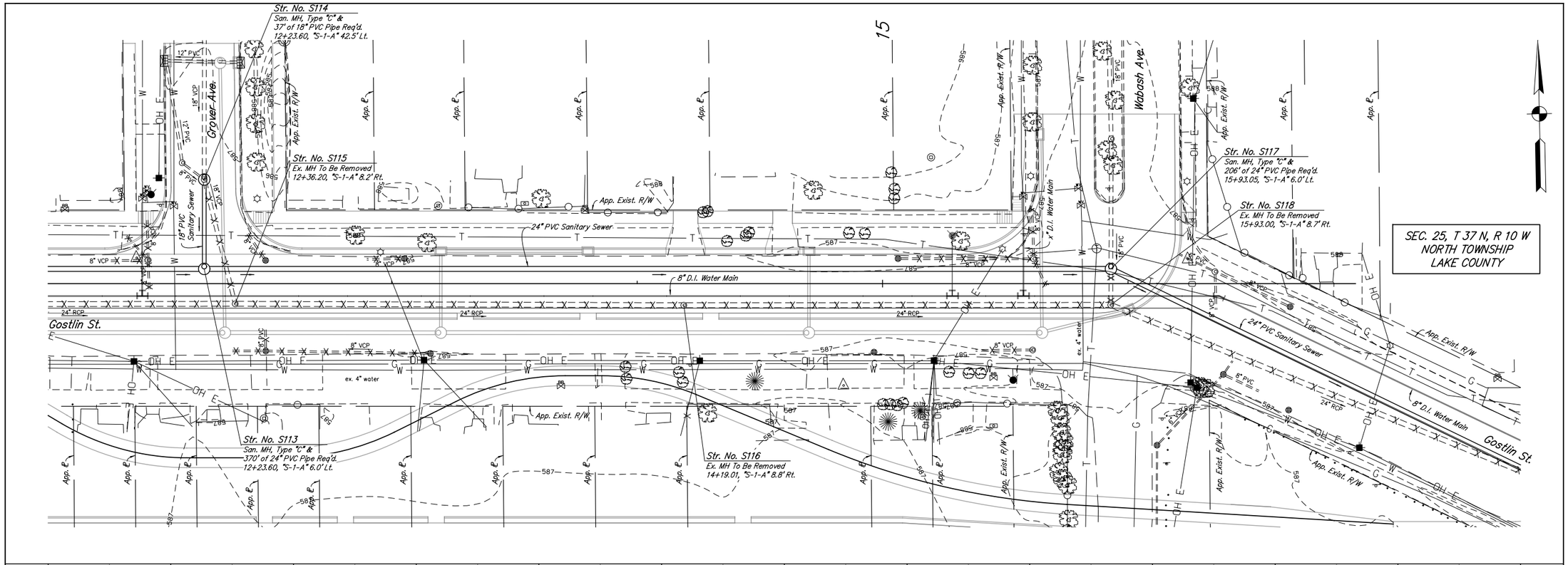

Benchmark:

TBM #81 - Cut "X" on North Bolt of Fire Hydrant @ S.W Corner of Gostlin St. & Wabash Ave.

114+95, 91' Lt. - Elev. 589.04

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	44 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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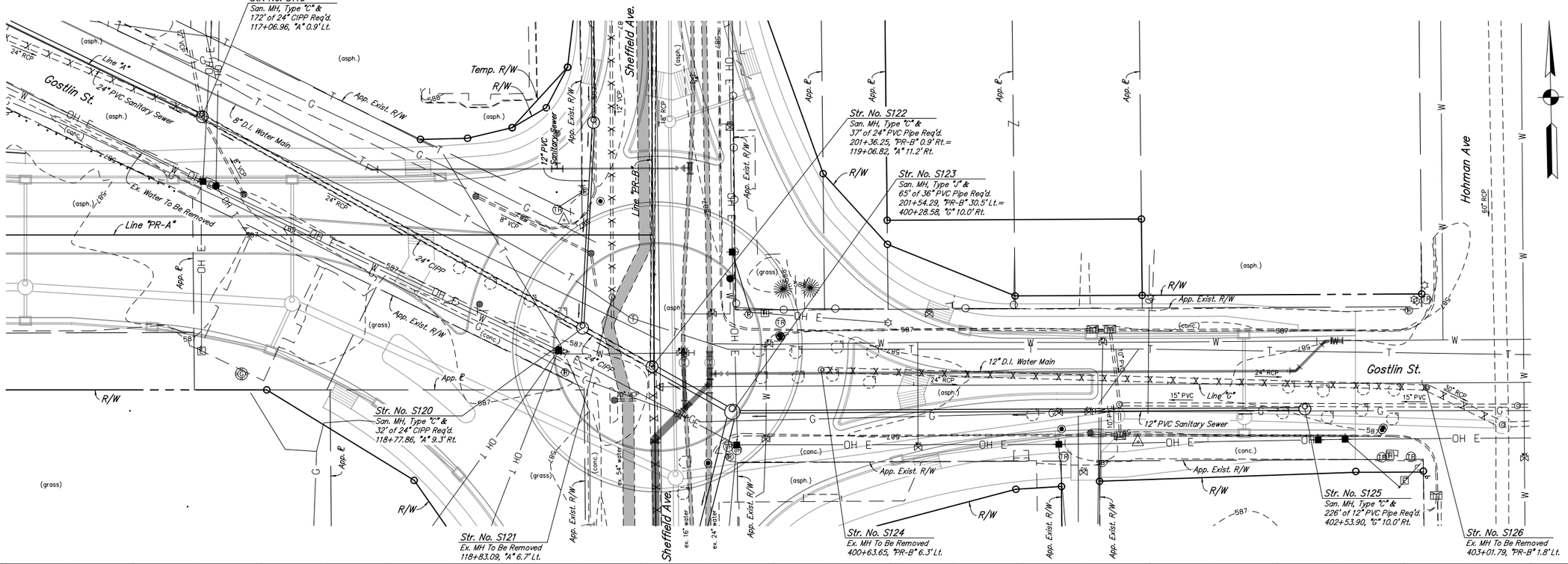

Benchmark:

TBM #B1 - Cut "X" on North Bolt of Fire Hydrant @ S.W Corner of Gostlin St. & Wabash Ave.

114+95, 91' Lt. - Elev. 589.04

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New x" Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	45 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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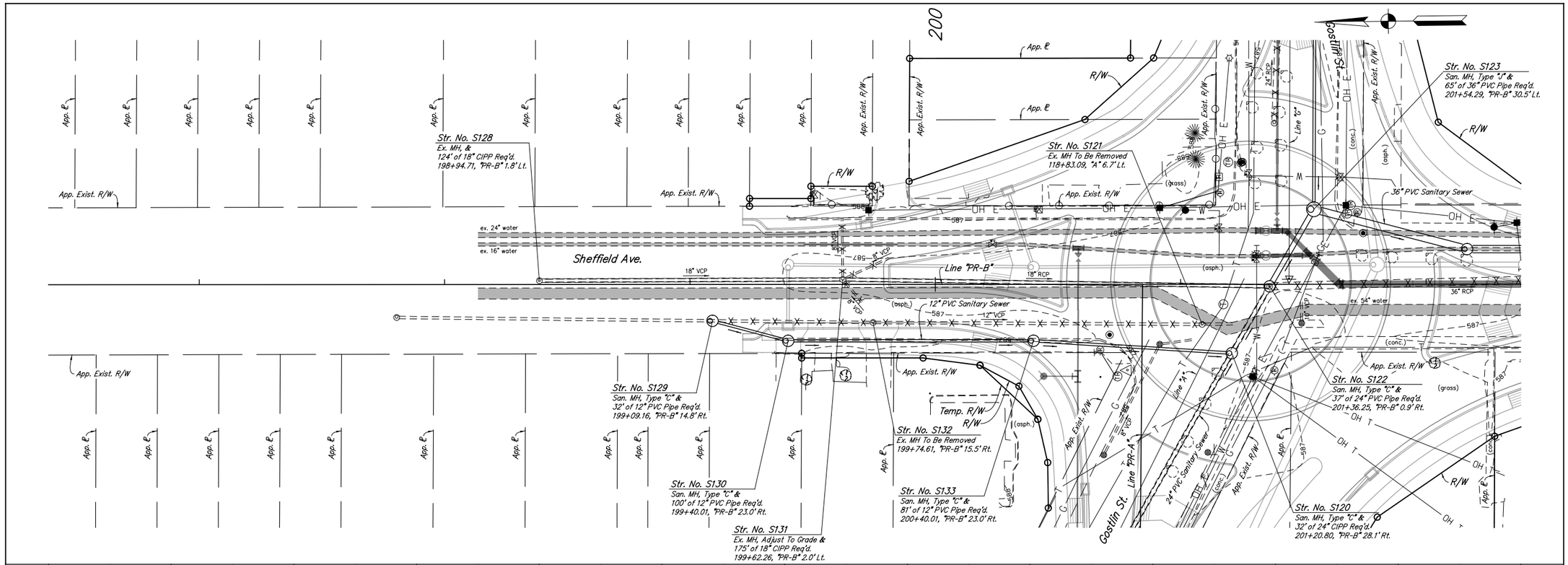

Benchmark:

TBM #82 - Cut "X" on East Side of Fire Hydrant @ N.W. Corner of Sheffield Ave. & Hanover St.

205+42, 30' Rt. - Elev. 588.99

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	46 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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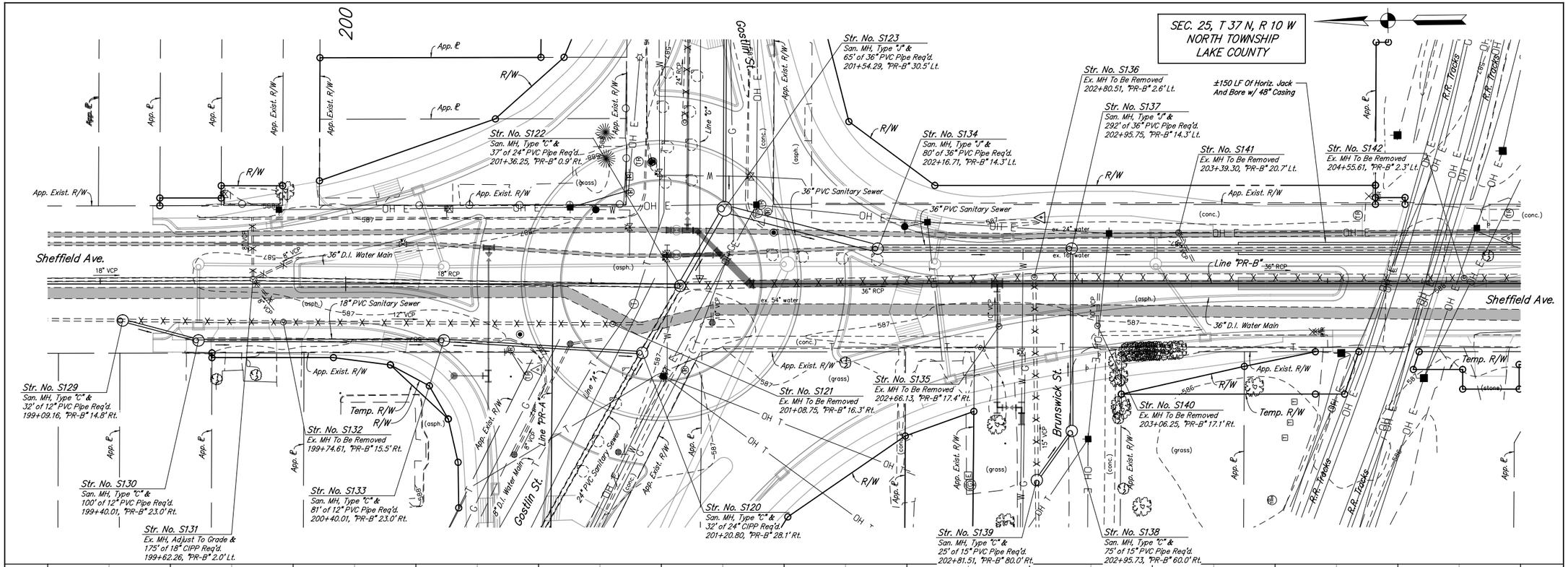

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Benchmark:

TBM #82 - Cut "X" on East Side of Fire Hydrant @ N.W. Corner of Sheffield Ave. & Hanover St.

205+42, 30' Rt. - Elev. 588.99

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	47 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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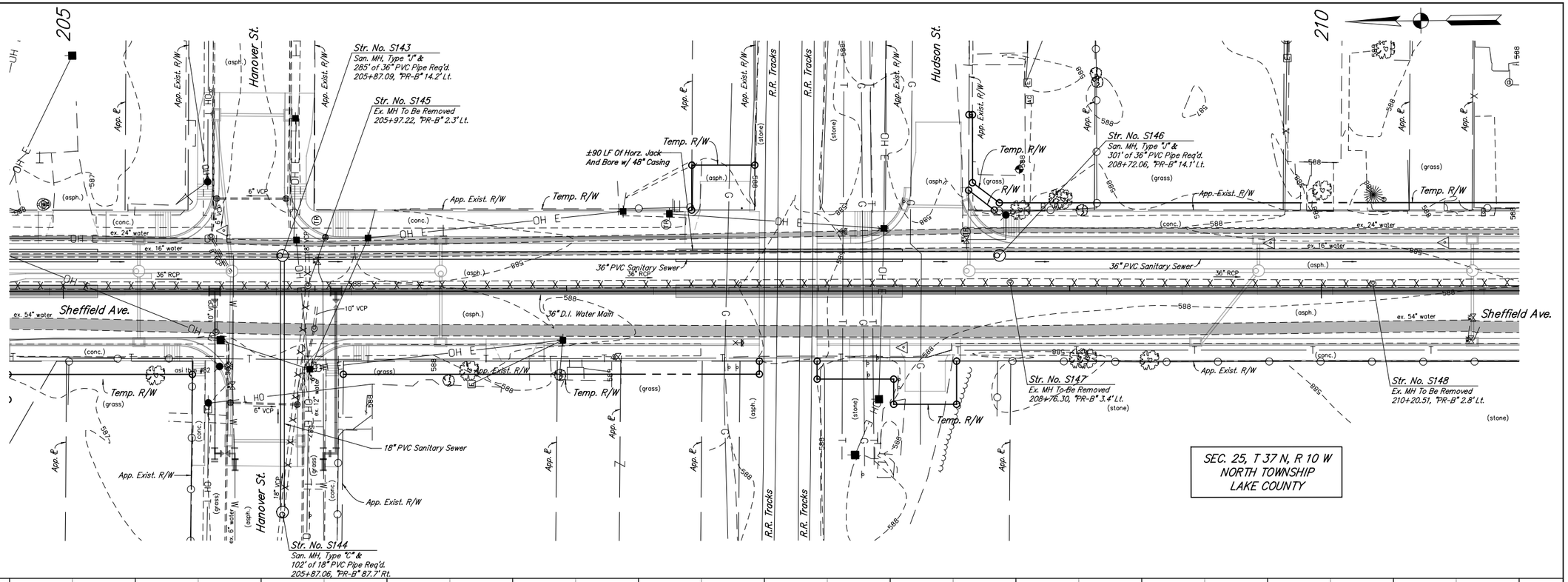

SEC. 25, T 37 N, R 10 W
NORTH TOWNSHIP
LAKE COUNTY

Benchmark:

TBM #82 - Cut "X" on East Side of Fire Hydrant @ N.W. Corner of Sheffield Ave. & Hanover St.

205+42, 30' Rt. - Elev. 588.99

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT
CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 48 of XX
CONTRACT R-34740	PROJECT NO. 1297017

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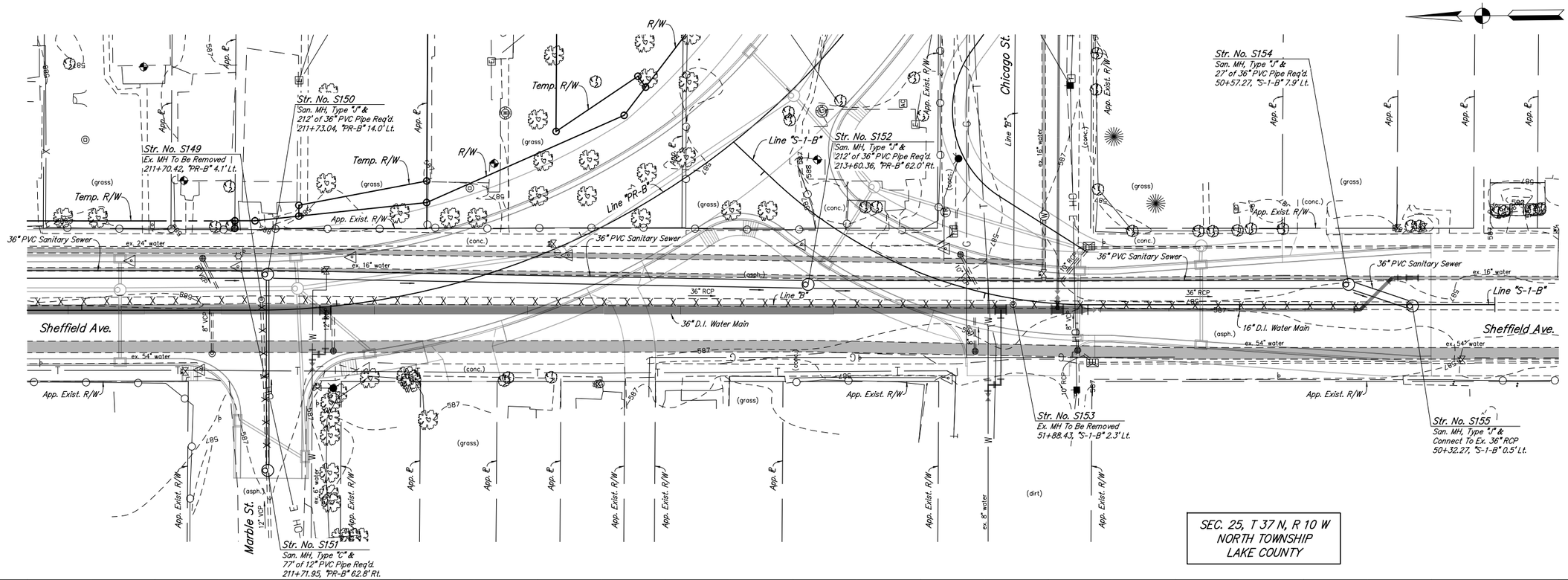

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT
CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	49 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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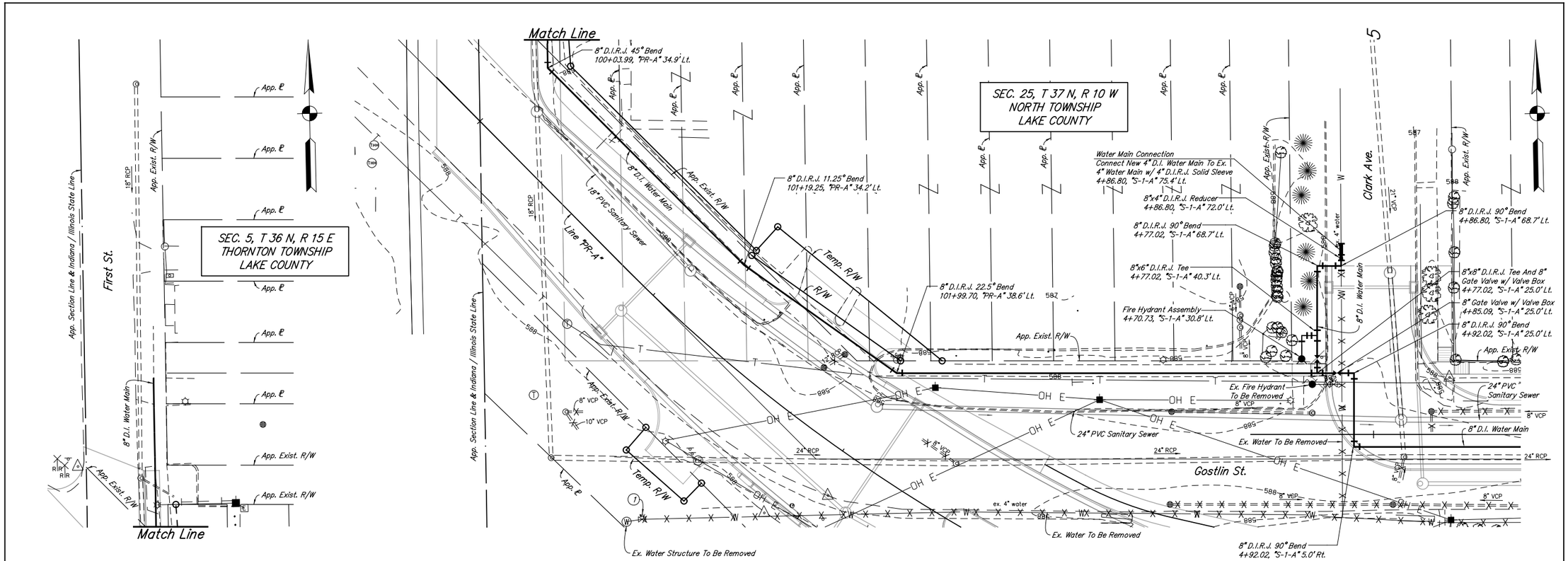

Benchmark:

TBM #60 - Cut "X" on South of Fire Hydrant @ N.W. Corner of Gostlin St. & Clark Ave.

103+71, 115' Lt. - Elev. 590.13

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	50 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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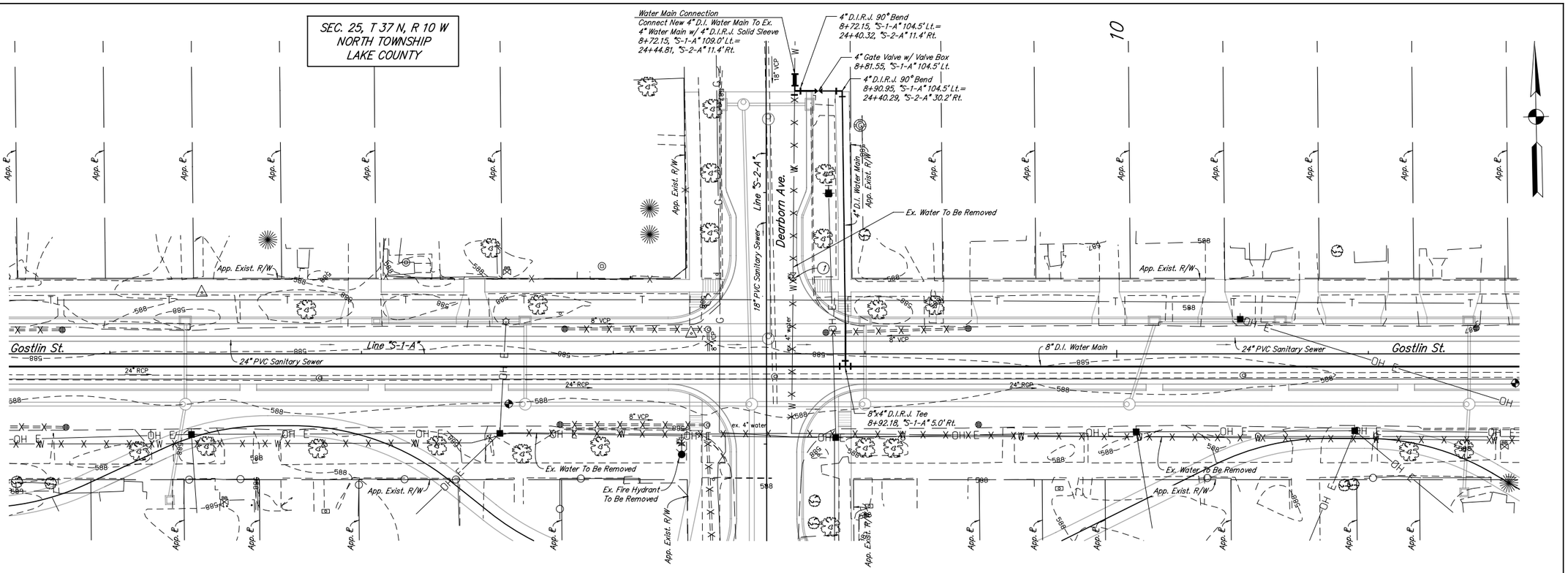

Benchmark:

TBM #80 - Cut "X" on South of Fire Hydrant @ N.W. Corner of Gostlin St. & Clark Ave.

103+71, 115' Lt. - Elev. 590.13

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New x" Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS	DRAWN: PJT
CHECKED: JWG	CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	51 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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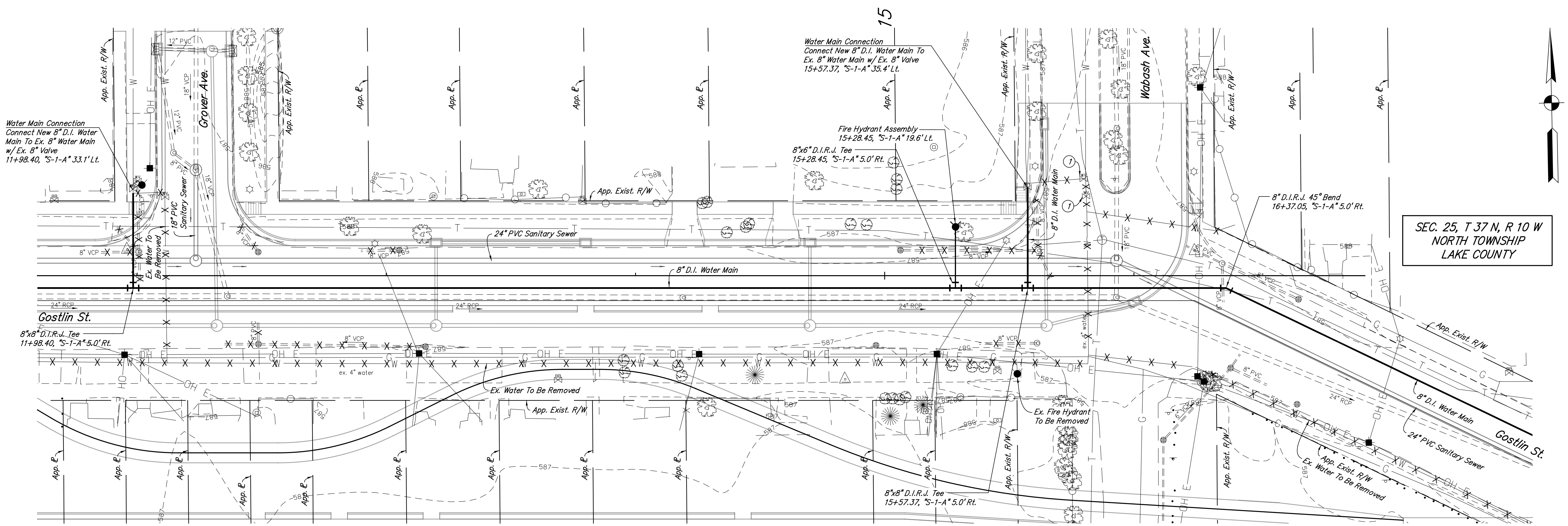

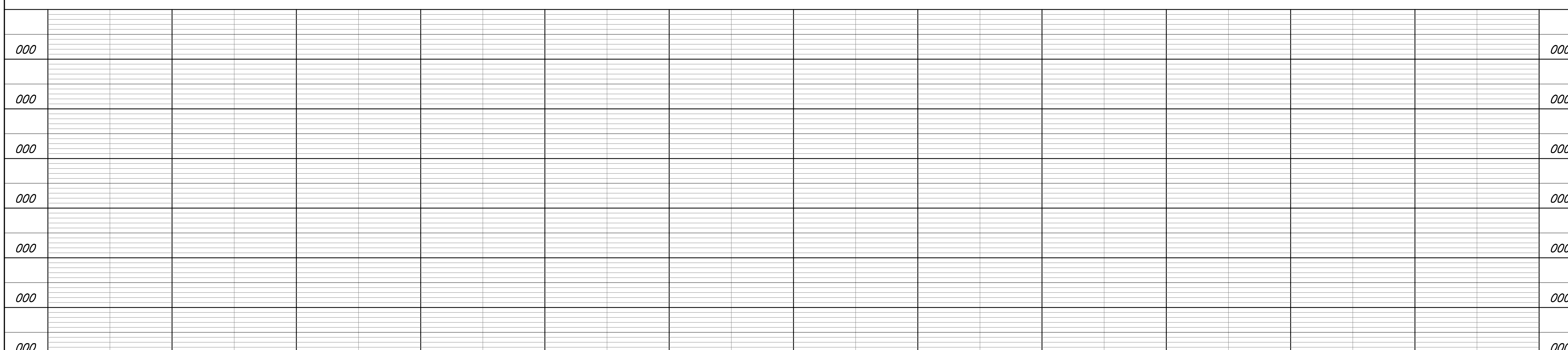

Benchmark:

TBM #81 - Cut "X" on North Bolt of Fire Hydrant @ S.W Corner of Gostlin St. & Wabash Ave.

114+95, 91' Lt. - Elev. 589.04

Legend:

(1) Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box

(2) Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER DATE
DESIGNED: MWS	DRAWN: PJT
CHECKED: JWG	CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	52 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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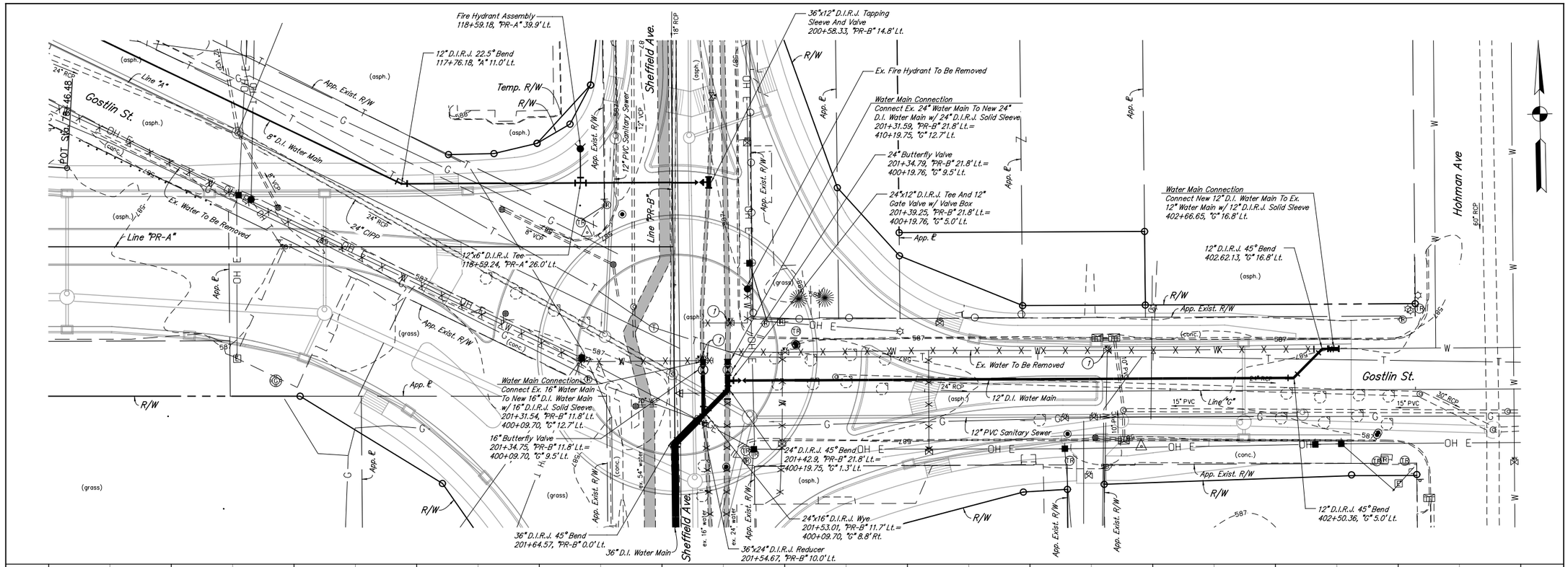

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Benchmark:

TBM #B1 - Cut "X" on North Bolt of Fire Hydrant @ S.W Corner of Gostlin St. & Wabash Ave.

114+95, 91' Lt. - Elev. 589.04

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New x" Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	53 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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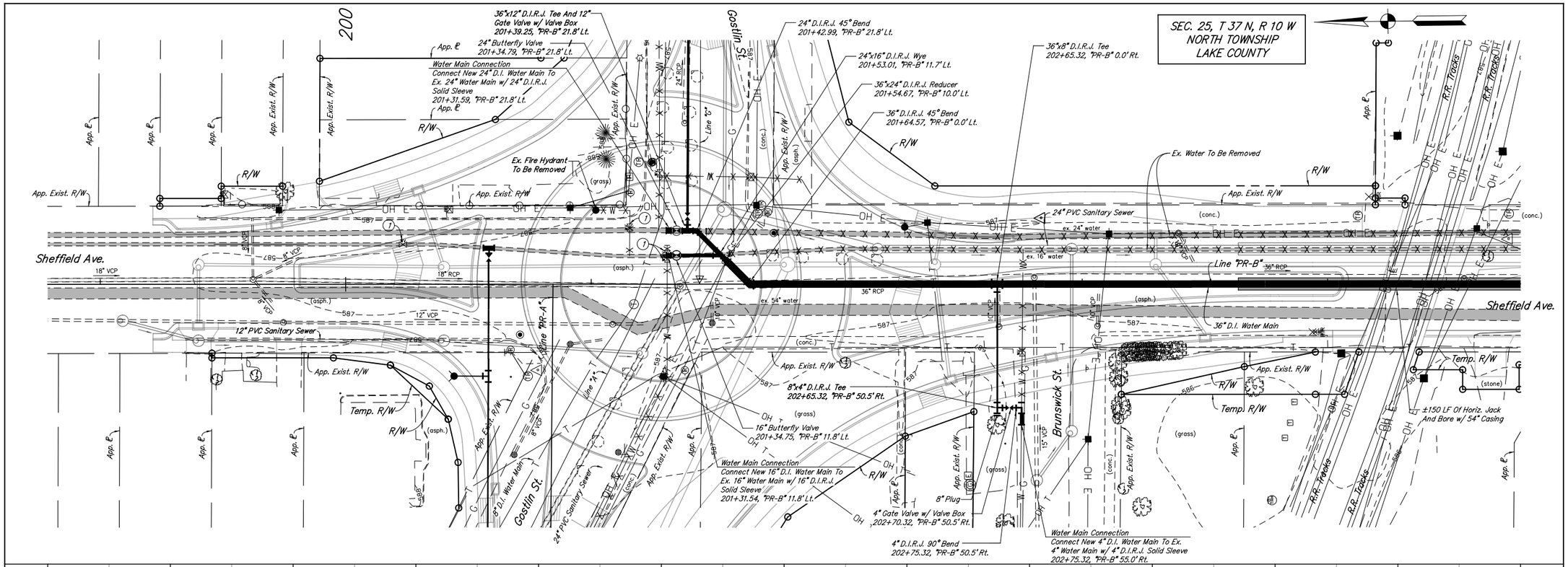

Benchmark:

TBM #82 - Cut "X" on East Side of Fire Hydrant @ N.W. Corner of Sheffield Ave. & Hanover St.

205+42, 30' Rt. - Elev. 588.99

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS	DRAWN: PJT
CHECKED: JWG	CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 54 of XX
CONTRACT R-34740	PROJECT NO. 1297017

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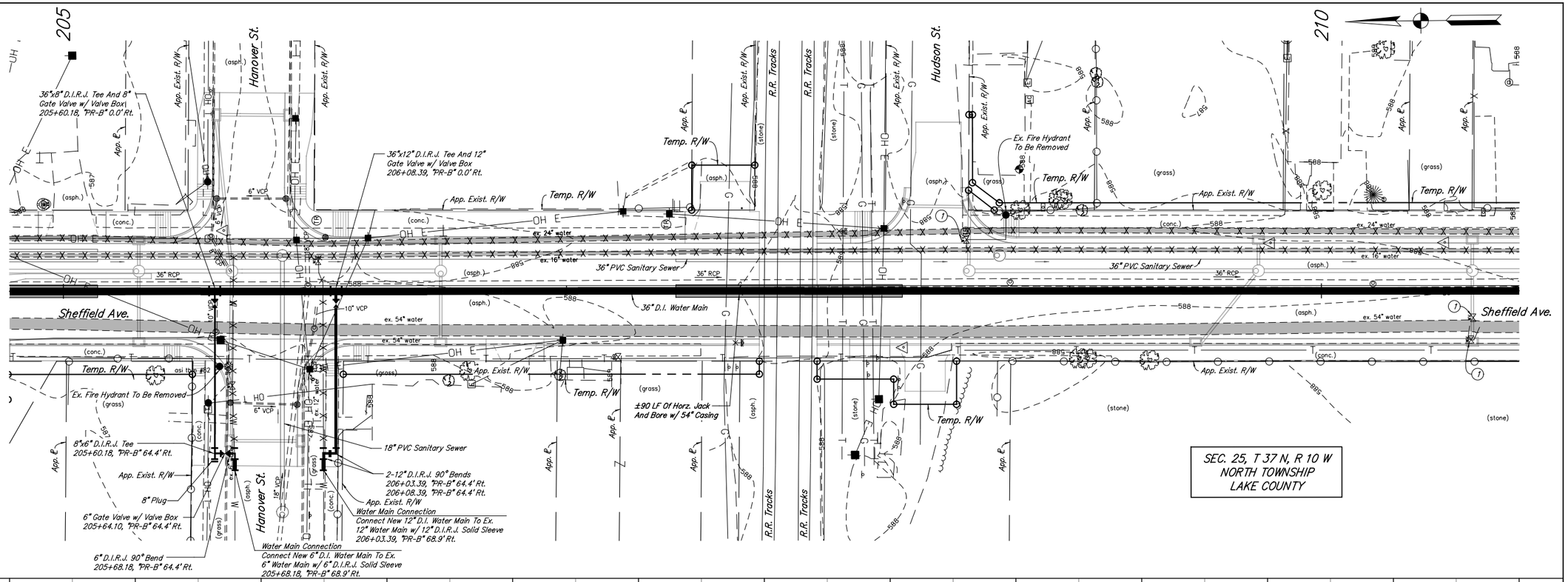

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Benchmark:

TBM #B2 - Cut "X" on East Side of Fire Hydrant @ N.W. Corner of Sheffield Ave. & Hanover St.

205+42, 30' Rt. - Elev. 588.99

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE WATER MAIN

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 55 of XX
CONTRACT R-34740	PROJECT NO. 1297017

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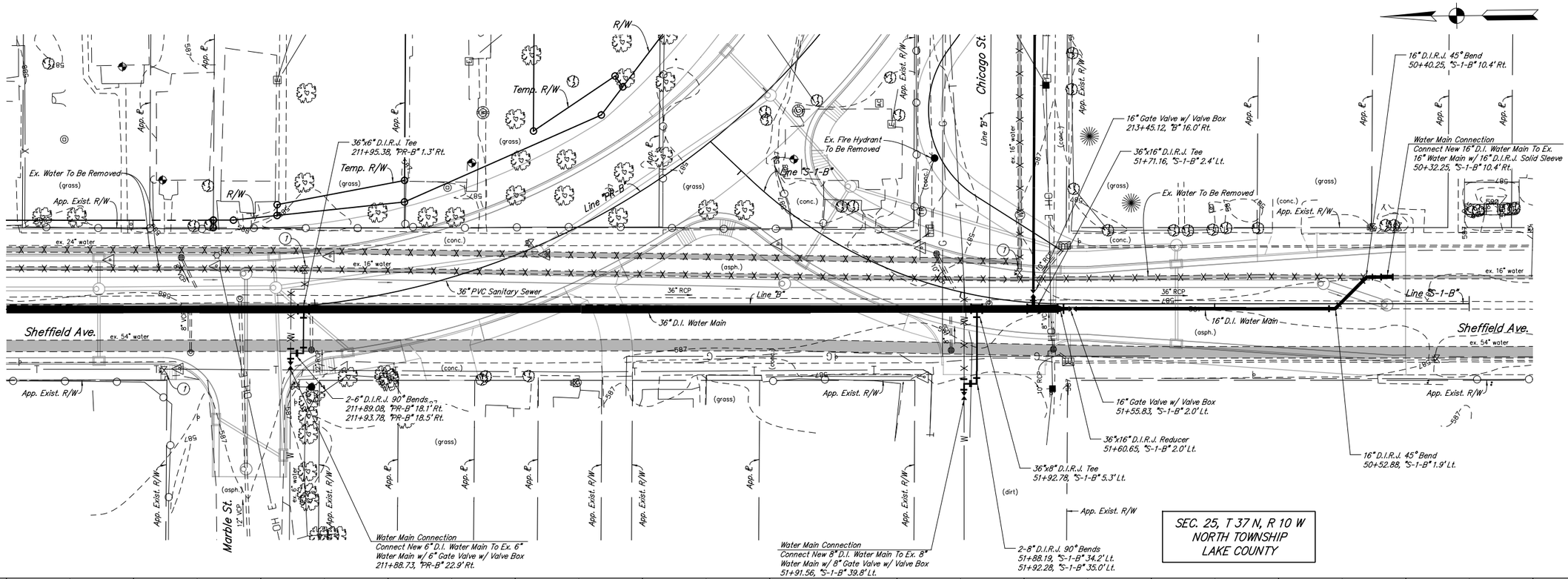

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS | DRAWN: PJT

CHECKED: JWG | CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	56 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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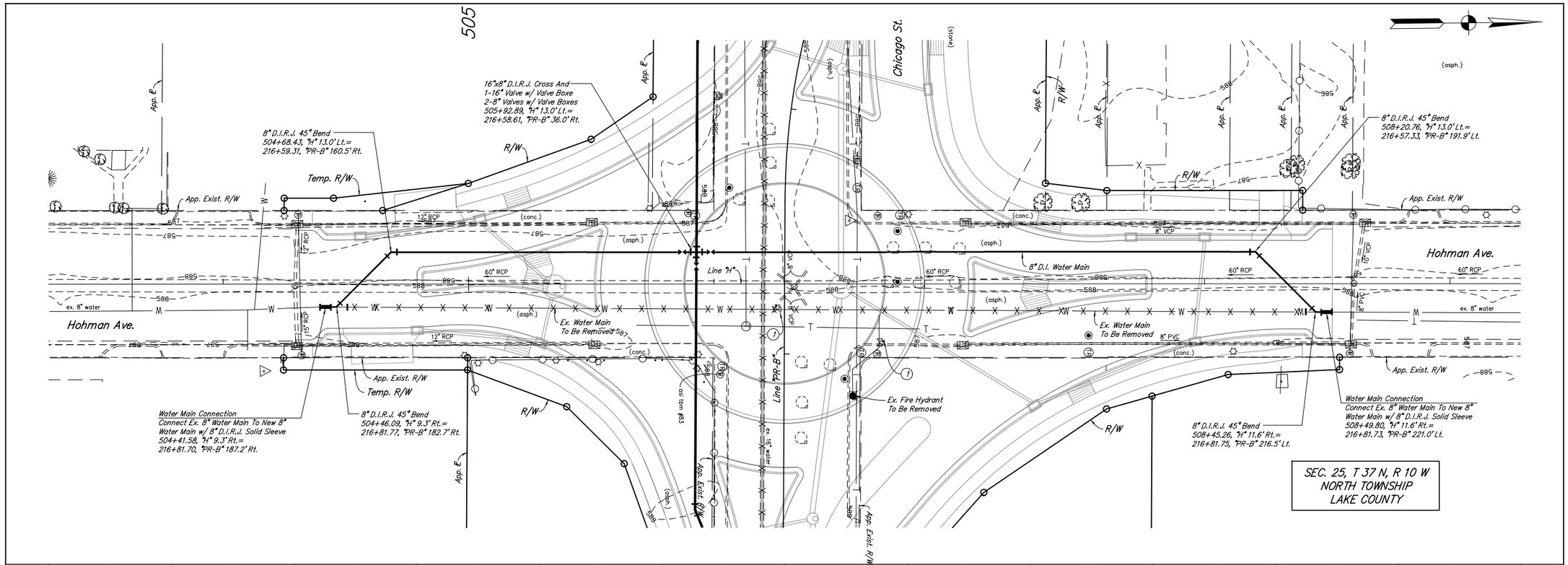

Benchmark:

TBM #83 - Cut "X" on North Bolt of Traffic Pole @ S.E. Corner of Chicago St. & Hohman Ave.

217+08, 26' Rt. - Elev. 588.44

TBM #84 - Cut "X" on North Bolt of Fire Hydrant @ S.W. Corner of Johnson Ave. & Chicago St.

226+48, 37' Rt. - Elev. 588.49

Legend:

(1) Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box

(2) Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	57 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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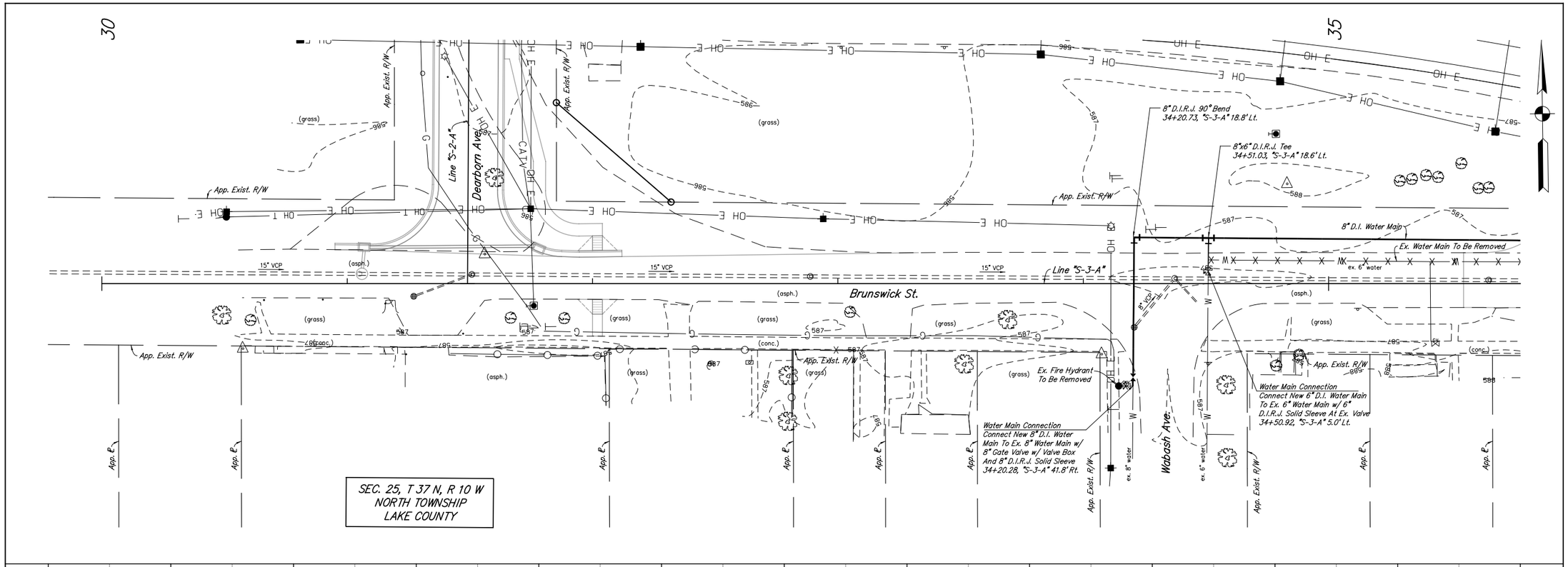

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Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New x" Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	58 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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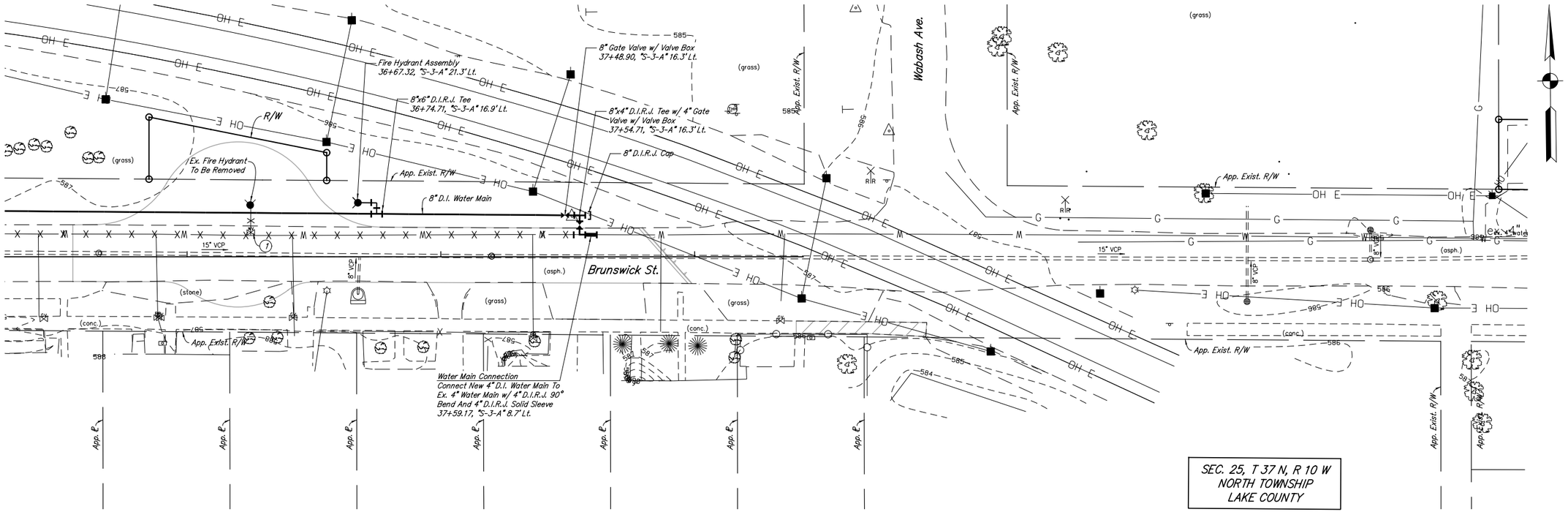

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Legend:

(1) Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box

(2) Service To Be Reconnected To New x" Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	59 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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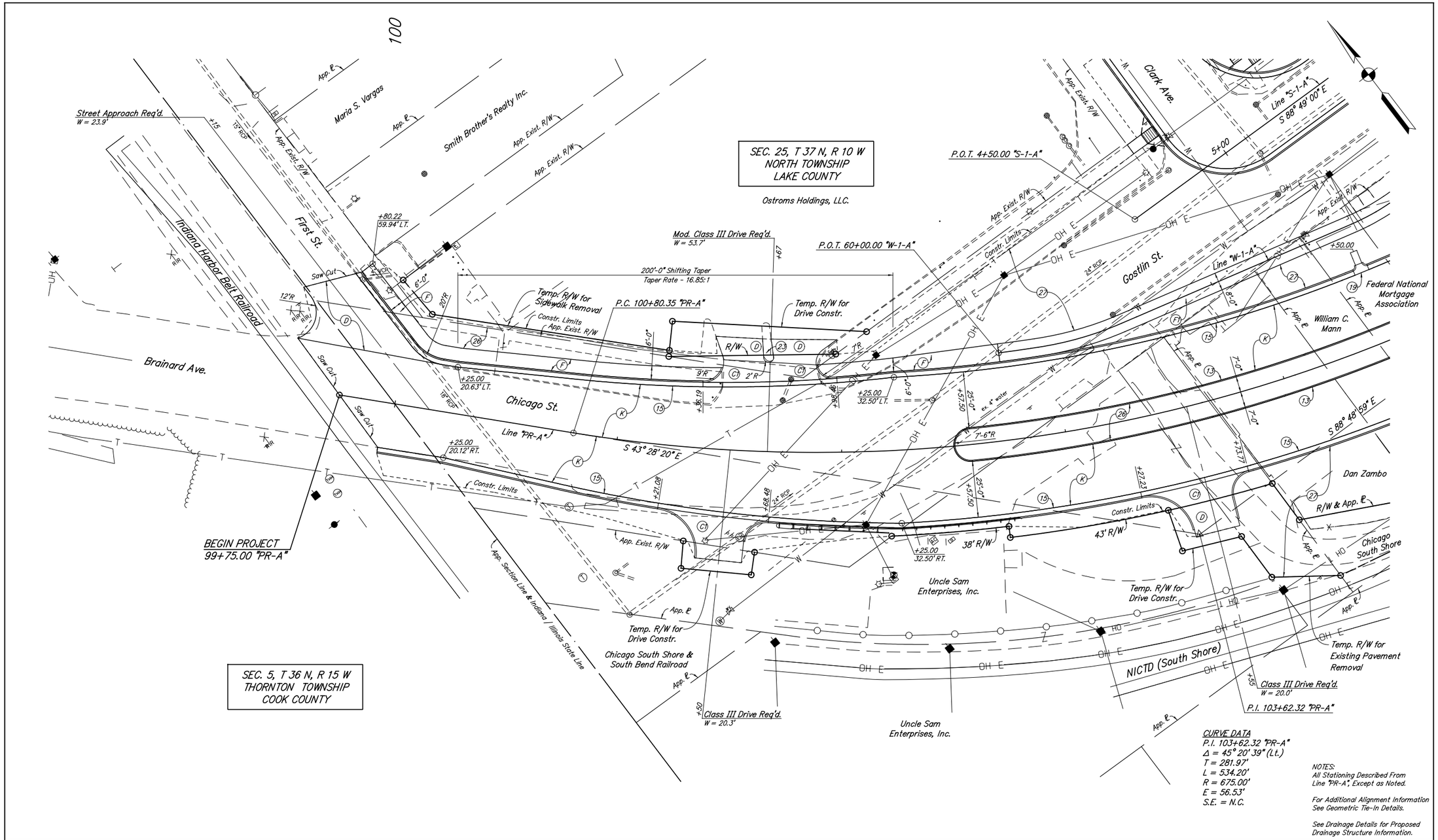

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR	DRAWN: CAK
CHECKED: GTC	CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	60 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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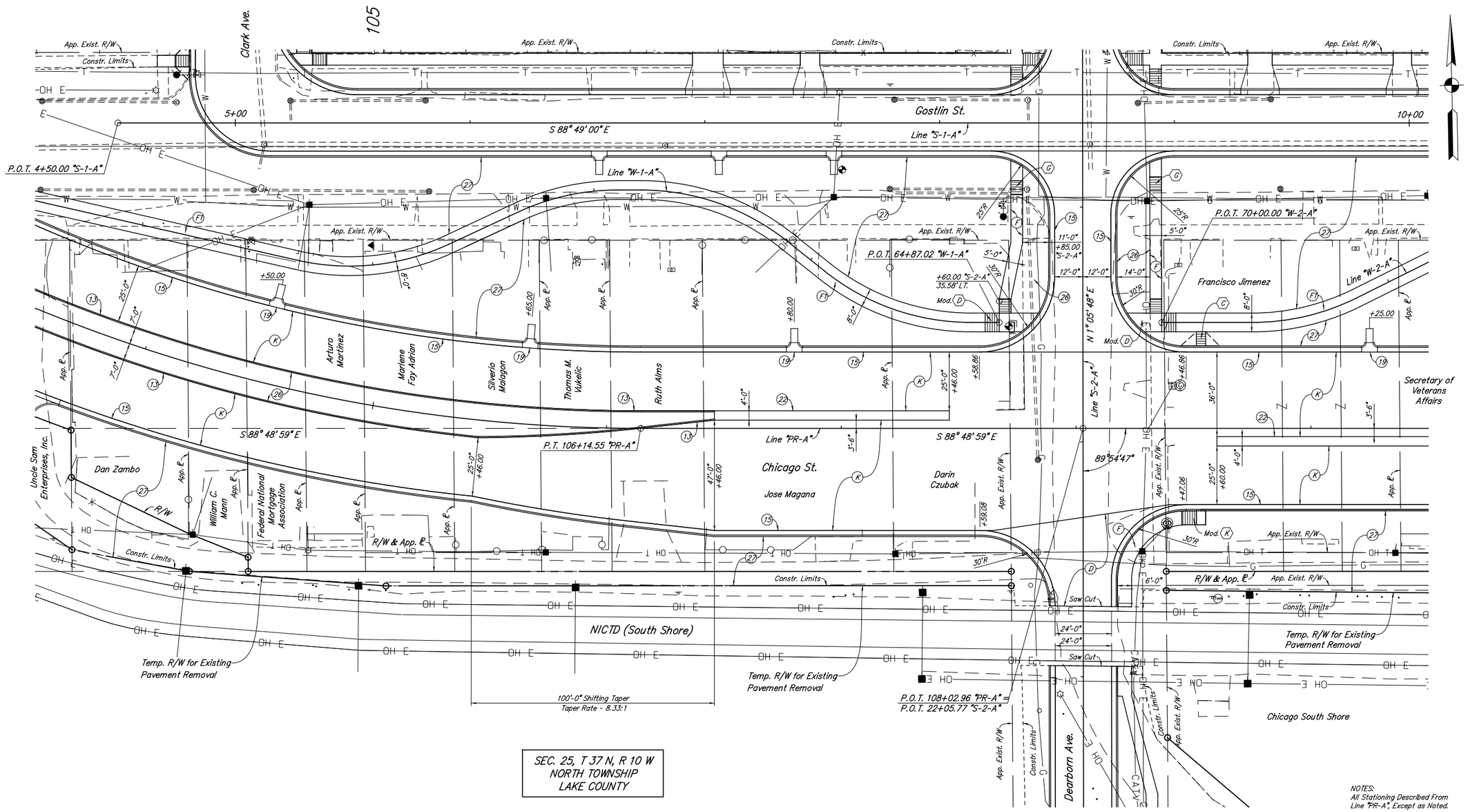

SEC. 25, T 37 N, R 10 W
NORTH TOWNSHIP
LAKE COUNTY

Chicago South Shore

NOTES:
All Stationing Described From Line "PR-A", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

See Drainage Details for Proposed Drainage Structure Information.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	61 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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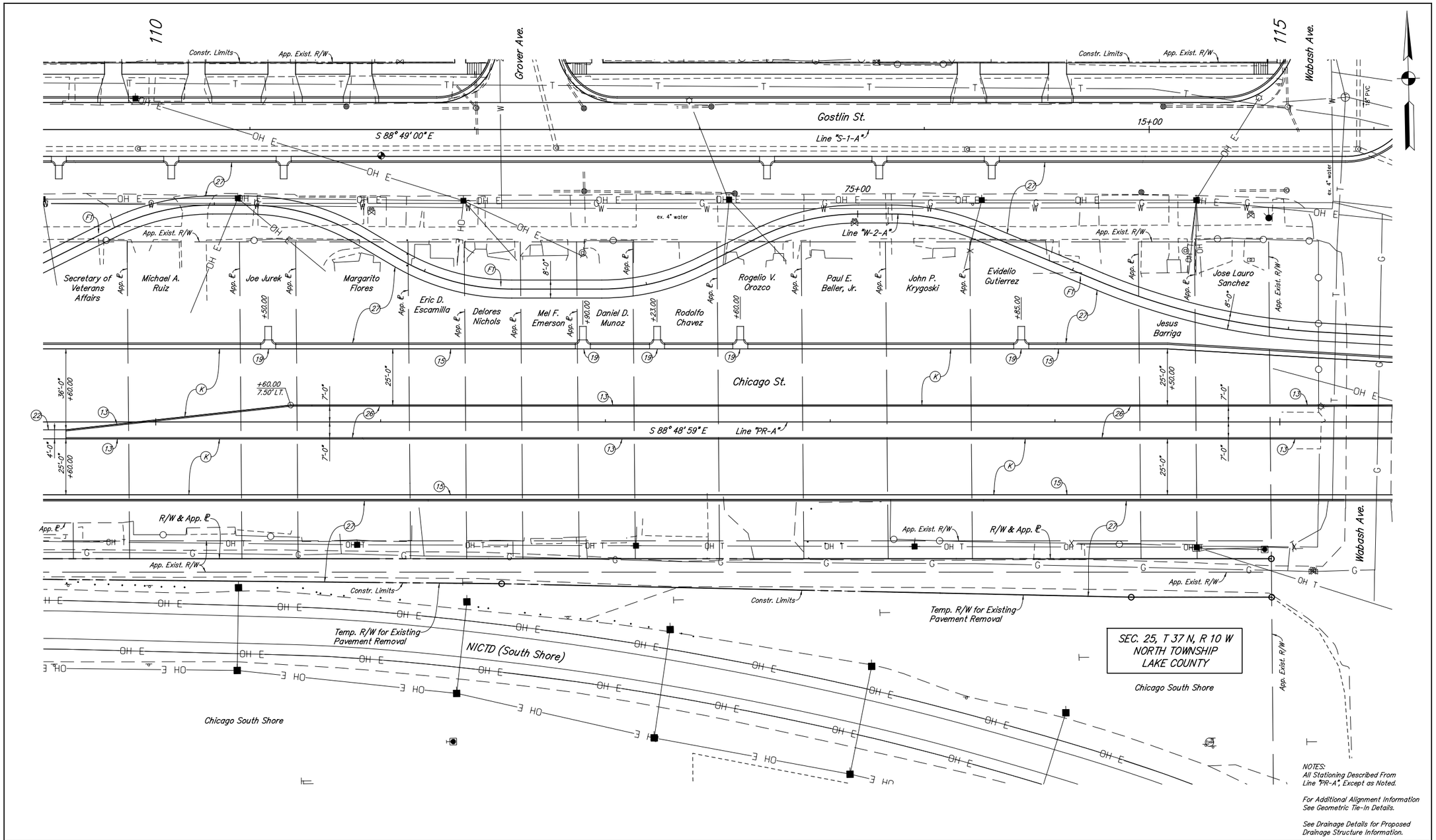

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "X" on xx" Compacted Aggregate Base Type "X", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	62 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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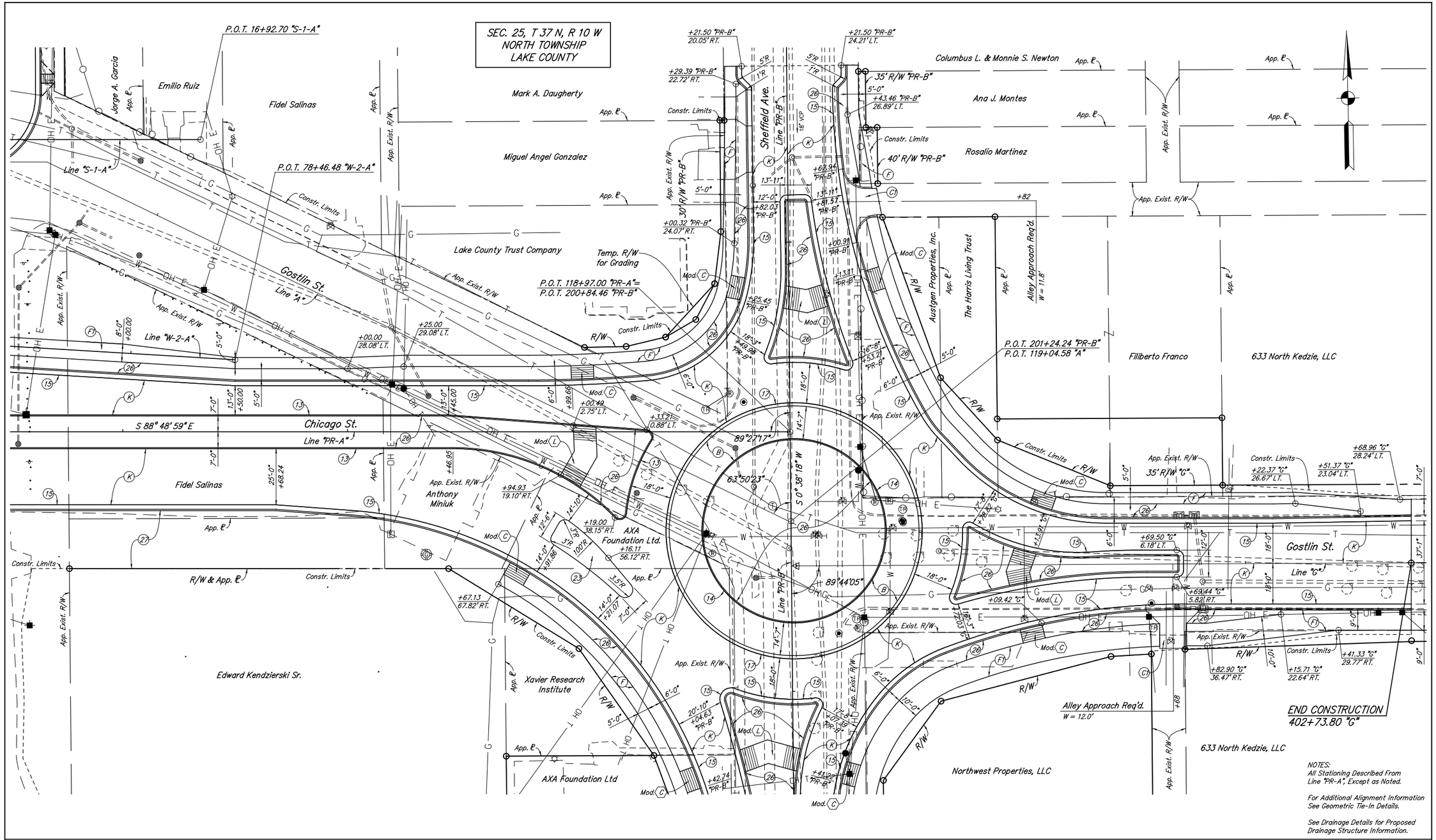

NOTES:
All Stationing Described From Line "PR-A", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

See Drainage Details for Proposed Drainage Structure Information.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	63 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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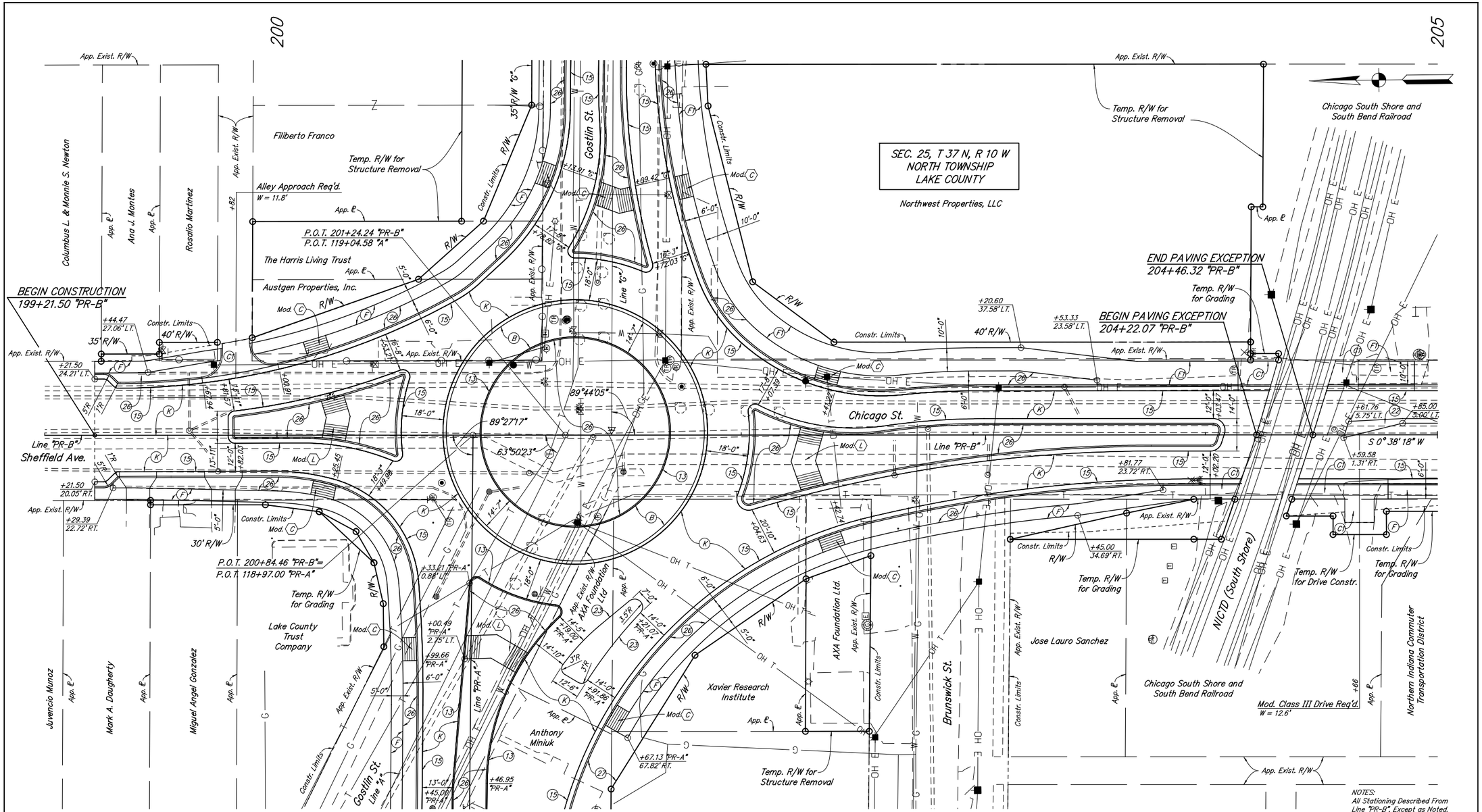

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

See Drainage Details for Proposed Drainage Structure Information.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	64 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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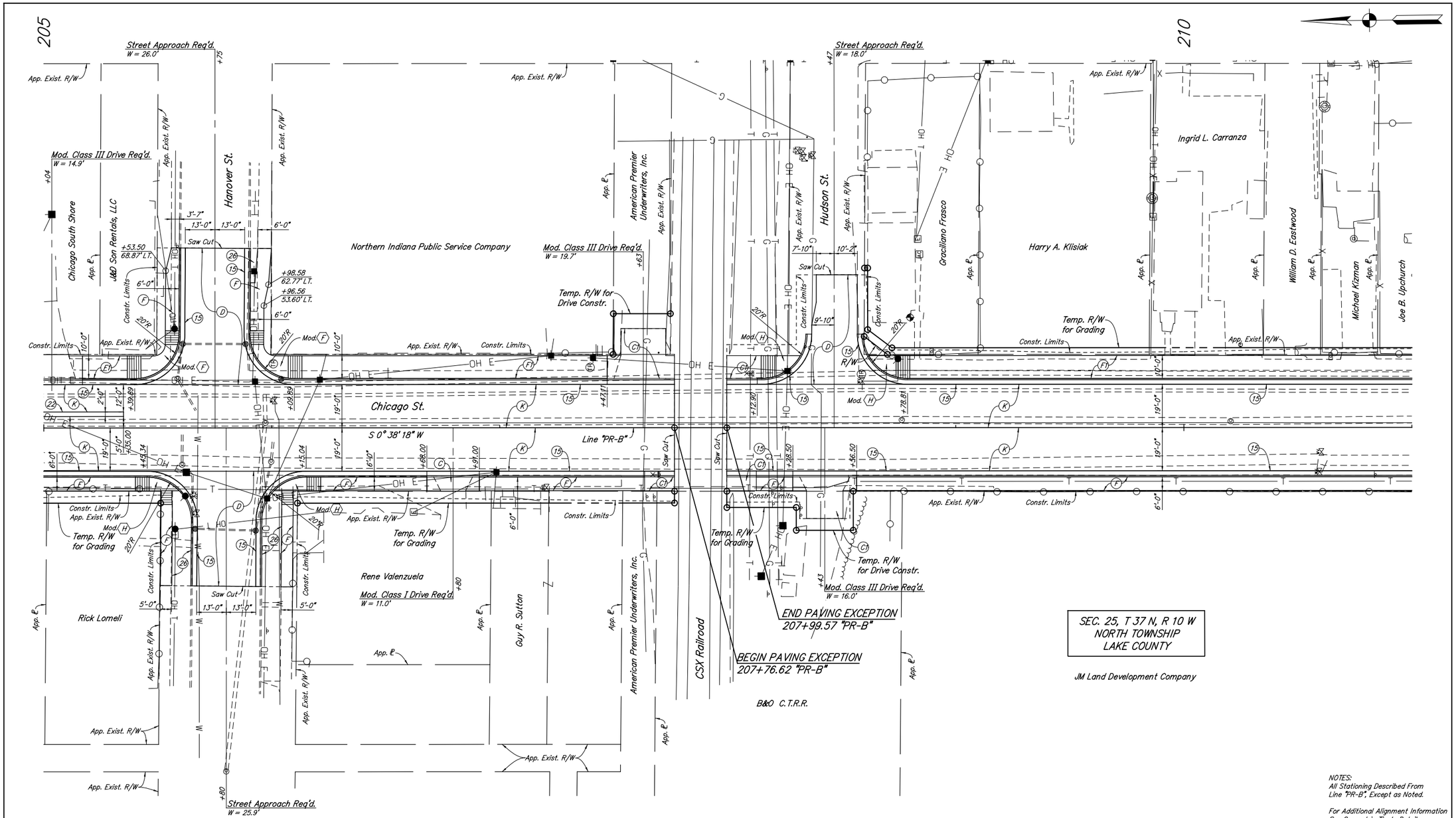

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

See Drainage Details for Proposed Drainage Structure Information.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED:	BAR	DRAWN:	CAK
CHECKED:	GTC	CHECKED:	GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	65 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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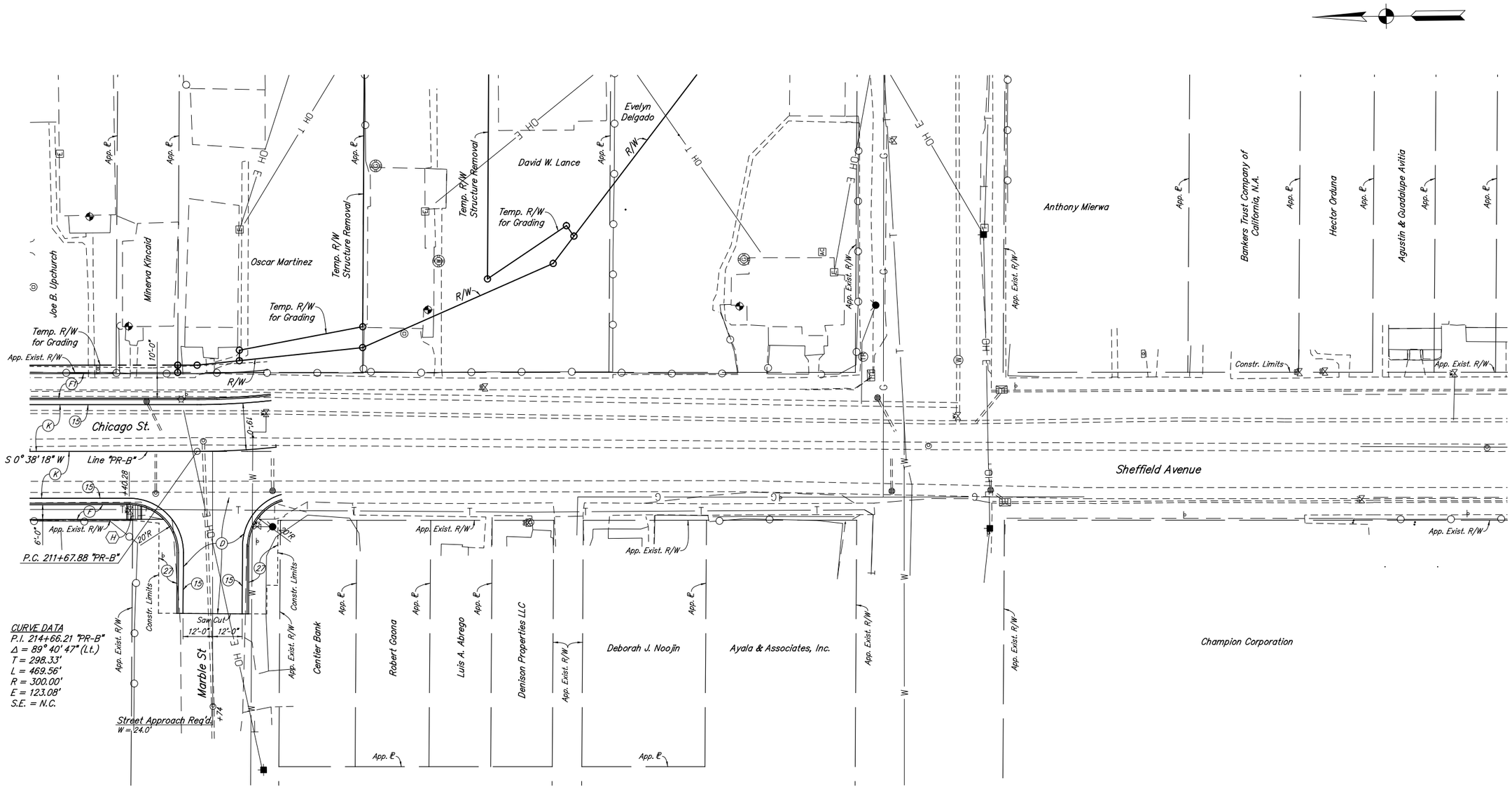

SEC. 25, T 37 N, R 10 W
NORTH TOWNSHIP
LAKE COUNTY

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

See Drainage Details for Proposed Drainage Structure Information.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR | DRAWN: CAK
CHECKED: GTC | CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-B" & "S-1-B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	66 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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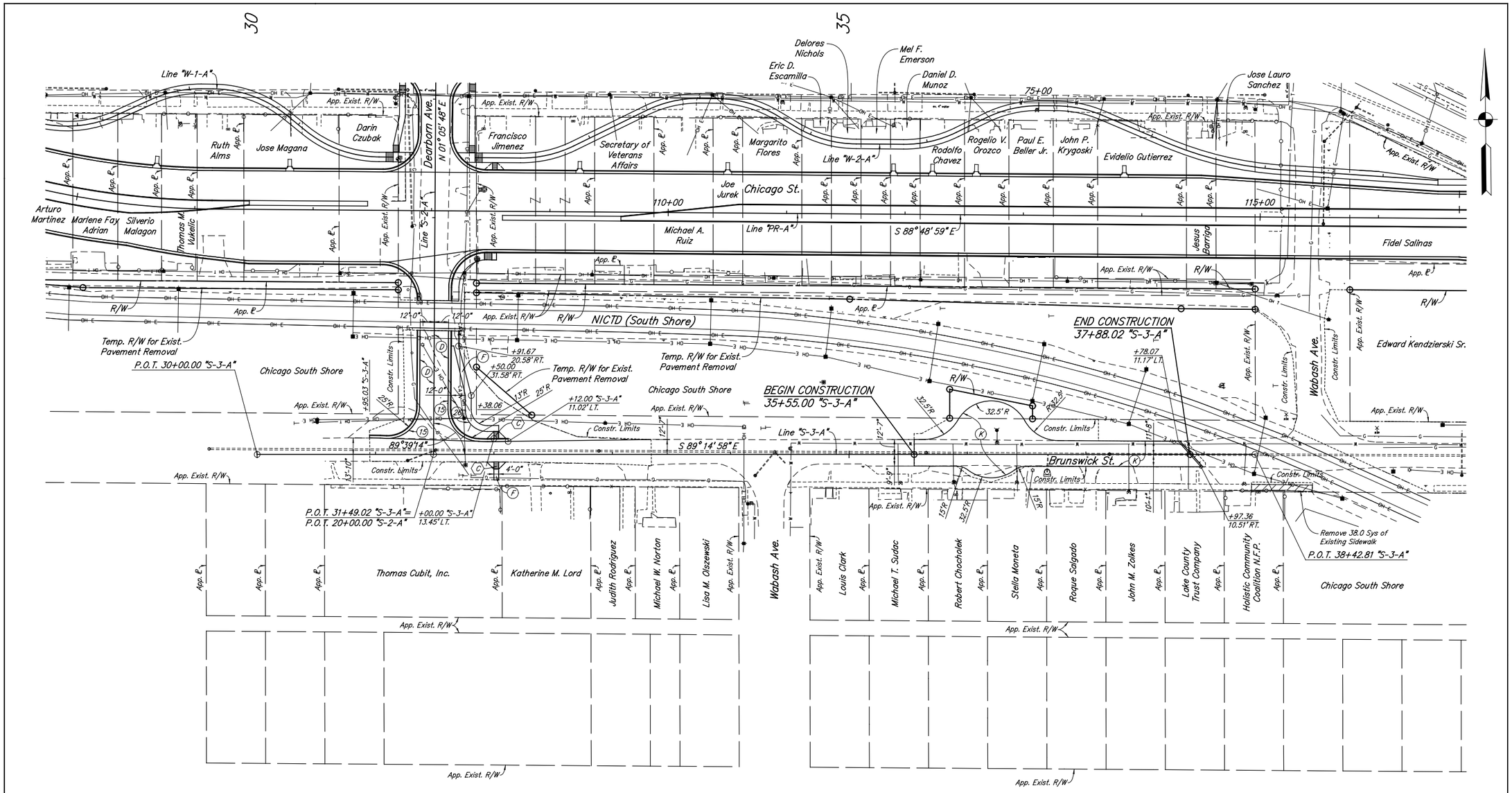

NOTES:
All Stationing Described From Line "S-2-A", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

See Drainage Details for Proposed Drainage Structure Information.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: BAR | DRAWN: DLM
CHECKED: GTC | CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "S-2-A" & "S-3-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	67 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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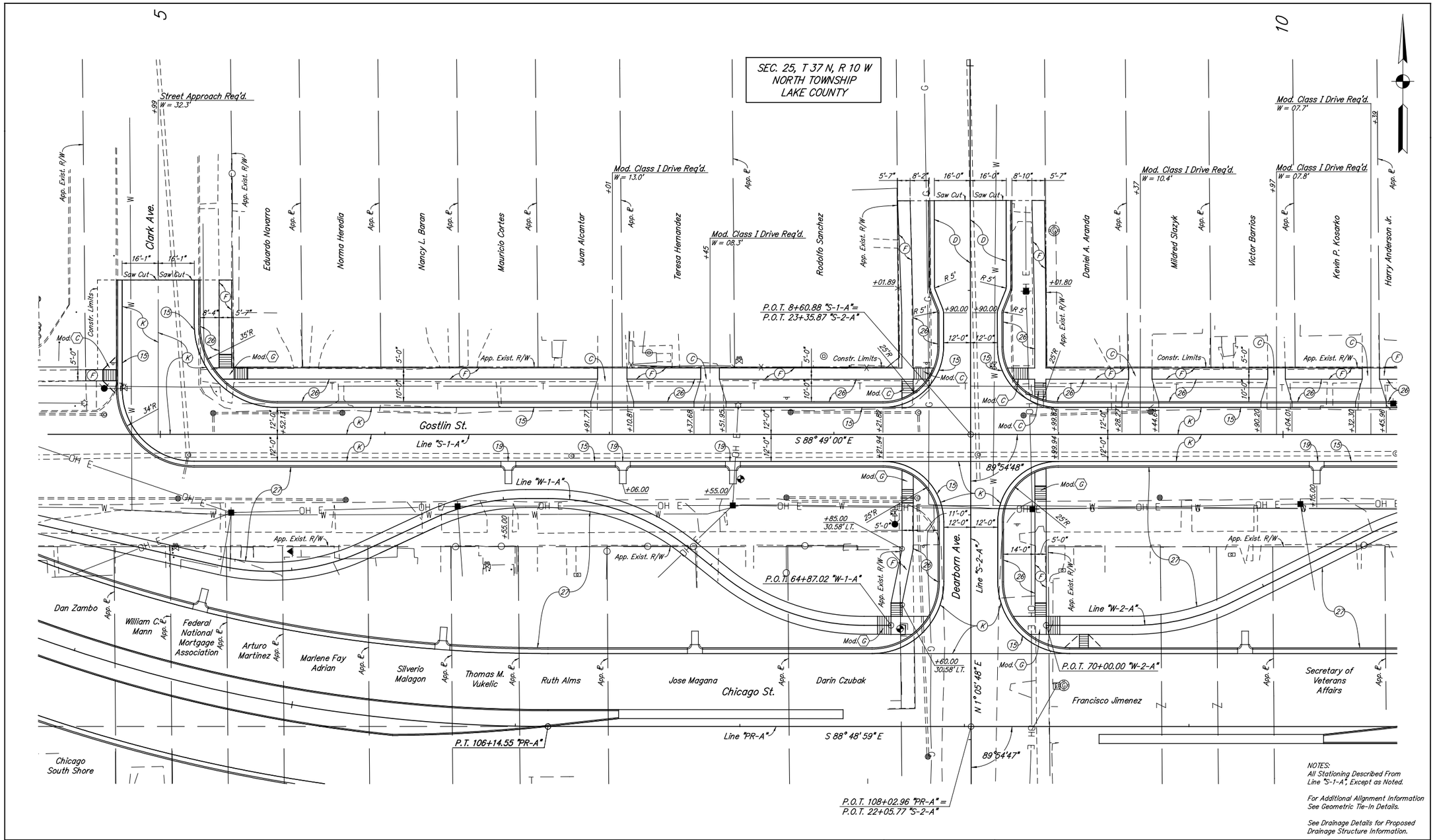

NOTES:
All Stationing Described From Line "S-1-A", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

See Drainage Details for Proposed Drainage Structure Information.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: DLM

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "S-1-A" & "S-2-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	68 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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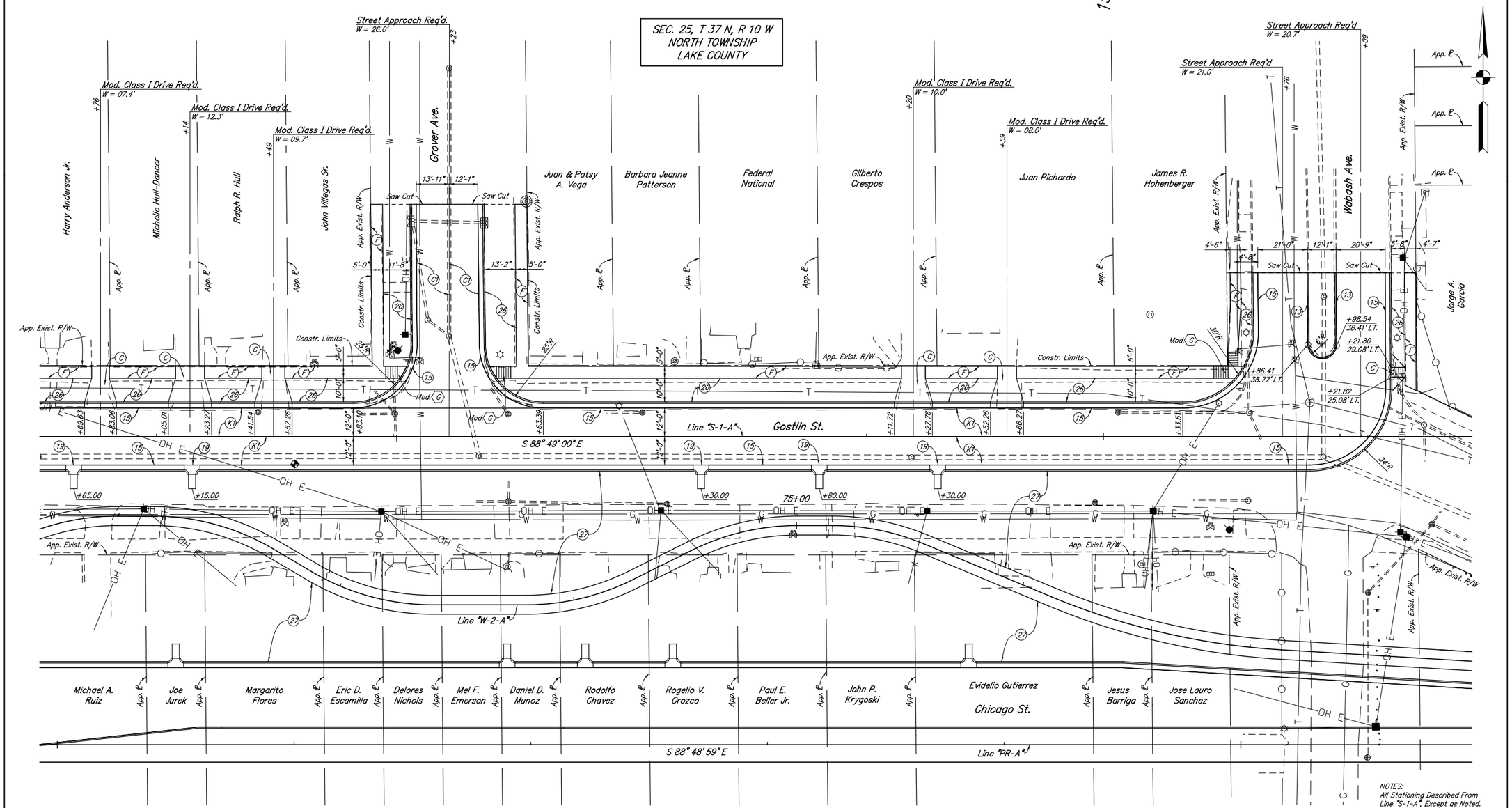
SEC. 25, T 37 N, R 10 W
NORTH TOWNSHIP
LAKE COUNTY



NOTES:
All Stationing Described From Line "S-1-A", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

See Drainage Details for Proposed Drainage Structure Information.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "X" on xx" Compacted Aggregate Base Type "X", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: DLM
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "S-1-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	69 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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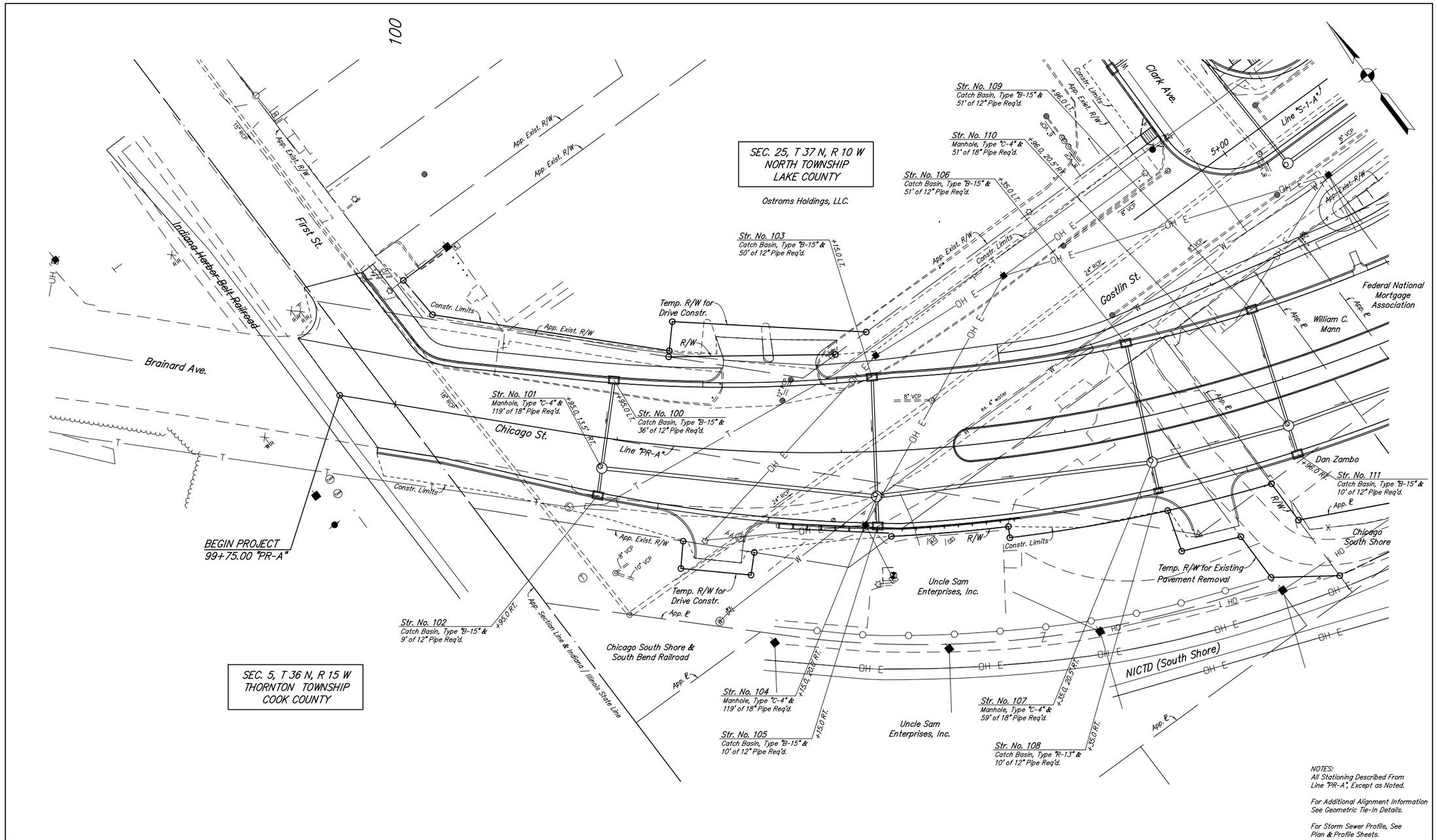

NOTES:
All Stationing Described From Line "PR-A", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: DLM	DRAINAGE DETAILS LINE "PR-A"	SURVEY BOOK N/A	SHEETS 70 of 165
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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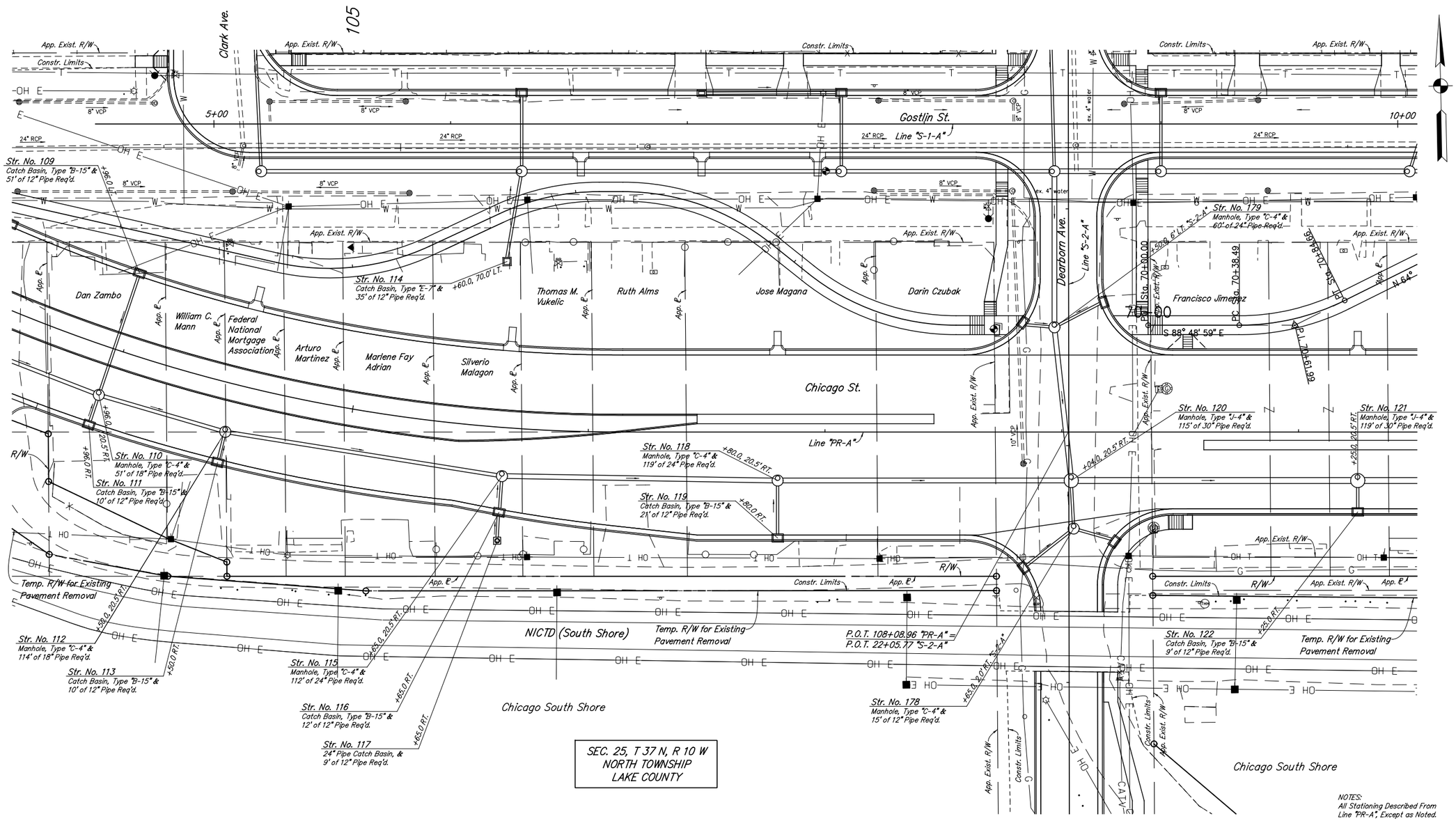

SEC. 25, T 37 N, R 10 W
NORTH TOWNSHIP
LAKE COUNTY

NOTES:
All Stationing Described From Line "PR-A", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: DLM	DRAINAGE DETAILS LINE "PR-A"	SURVEY BOOK N/A	SHEETS 71 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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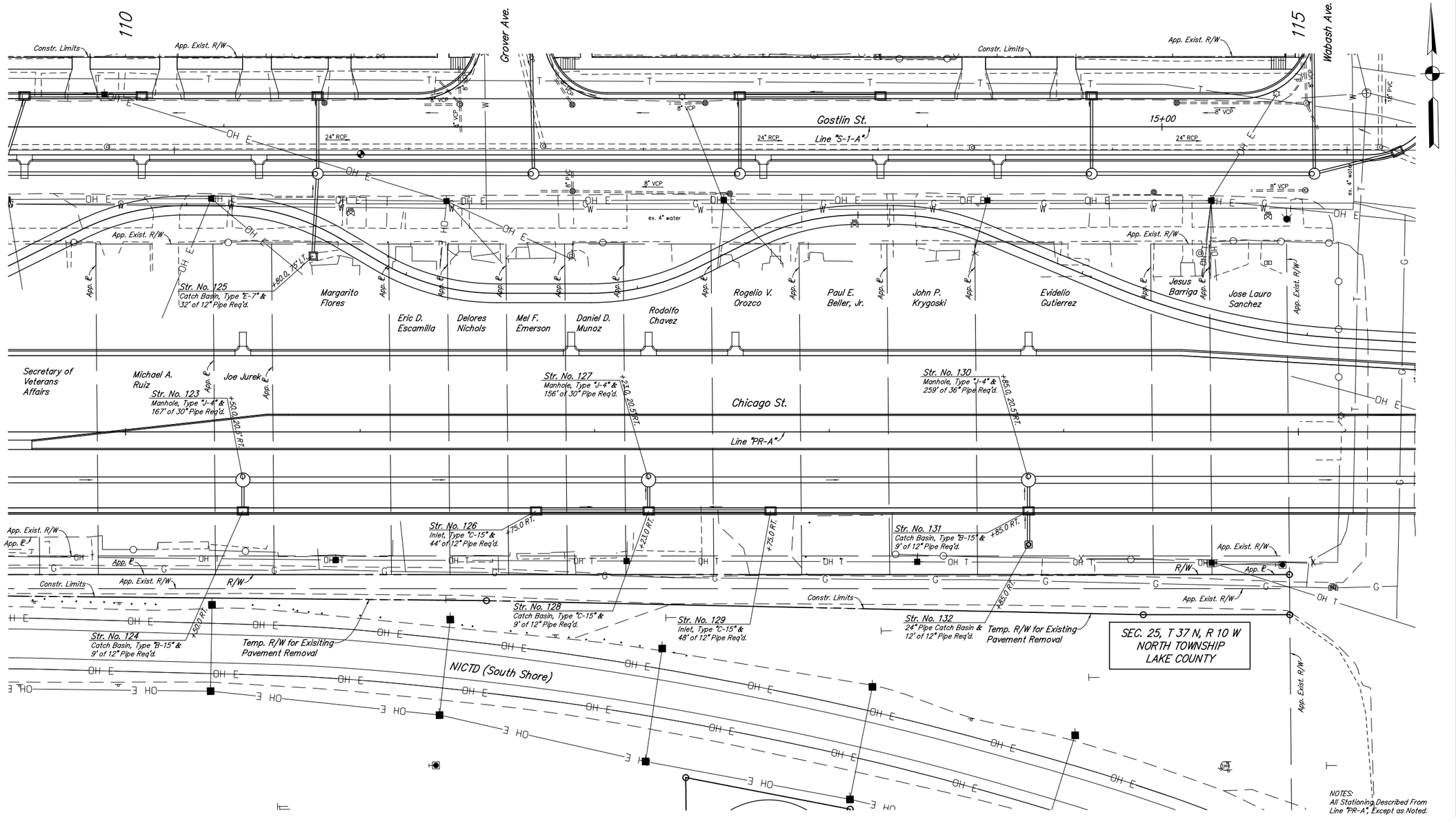

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: DLM

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	72 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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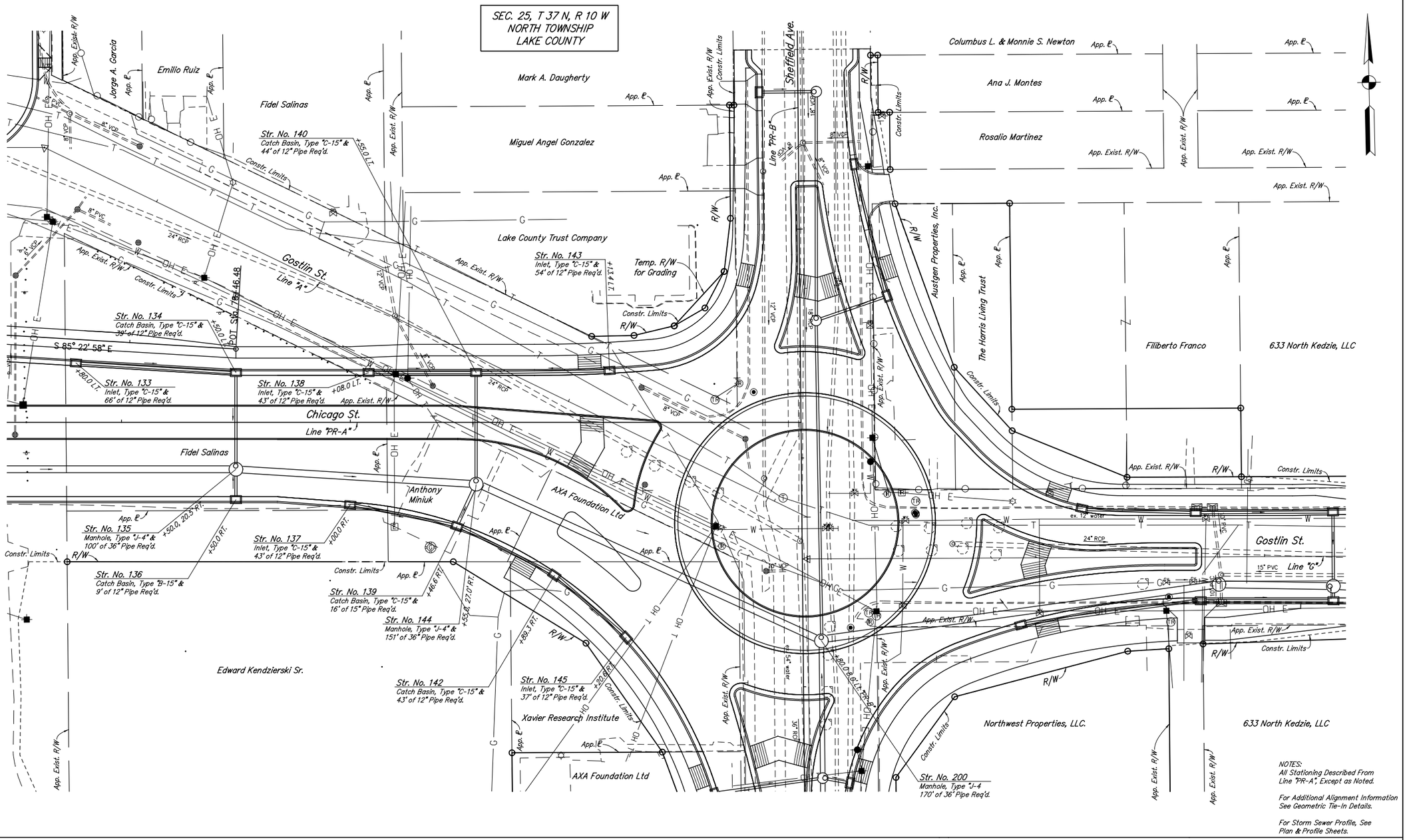

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: DLM	DRAINAGE DETAILS LINE "PR-A"	SURVEY BOOK N/A	SHEETS 73 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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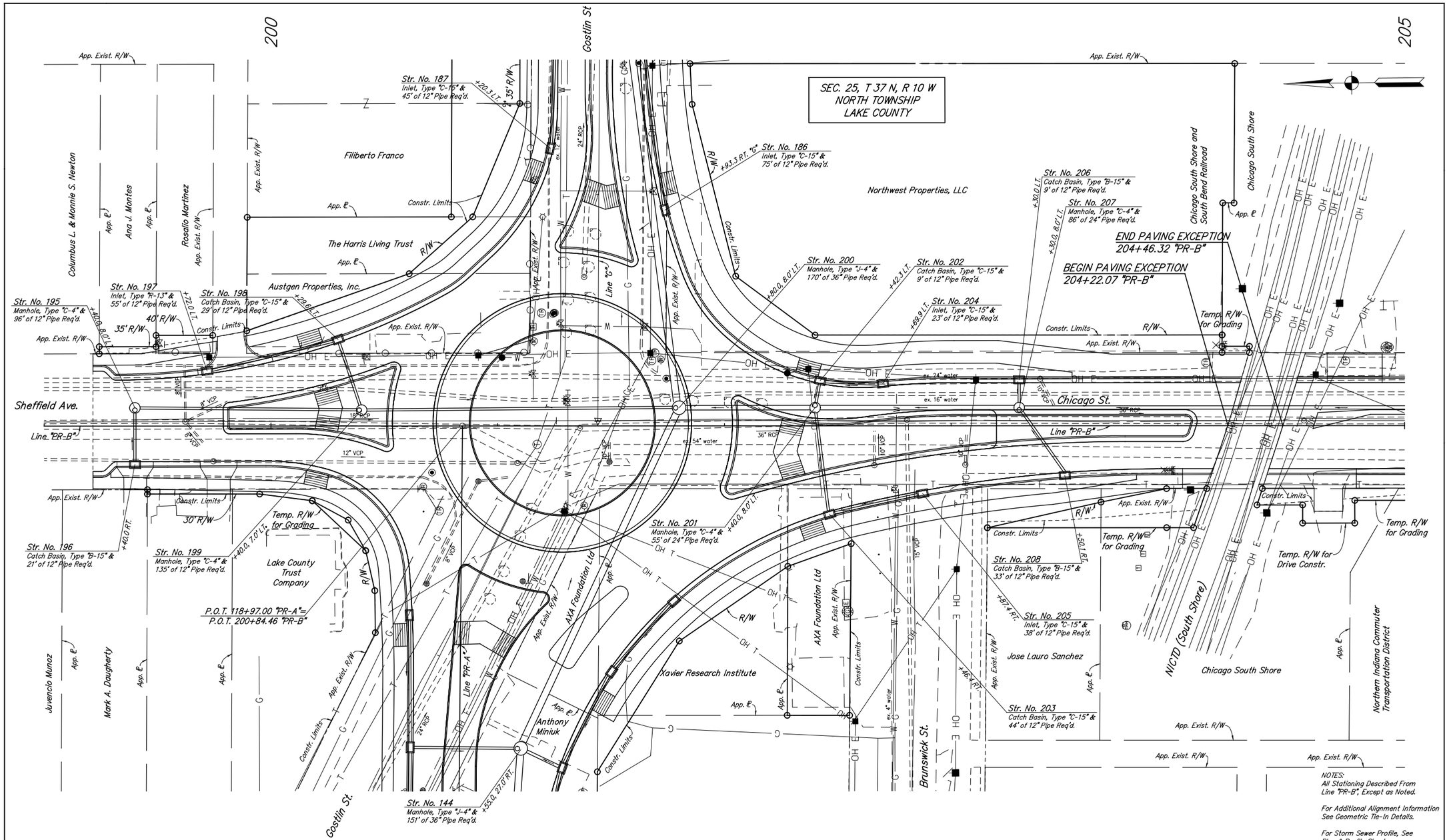

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: DLM	DRAINAGE DETAILS LINE "PR-B"	SURVEY BOOK N/A	SHEETS 74 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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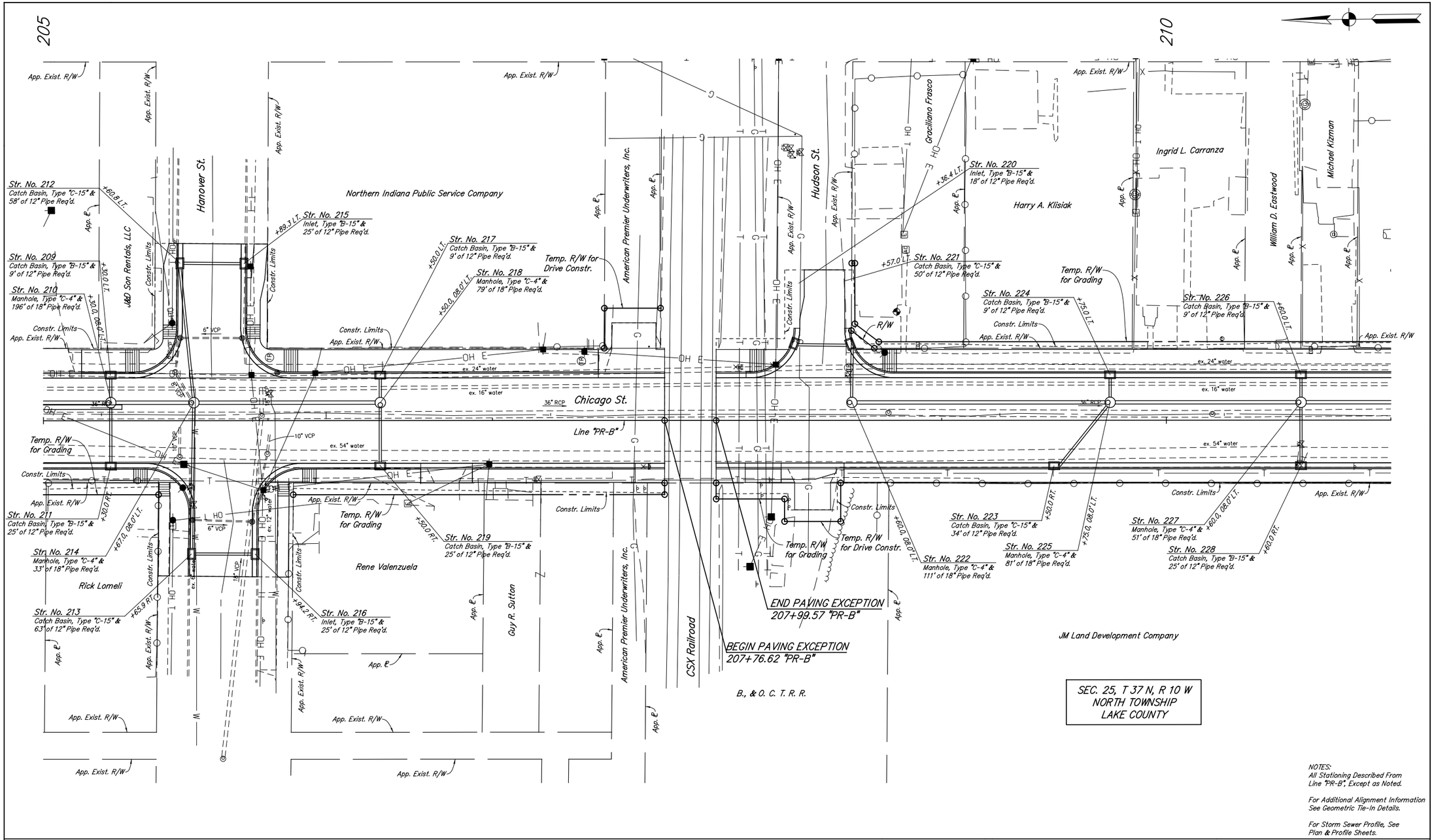

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: DLM	DRAINAGE DETAILS LINE "PR-B"	SURVEY BOOK N/A	SHEETS 75 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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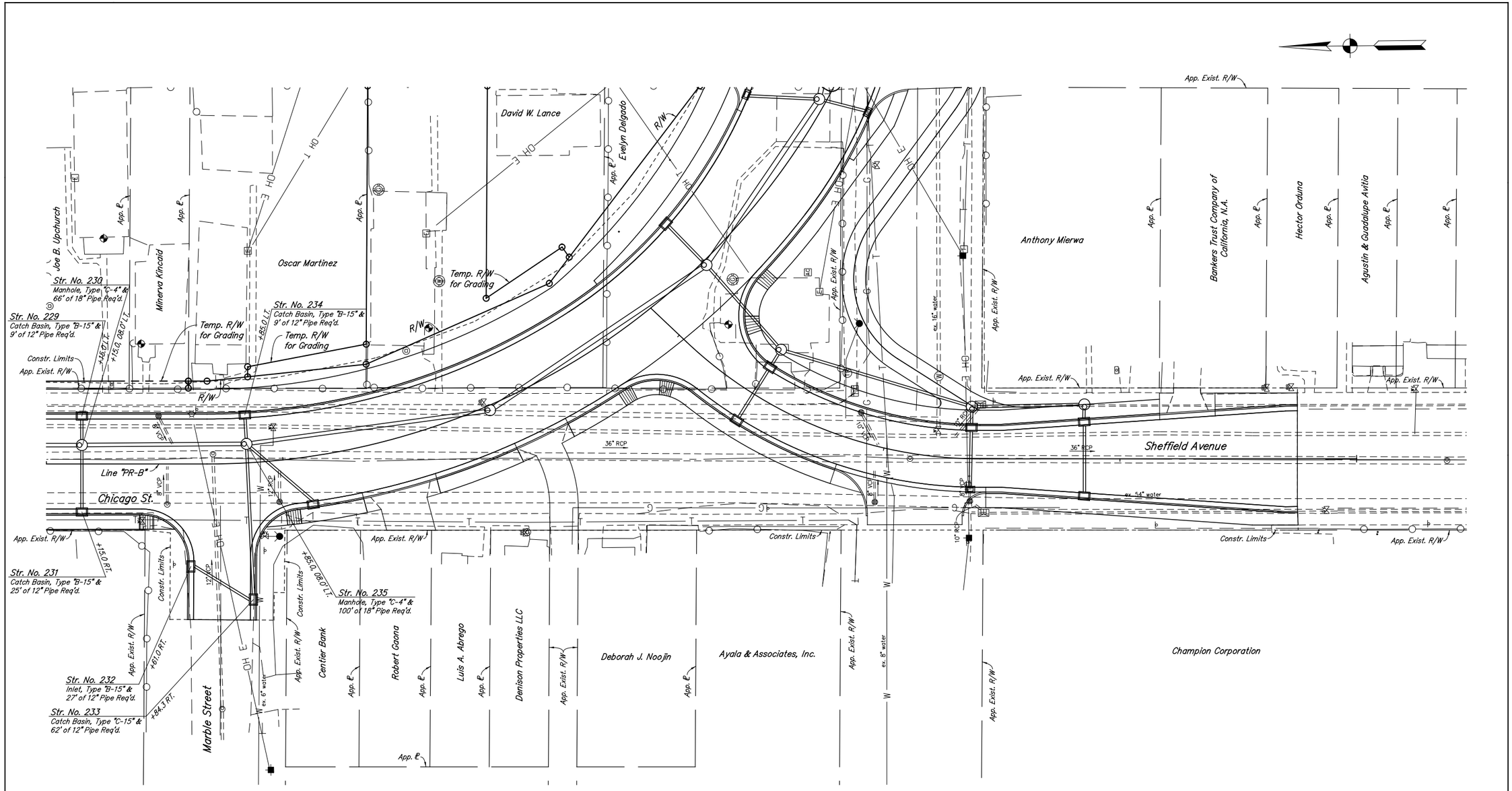

SEC. 25, T 37 N, R 10 W
NORTH TOWNSHIP
LAKE COUNTY

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: DLM
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

DRAINAGE DETAILS
LINE "PR-B" & "S-1-B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	76 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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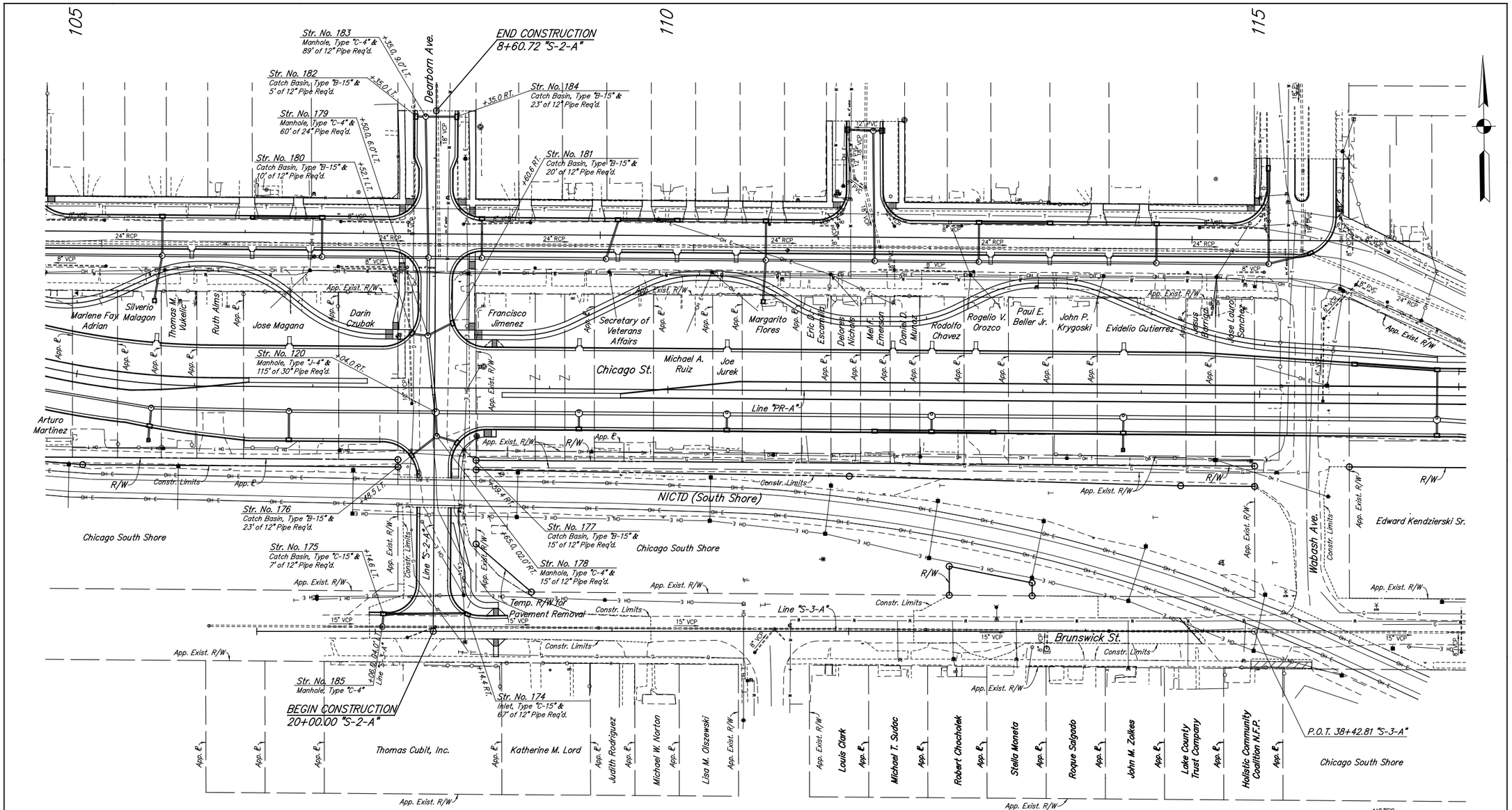

NOTES:
All Stationing Described From Line "S-2-A", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 40'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: DLM	DRAINAGE DETAILS LINE "S-2-A" & "S-3-A"	SURVEY BOOK N/A	SHEETS 77 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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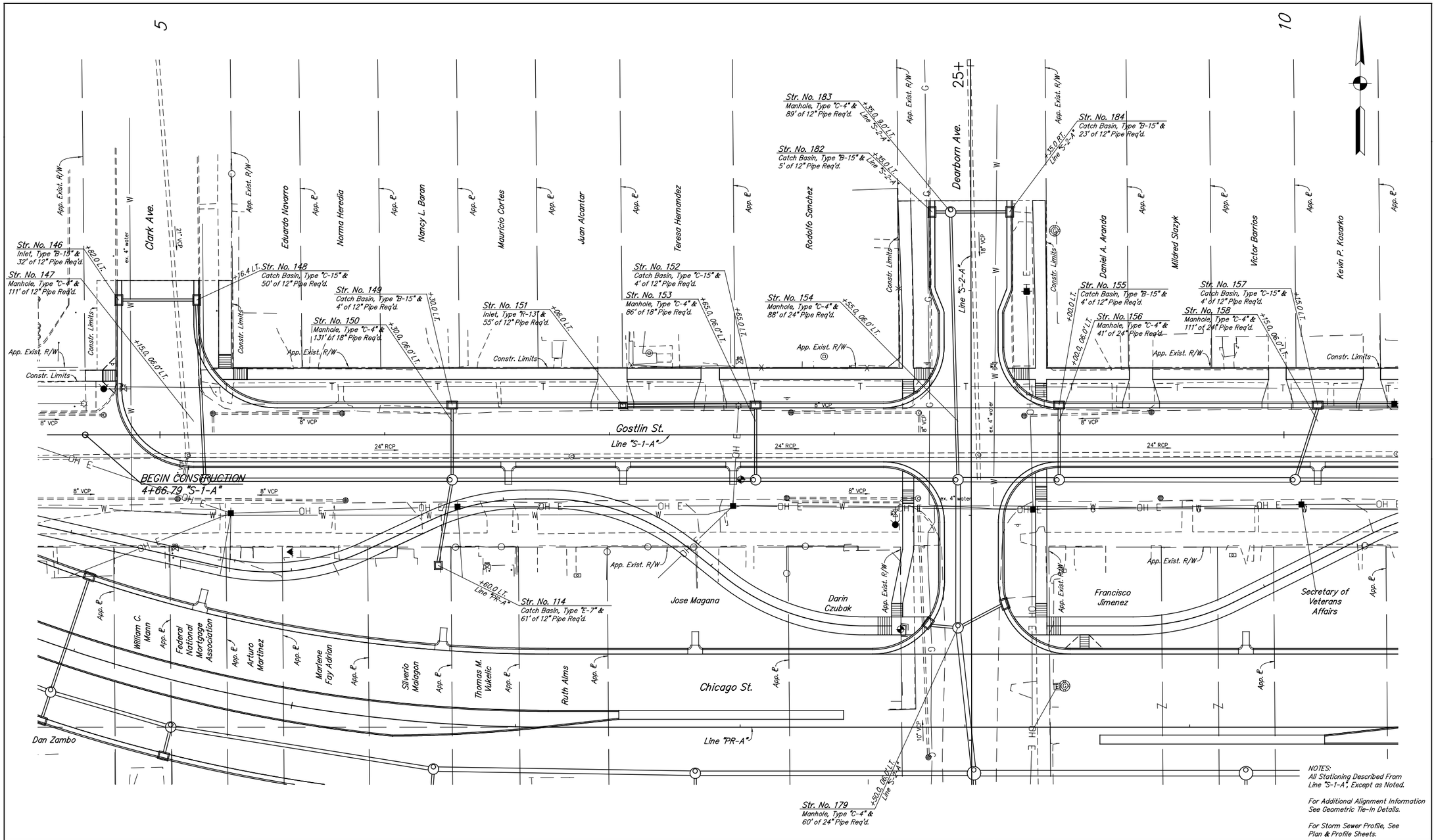

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: DLM	DRAINAGE DETAILS LINE "S-1-A"	SURVEY BOOK N/A	SHEETS 78 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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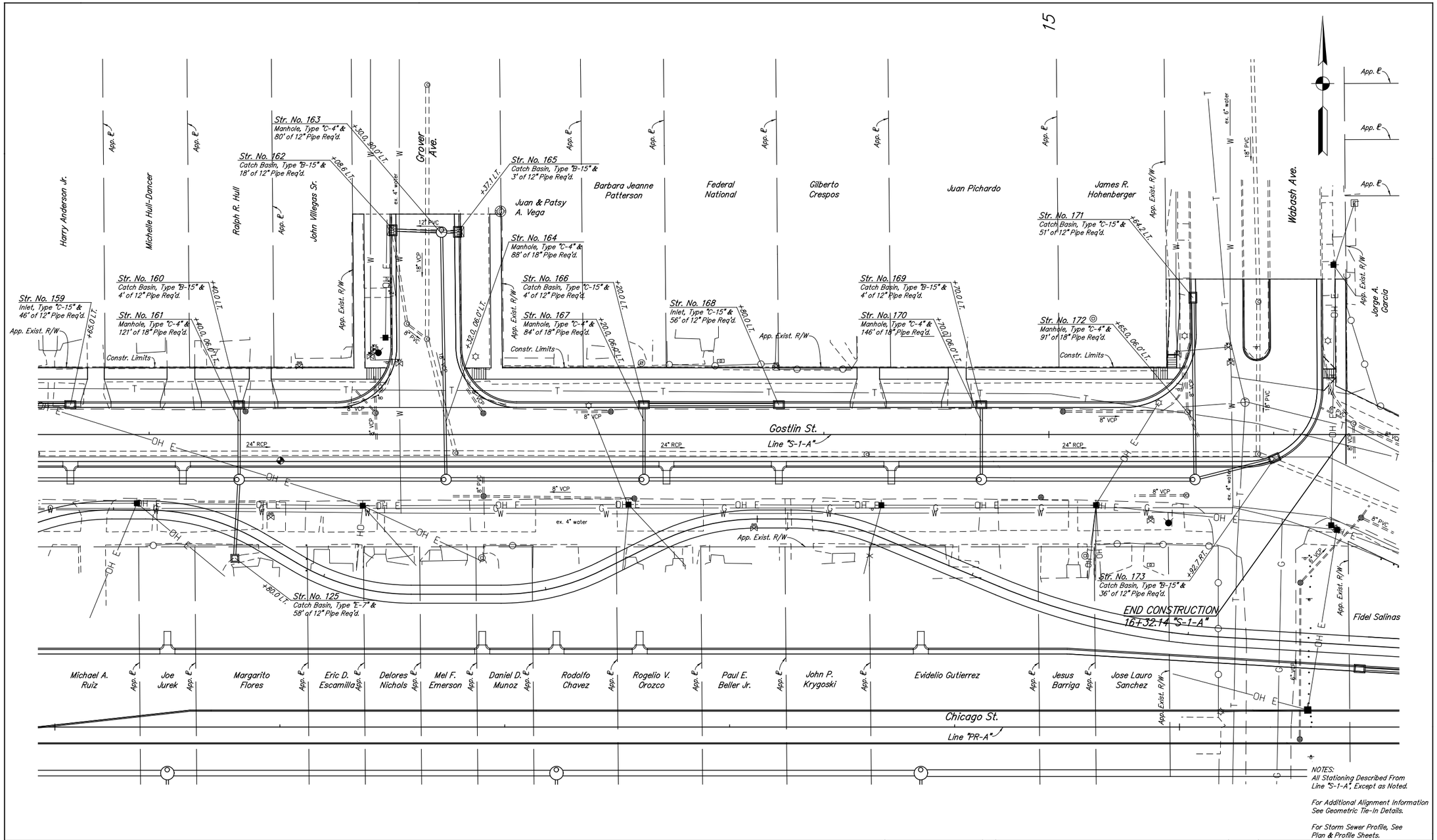

NOTES:
All Stationing Described From Line "S-1-A", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: DLM	DRAINAGE DETAILS LINE "S-1-A"	SURVEY BOOK N/A	SHEETS 79 of 165
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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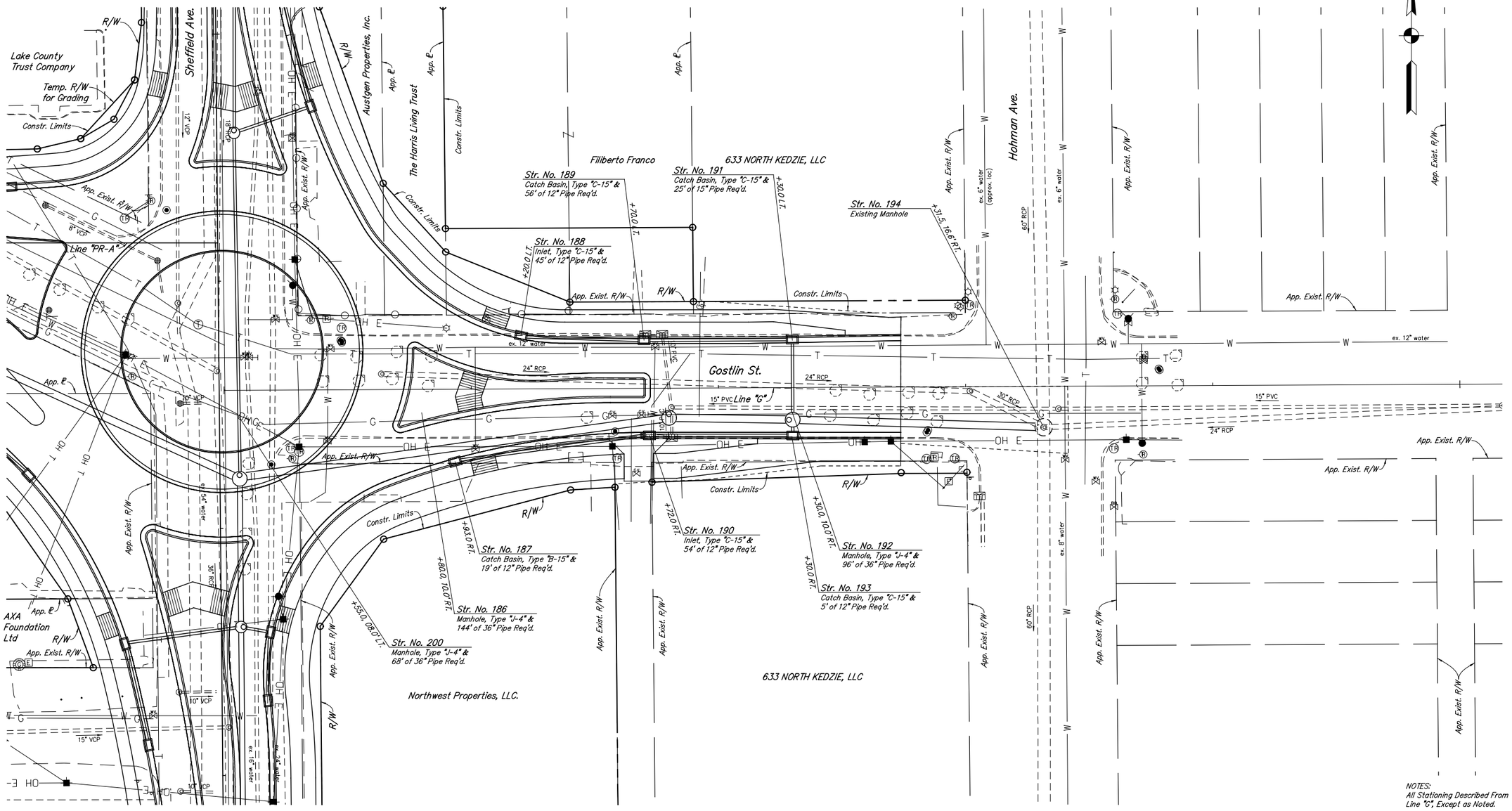

NOTES:
All Stationing Described From Line "G", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: DLM	DRAINAGE DETAILS LINE "G"	SURVEY BOOK N/A	SHEETS 80 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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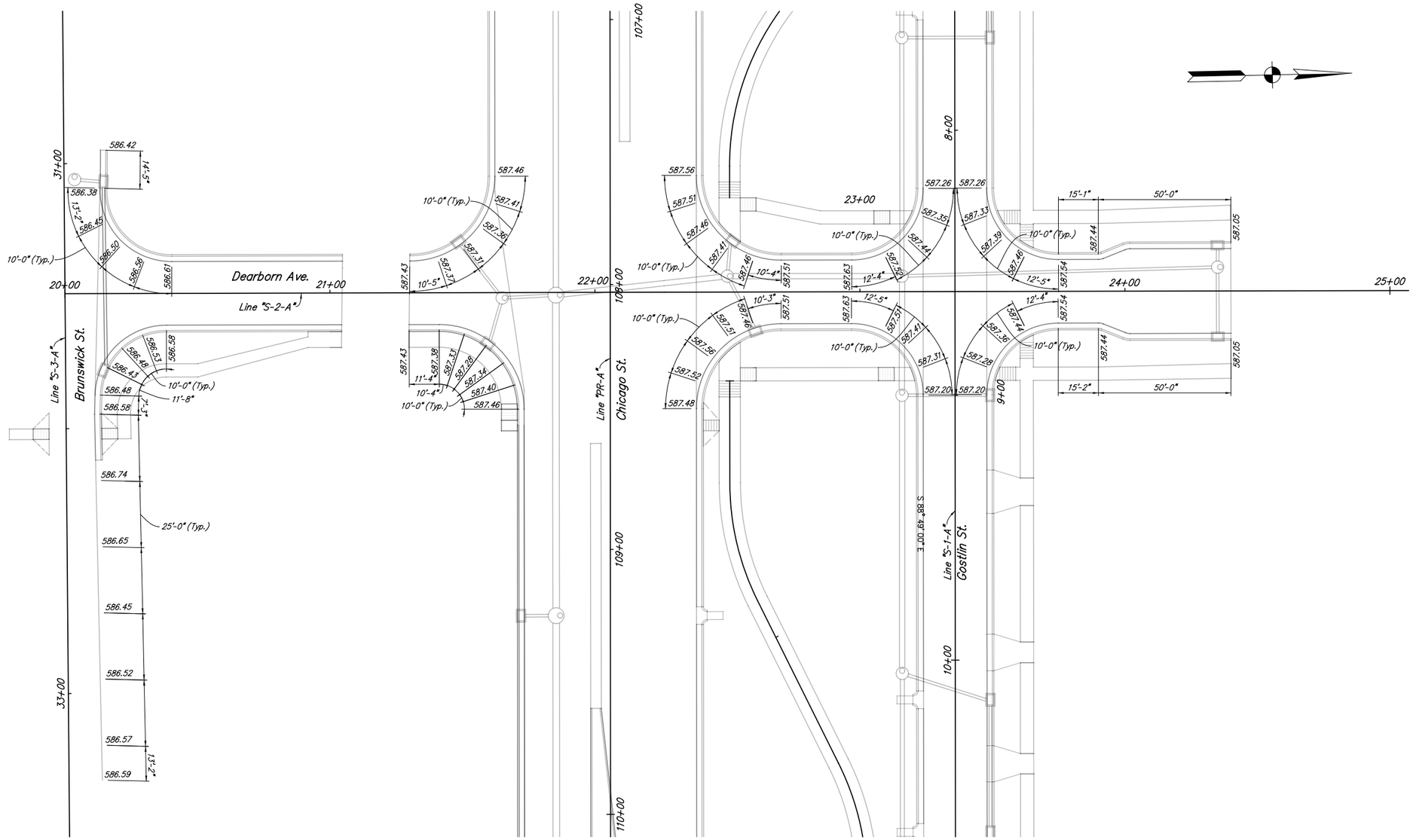

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	SPOT ELEVATION DETAILS	SURVEY BOOK N/A	SHEETS 81 of 165
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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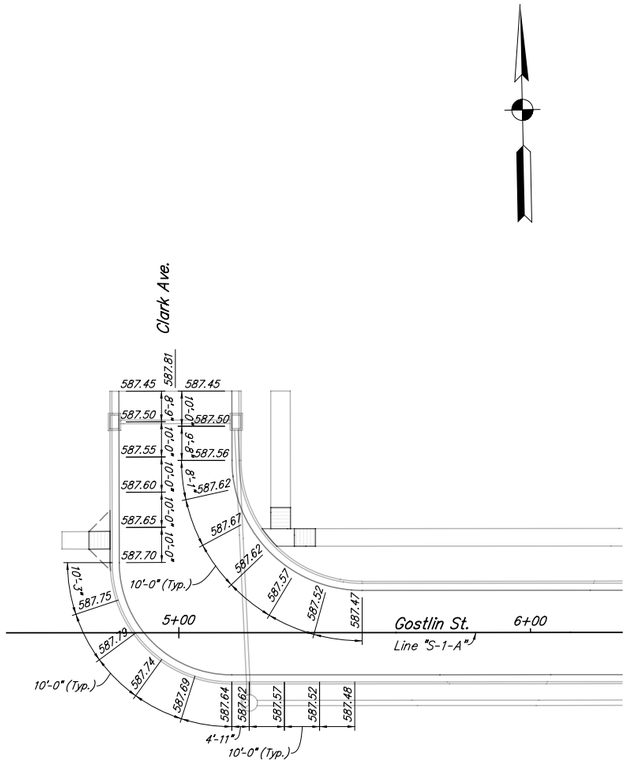

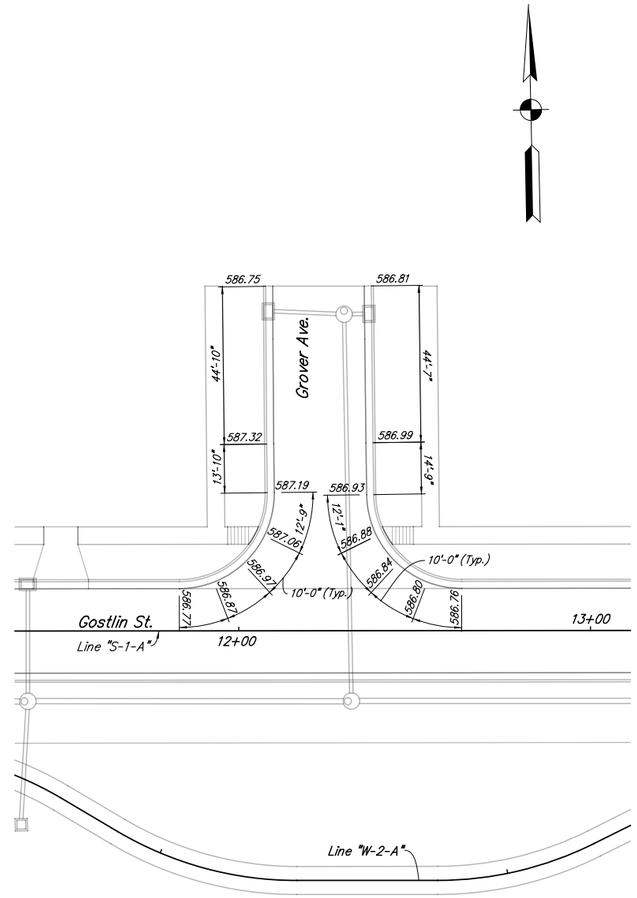

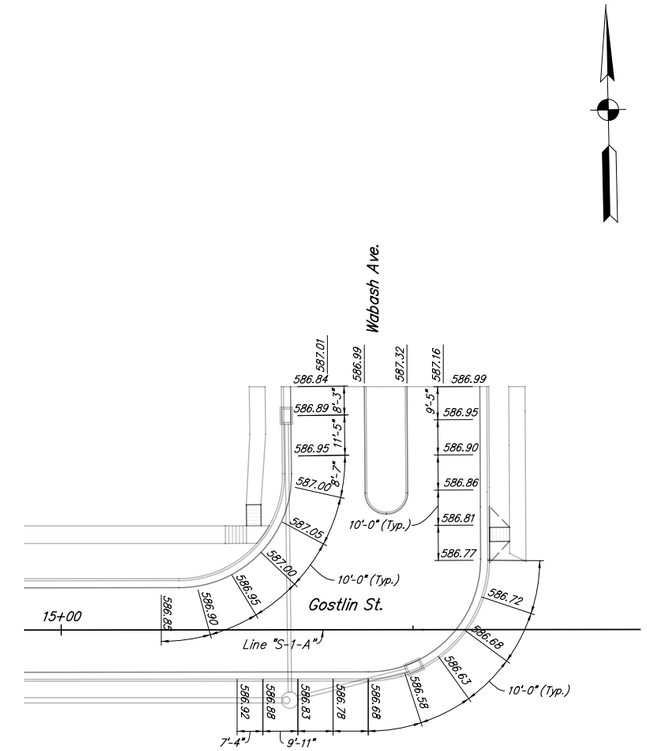

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	SPOT ELEVATION DETAILS	SURVEY BOOK N/A	SHEETS 82 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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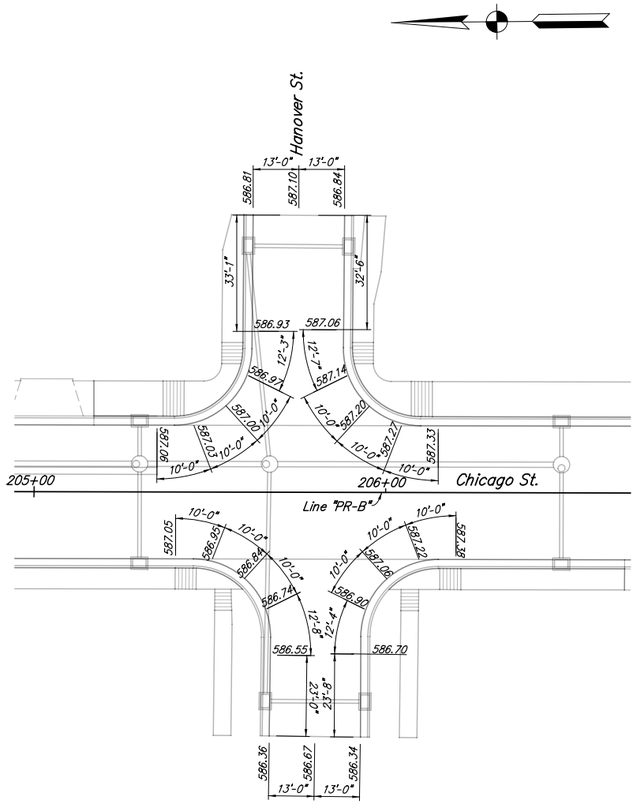

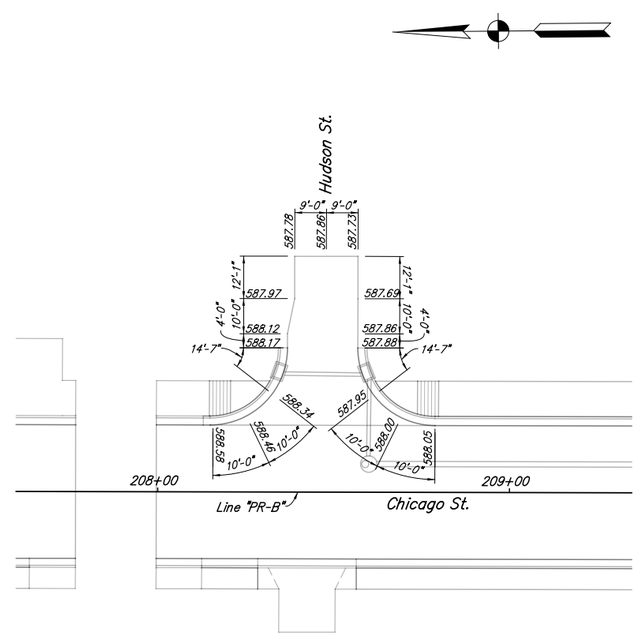

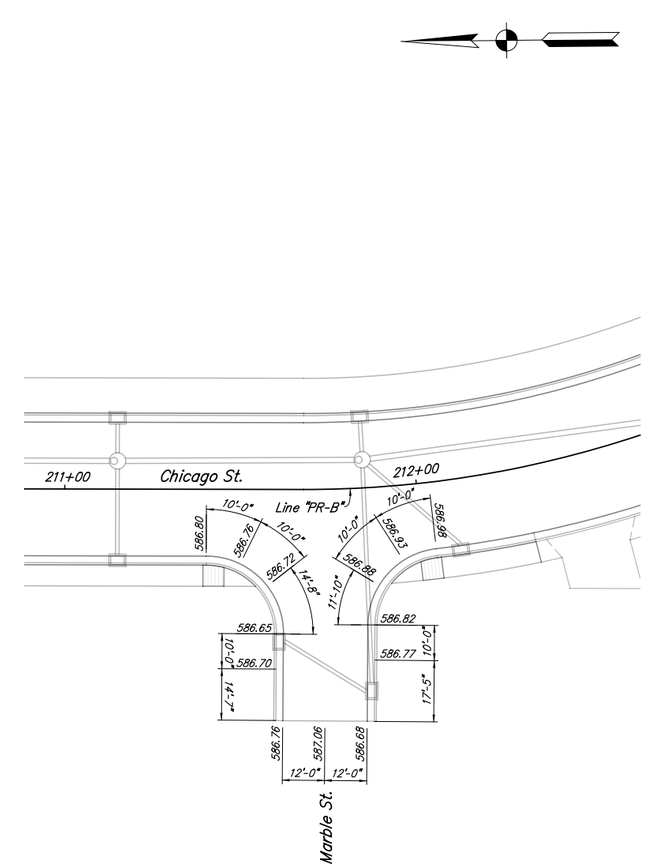

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	SPOT ELEVATION DETAILS	SURVEY BOOK N/A	SHEETS 83 of 165
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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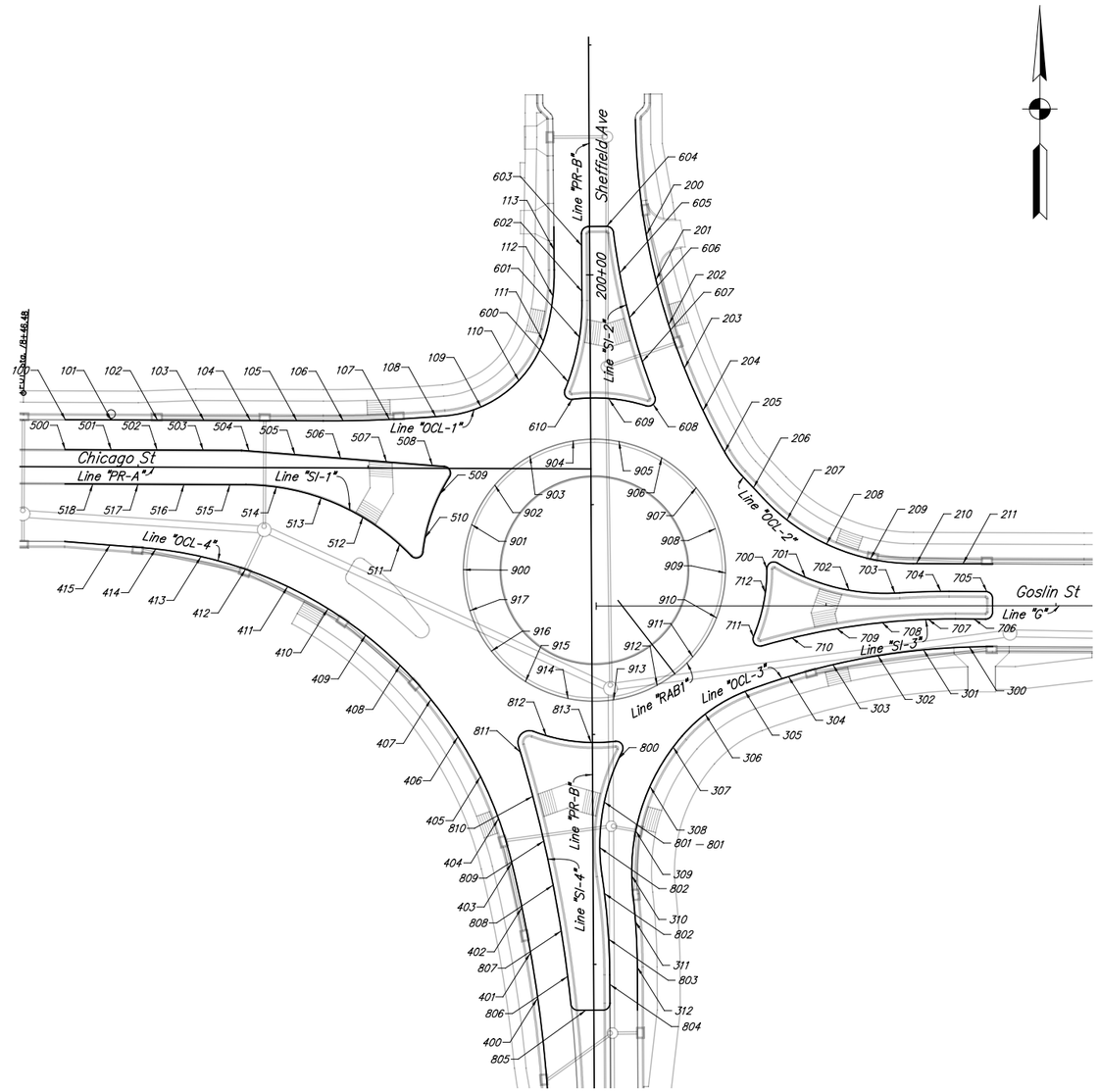
Number	Station	Elevation
	Line "OCL-1"	
100	50+00.00	585.78
101	50+20.00	587.08
102	50+40.00	585.66
103	50+60.00	585.78
104	50+80.00	585.76
105	51+00.00	585.85
106	51+20.00	585.99
107	51+40.00	586.15
108	51+60.00	586.35
109	51+80.00	586.55
110	52+00.00	586.72
111	52+20.00	586.77
112	52+40.00	586.84
113	52+60.00	586.76
	Line "OCL-2"	
200	50+50.00	586.60
201	50+70.00	586.66
202	50+90.00	586.70
203	51+10.00	586.76
204	51+30.00	586.79
205	51+50.00	586.92
206	51+70.00	586.85
207	51+90.00	586.58
208	52+10.00	586.52
209	52+30.00	586.45
210	52+50.00	586.39
211	52+70.00	586.31
	Line "OCL-3"	
300	50+10.00	586.25
301	50+30.00	586.31
302	50+50.00	586.37
303	50+70.00	586.43
304	50+90.00	586.54
305	51+10.00	586.60
306	51+30.00	586.60
307	51+50.00	586.50
308	51+70.00	586.41
309	51+90.00	586.31
310	52+10.00	586.37
311	52+30.00	586.46
312	52+50.00	586.59
	Line "OCL-4"	
400	50+80.00	586.63
401	51+00.00	586.45
402	51+20.00	586.32
403	51+40.00	586.26
404	51+60.00	586.28
405	51+80.00	586.30
406	52+00.00	586.22
407	52+20.00	586.63
408	52+40.00	586.45
409	52+60.00	586.32
410	52+80.00	586.26

Number	Station	Elevation
411	53+00.00	586.28
412	53+20.00	586.30
413	53+40.00	586.22
414	53+60.00	586.63
415	53+80.00	586.45
	Line "SI-1"	
500	10+00.00	586.04
501	10+20.00	585.98
502	10+40.00	585.95
503	10+60.00	585.96
504	10+80.00	586.00
505	11+00.00	586.07
506	11+20.00	586.15
507	11+40.00	586.26
508	11+60.00	586.46
509	11+80.00	586.60
510	12+00.00	586.44
511	12+20.00	586.28
512	12+40.00	586.20
513	12+60.00	586.12
514	12+80.00	586.04
515	13+00.00	585.98
516	13+20.00	585.95
517	13+40.00	585.96
518	13+60.00	586.00
	Line "SI-2"	
600	10+10.00	587.15
601	10+30.00	587.09
602	10+50.00	587.03
603	10+70.00	586.97
604	10+90.00	586.90
605	11+10.00	586.94
606	11+30.00	587.00
607	11+50.00	587.06
608	11+70.00	587.02
609	11+90.00	587.11
610	12+10.00	587.02
	Line "SI-3"	
700	10+00.00	586.80
701	10+20.00	586.76
702	10+40.00	586.70
703	10+60.00	586.64
704	10+80.00	586.58
705	11+00.00	586.52
706	11+20.00	586.52
707	11+40.00	586.58
708	11+60.00	586.64
709	11+80.00	586.67
710	12+00.00	586.73
711	12+20.00	586.72
712	12+40.00	586.77
	"Line "SI-4"	
800	10+10.00	586.71
801	10+30.00	586.64

Number	Station	Elevation
802	10+50.00	586.62
803	10+70.00	586.77
804	10+90.00	586.92
805	11+10.00	586.95
806	11+30.00	586.83
807	11+50.00	586.68
808	11+70.00	586.60
809	11+90.00	586.57
810	12+10.00	586.61
811	12+30.00	586.69
812	12+50.00	586.52
813	12+70.00	586.70
	Line "RAB1"	
900	75+00.00	586.71
901	75+20.00	586.88
902	75+40.00	587.06
903	75+60.00	587.23
904	75+80.00	587.43
905	76+00.00	587.38
906	76+20.00	587.38
907	76+40.00	587.30
908	76+60.00	587.23
909	76+80.00	587.16
910	77+00.00	587.08
911	77+20.00	587.02
912	77+40.00	587.04
913	77+60.00	587.10
914	77+80.00	586.92
915	78+00.00	586.60
916	78+20.00	586.47
917	78+40.00	586.55



RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	SPOT ELEVATION DETAILS	SURVEY BOOK N/A	SHEETS 84 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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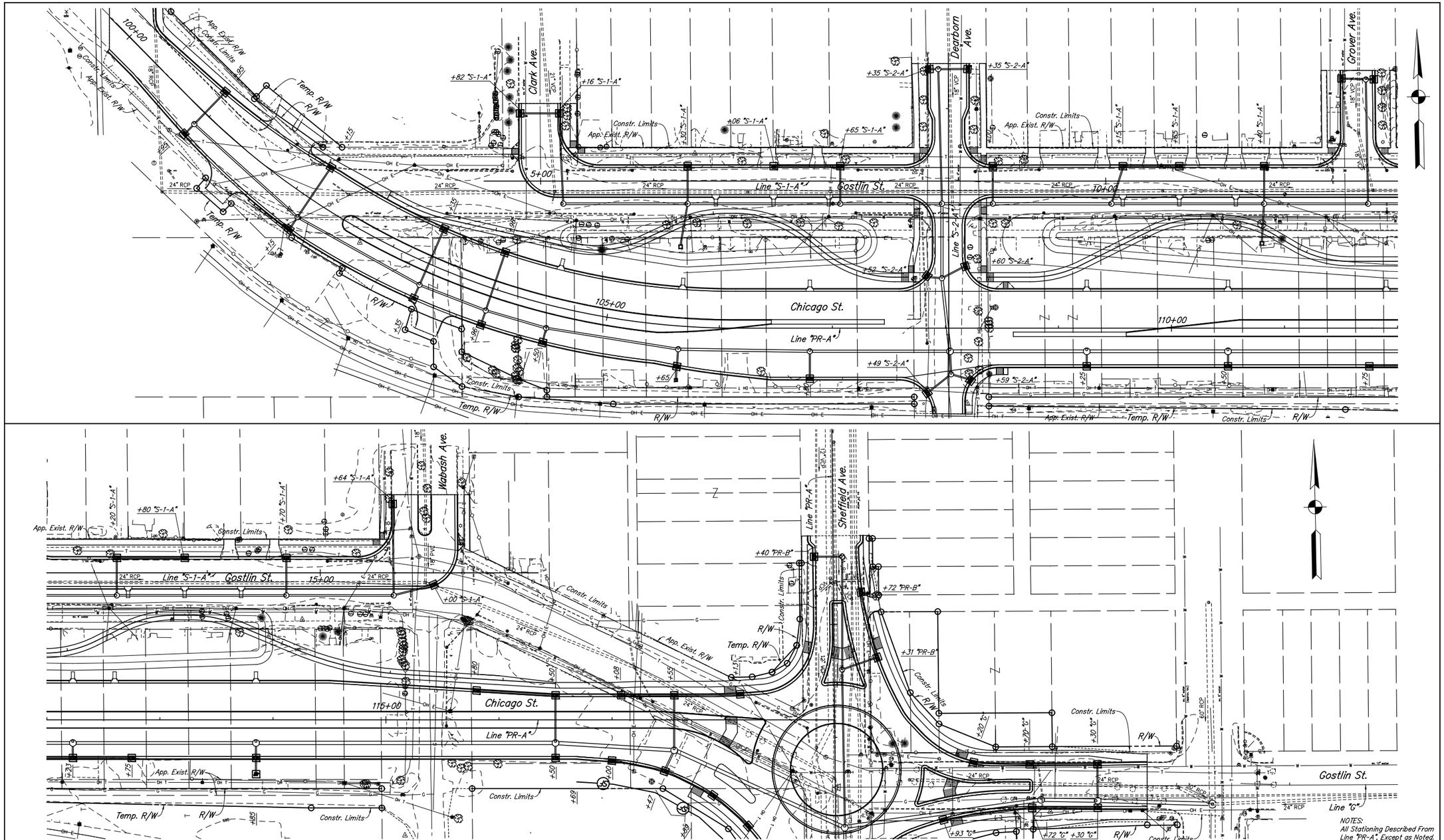

LEGEND

SF — Temporary Silt Fence

CIP — Curb Inlet Protection

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 40"	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	EROSION CONTROL DETAILS LINE "PR-A", "S-1-A" & "G"	SURVEY BOOK N/A	SHEETS 85 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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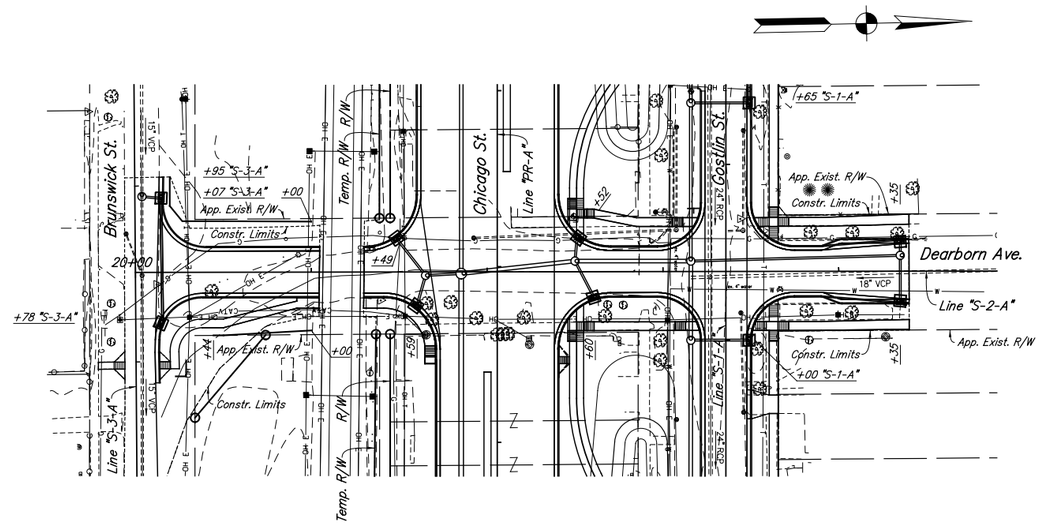

NOTES:
All Stationing Described From Line "S-2-A", Except as Noted.

LEGEND

SF — Temporary Silt Fence

CIP — Curb Inlet Protection

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 40"	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	EROSION CONTROL DETAILS LINE "S-2-A"	SURVEY BOOK N/A	SHEETS 86 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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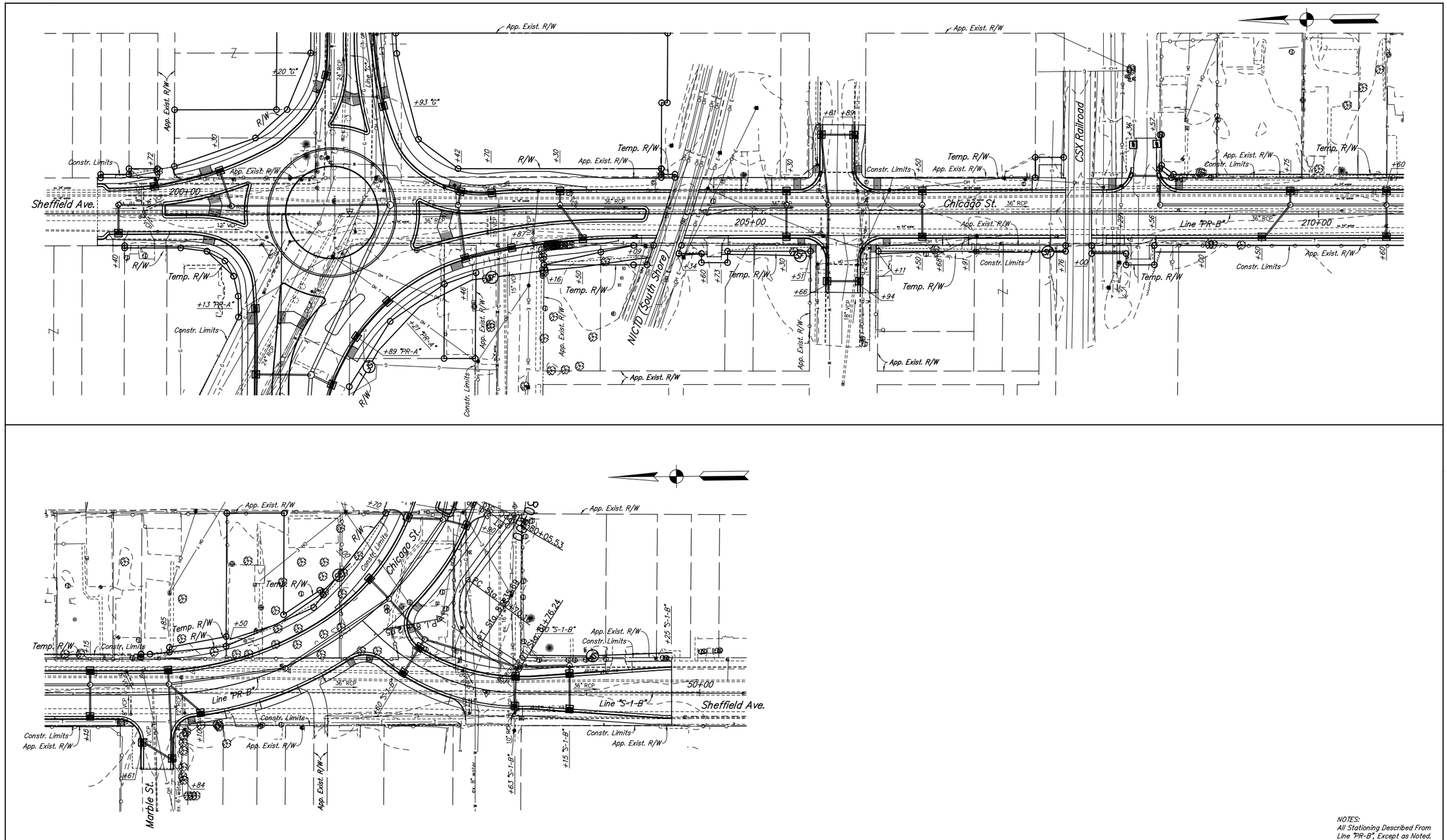

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

LEGEND

SF — Temporary Silt Fence

CIP — Curb Inlet Protection

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 40"	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	EROSION CONTROL DETAILS LINE "PR-B"	SURVEY BOOK N/A	SHEETS 87 of 165
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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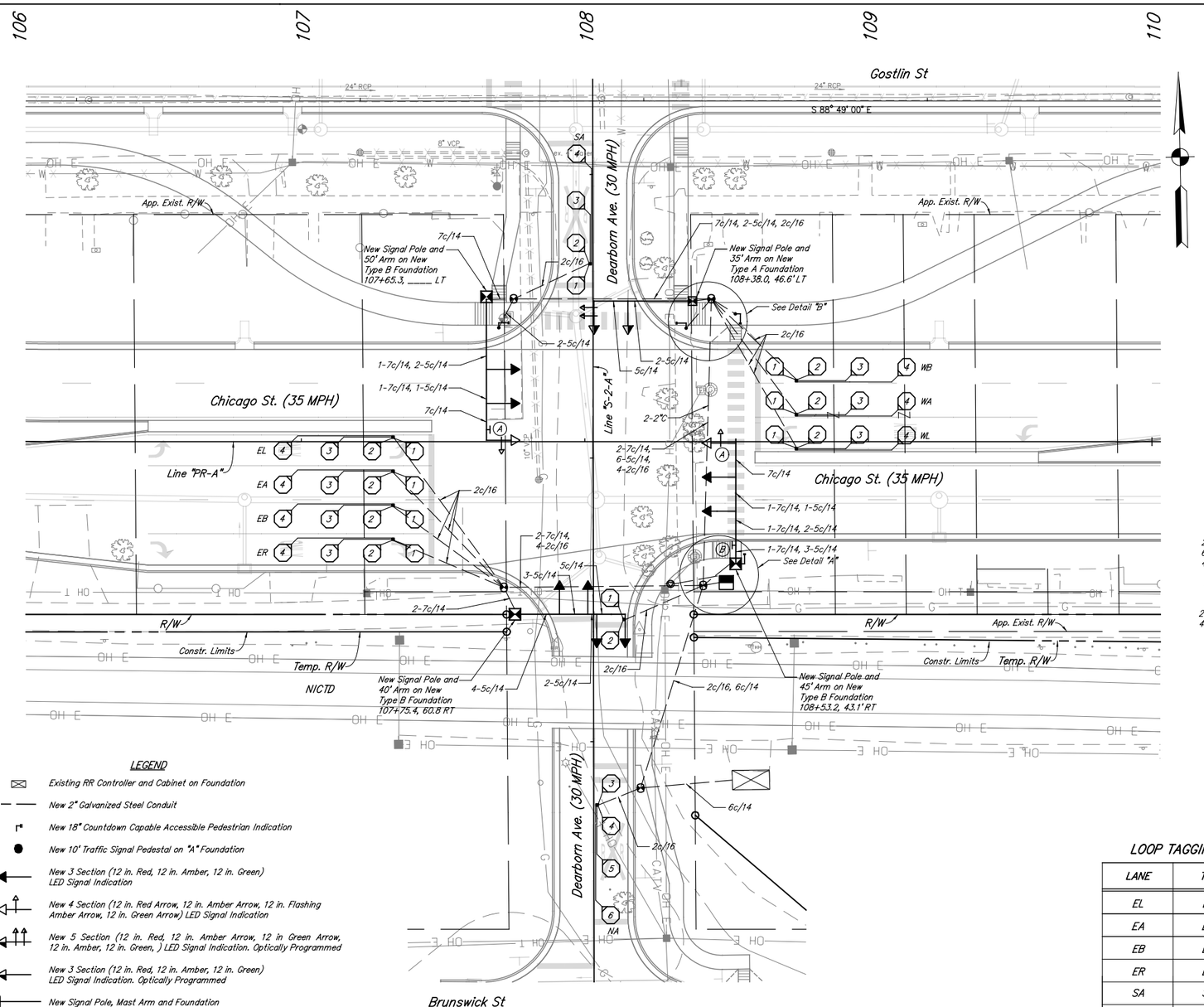
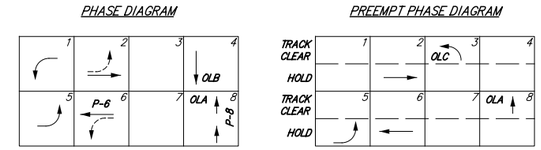
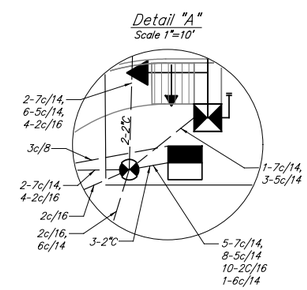
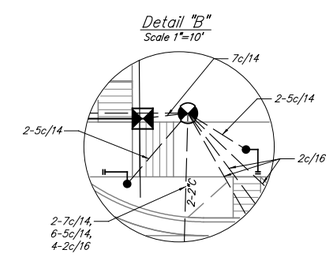




Operational Notes:
1. No preference. All approaches flash red.
2. OLA = ϕ8 + ϕ10, OLB = ϕ4, OLC = ϕ3 + ϕ10
3. ϕ3 Omitted by Time of Day
4. Preempt Phase is ϕ10
5. Display Sign B during TRACK CLEAR and HOLD phases.





LEGEND

- Existing RR Controller and Cabinet on Foundation
- New 2" Galvanized Steel Conduit
- New 18" Countdown Capable Accessible Pedestrian Indication
- New 10' Traffic Signal Pedestal on "A" Foundation
- New 3 Section (12 in. Red, 12 in. Amber, 12 in. Green) LED Signal Indication
- New 4 Section (12 in. Red Arrow, 12 in. Amber Arrow, 12 in. Flashing Amber Arrow, 12 in. Green Arrow) LED Signal Indication
- New 5 Section (12 in. Red, 12 in. Amber Arrow, 12 in Green Arrow, 12 in. Amber, 12 in. Green,) LED Signal Indication. Optically Programmed
- New 3 Section (12 in. Red, 12 in. Amber, 12 in. Green) LED Signal Indication. Optically Programmed
- New Signal Pole, Mast Arm and Foundation
- New 16-Phase Controller and P-1 Cabinet on New P-1 Foundation with Battery Back-up System
- New Signal Handhole
- New Mast Arm Mounted Sign
- New Loop Detector
- New Detector Housing
- New Service Point

(A)
LEFT TURN YIELD ON FLASHING YELLOW ARROW
R10-27 (mod) 30"x36"

(B)
NO RIGHT TURN ACROSS TRACKS
R3-1a 30"x36" BLANK-OUT

(C)
CAUTION
WALK TIME SHORTENED WHEN TRAIN APPROACHES

LOOP TAGGING TABLE

LANE	TAG NUMBER
EL	EL5-1,2,3,4
EA	EA2-1,2,3,4
EB	EB2-1,2,3,4
ER	ER2-1,2,3,4
SA	SA4-1,2,3,4
WL	WL1-1,2,3,4
WA	WA6-1,2,3,4
WB	WB6-1,2,3,4
WL	WR6-1,2,3,4
NA	NAA-1,2
NA	NA8-3,4,5,6

NOTES

1. Pavement markings and intersection dimensions are shown here for informational purposes only. See applicable sheets for construction details.
2. All stationing & offsets referenced from Line "PR-A", unless otherwise noted.
3. Signal pole foundations, pedestal foundations, and cabinet footpad shall be constructed with a finished surface that is flush with the proposed sidewalk.
4. All conduit runs shall be 1-2" conduit unless otherwise noted.
5. Utilize 6c/14 cable for communication between traffic signal and railroad controllers.
6. Contractor is responsible for field verifications of all utility locations prior to any excavation associated with signal construction.
7. Contractor shall coordinate with electric utility company to confirm the feed for electrical service to the signal controller cabinet as shown on this plan.
8. One pedestrian push button and one R10-3e pedestrian sign shall accompany each pedestrian signal.

INDIANA
DEPARTMENT OF TRANSPORTATION

DESIGN ENGINEER — AAA — DATE

TRAFFIC SIGNAL DETAIL
DEARBORN AVE. & CHICAGO ST.

CONTRACT NO. R-34740	DRAWN BY CRH	SCALE: 1" = 20'		
		YEAR	SHEET	TOTAL
		2015	88	AAA
COMM. NO. AAA	DES. NO 1297017	PROJECT NO. 1297017		

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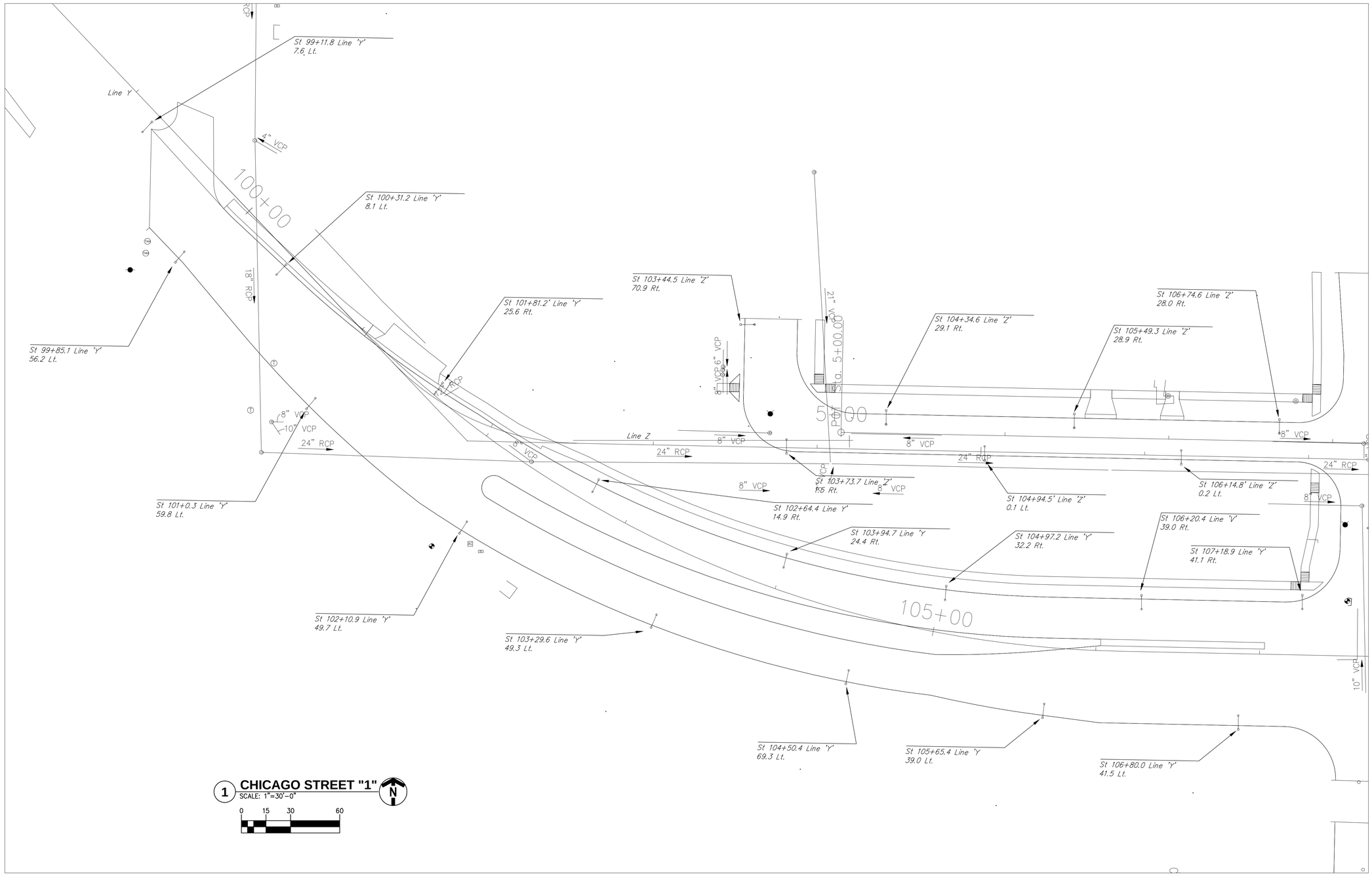


1 **CHICAGO STREET "1"**
SCALE: 1"=30'-0"

0 15 30 60

250W LED Cobra Head Luminaries of IES Type V Distribution.

40' Pole.

Lighting Service Point, Type II, 120 / 240 V, Single Phase.

Handhole, type as indicated.

4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)

4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit

A-1 Lighting Circuit Number

No. 4 Lighting Circuit Conductor Size

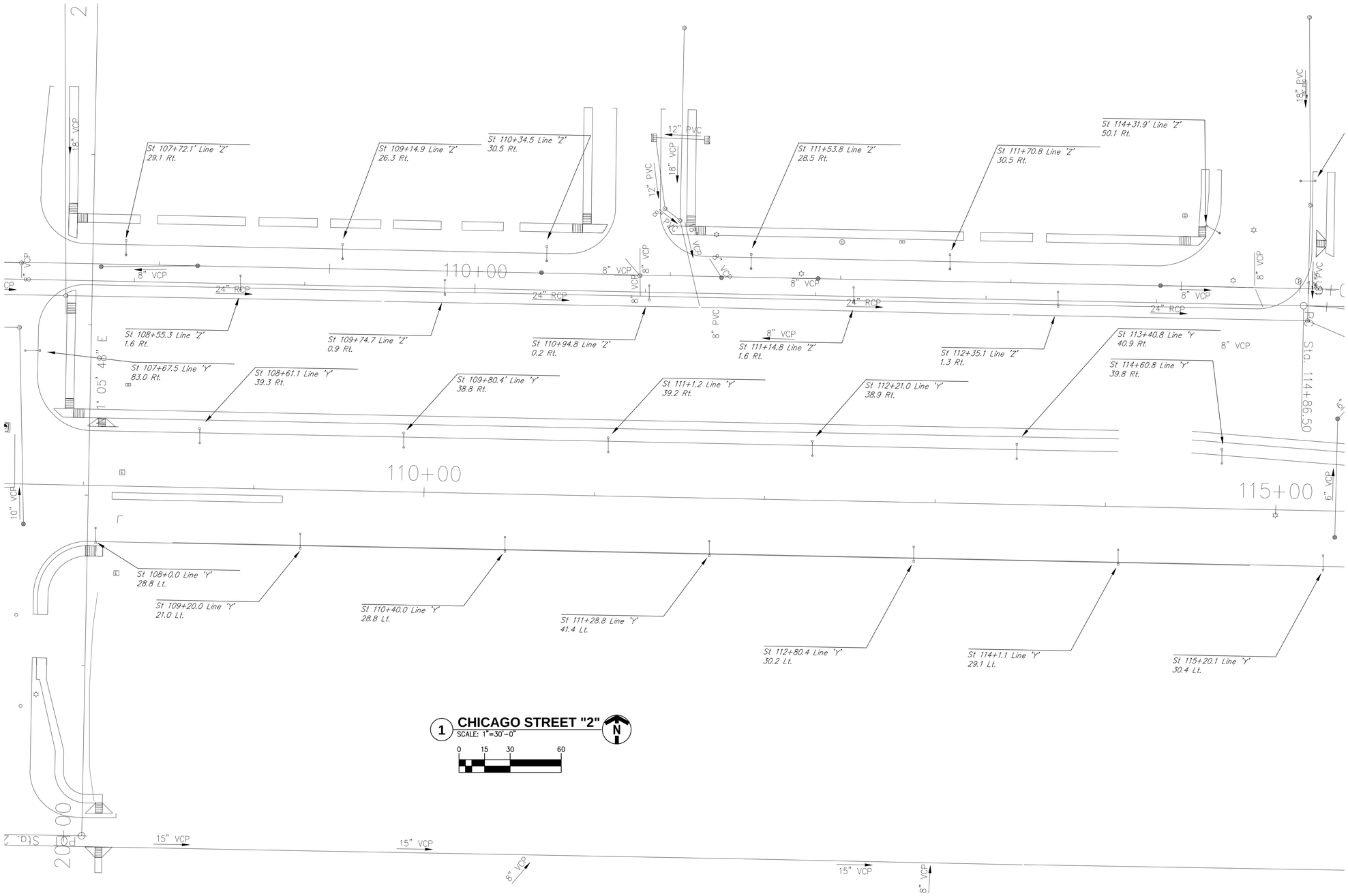
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	AAA DATE
DESIGNED: GL	DRAWN: GL	
CHECKED: JS	CHECKED: JS	

INDIANA DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	xxx
SURVEY BOOK	SHEETS
N/A	SN of AAA
CONTRACT	PROJECT NO.
R-xxx	xxx

$USER $DATE$ $TIME$ $FILEA$



☼	250W LED Cobra Head Luminaries of IES Type V Distribution.
□	40' Pole.
▶	Lighting Service Point, Type II, 120 / 240 V, Single Phase.
⊗	Handhole, type as indicated.
———	4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)
═══	4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit
A-1	Lighting Circuit Number
No. 4	Lighting Circuit Conductor Size

RECOMMENDED FOR APPROVAL _____ AAA
DESIGN ENGINEER DATE

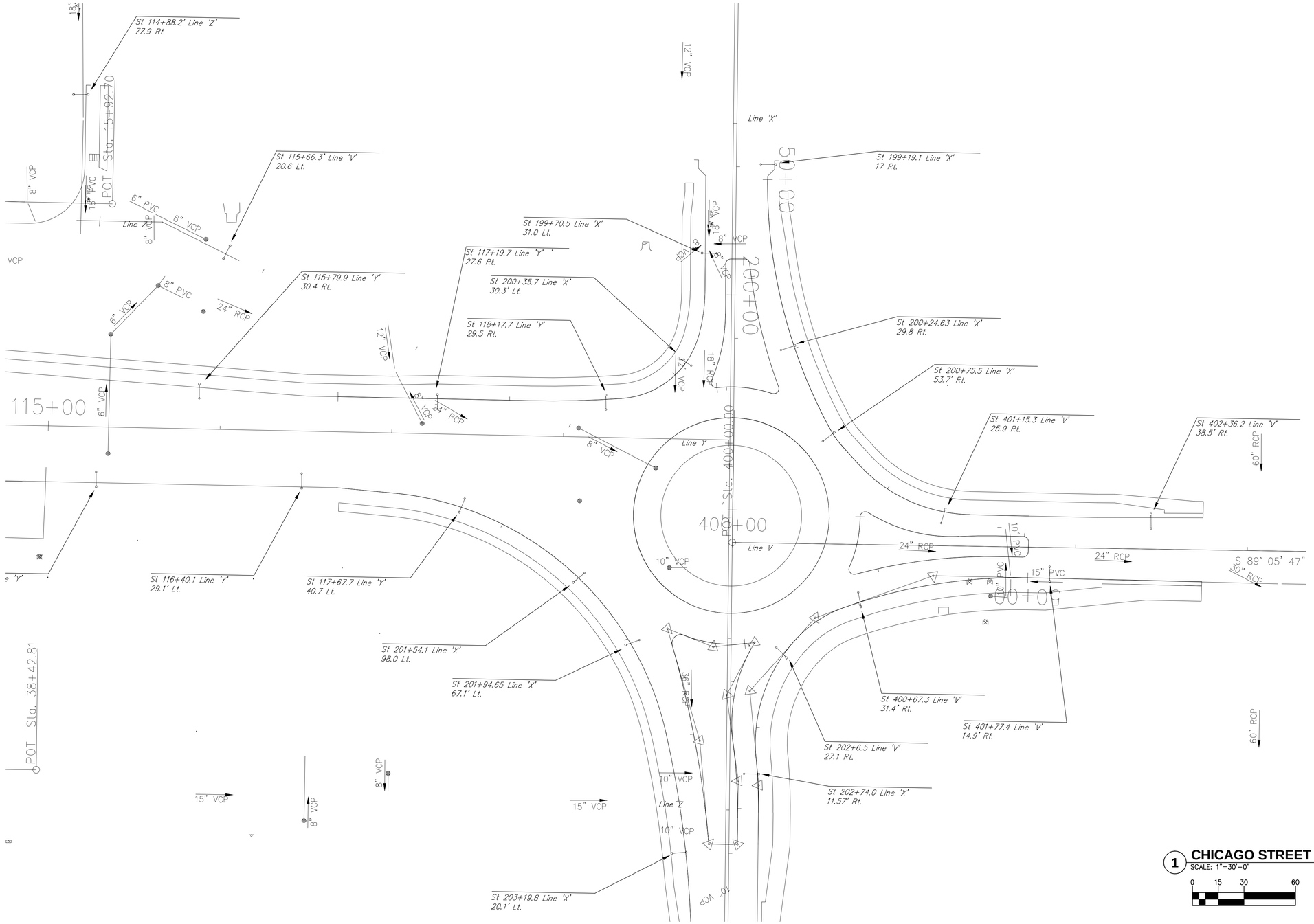
DESIGNED: GL DRAWN: GL
CHECKED: JS CHECKED: JS

INDIANA DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	xxx
SURVEY BOOK	SHEETS
N/A	SN of AAA
CONTRACT	PROJECT NO.
R-xxx	xxx

$USER $DATE$ $TIME$ $FILEA$



250W LED Cobra Head Luminaries of IES Type V Distribution.

40' Pole.

Lighting Service Point, Type II, 120 / 240 V, Single Phase.

Handhole, type as indicated.

4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)

4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit

A-1 Lighting Circuit Number

No. 4 Lighting Circuit Conductor Size

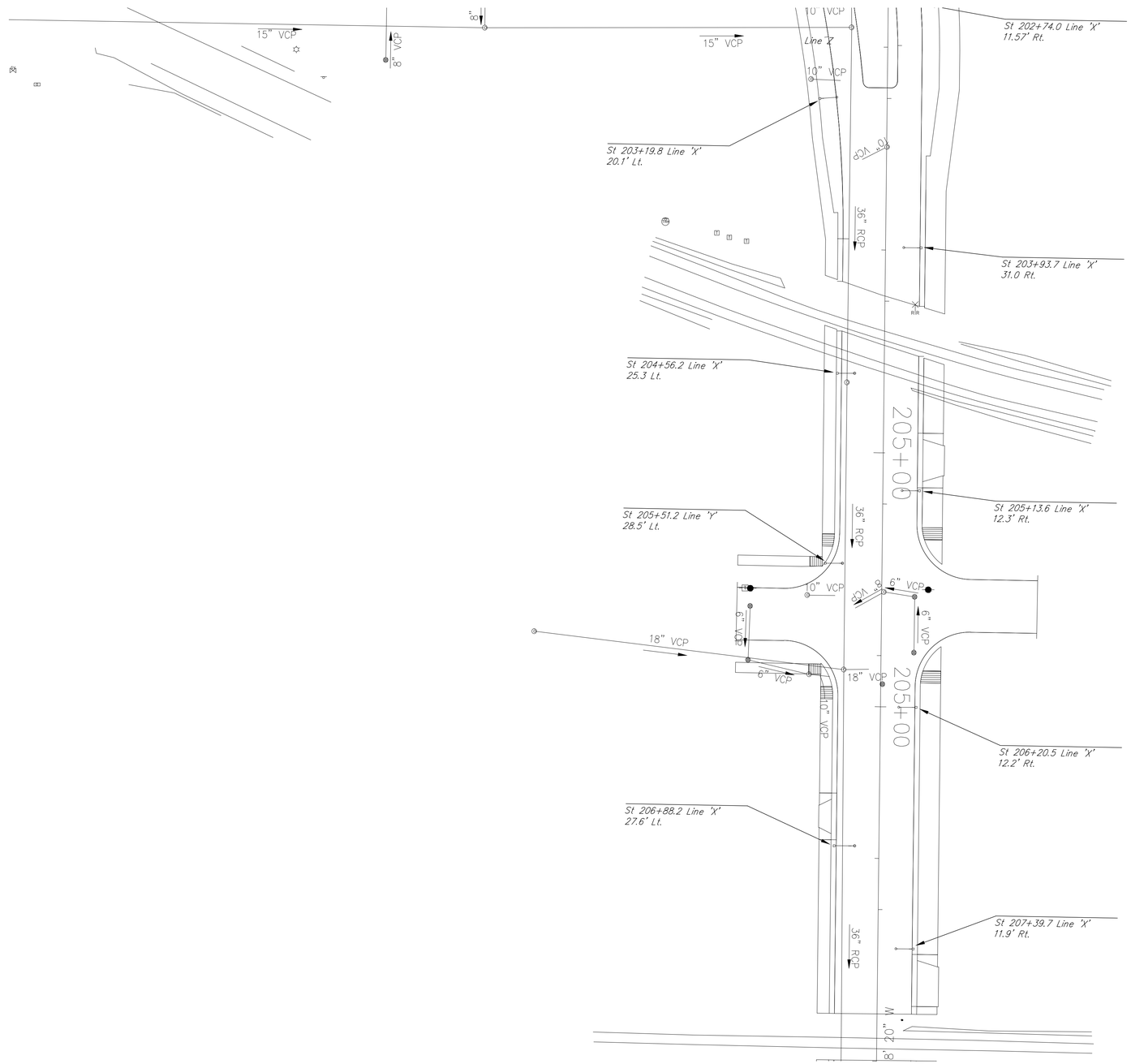
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE AAA
DESIGNED: GL	DRAWN: GL	
CHECKED: JS	CHECKED: JS	

INDIANA DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION NO. xxx
SURVEY BOOK N/A	SHEETS SN of AAA
CONTRACT R-xxx	PROJECT NO. xxx

$USER $DATE$ $TIME$ $FILEA$



1 **CHICAGO STREET "4"**
SCALE: 1"=30'-0"

0 15 30 60

N

250W LED Cobra Head Luminaries of IES Type V Distribution.

40' Pole.

Lighting Service Point, Type II, 120 / 240 V, Single Phase.

Handhole, type as indicated.

4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)

4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit

A-1 Lighting Circuit Number

No. 4 Lighting Circuit Conductor Size

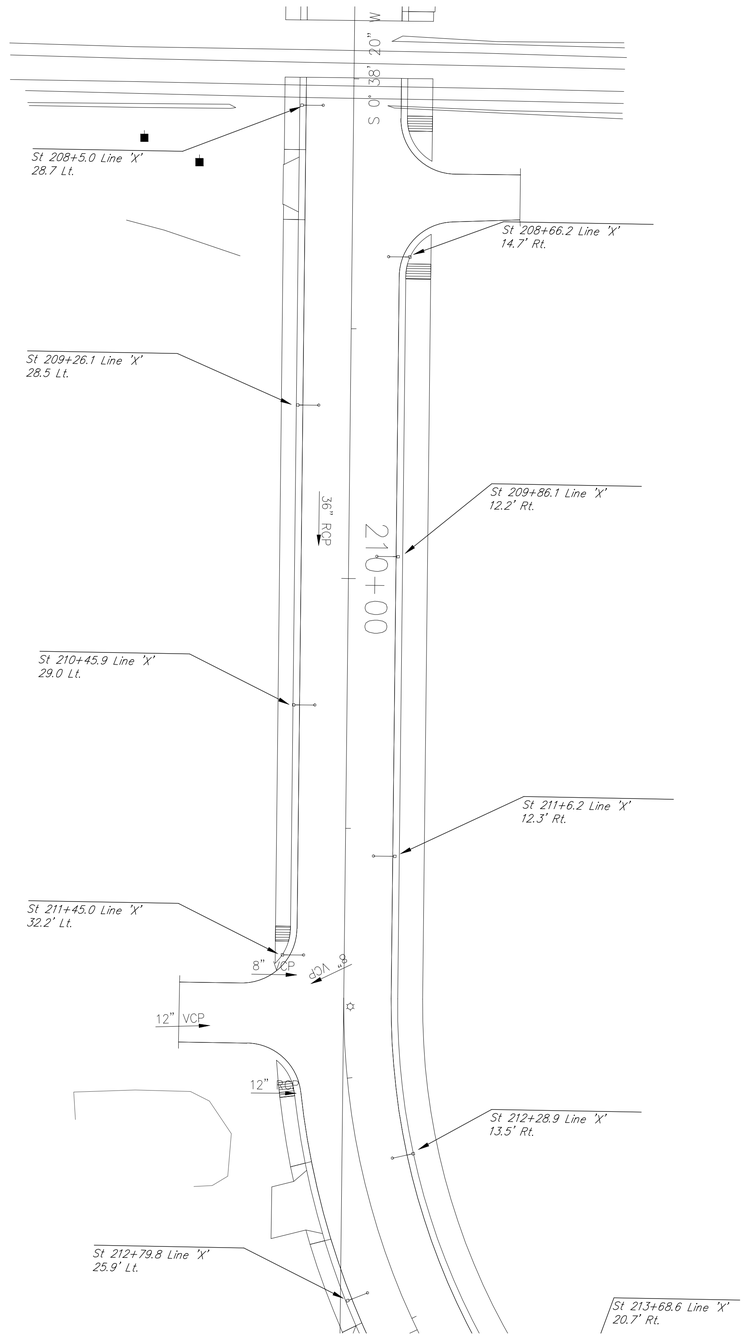
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	AAA DATE
DESIGNED: GL	DRAWN: GL	
CHECKED: JS	CHECKED: JS	

INDIANA
DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	xxx
SURVEY BOOK	SHEETS
N/A	SN of AAA
CONTRACT	PROJECT NO.
R-xxx	xxx

$USER $DATE$ $TIME$ $FILEA$



1 **CHICAGO STREET "5"**
SCALE: 1"=30'-0"

0 15 30 60

N

250W LED Cobra Head Luminaries of IES Type V Distribution.

40' Pole.

Lighting Service Point, Type II, 120 / 240 V, Single Phase.

Handhole, type as indicated.

4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)

4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit

A-1 Lighting Circuit Number

No. 4 Lighting Circuit Conductor Size

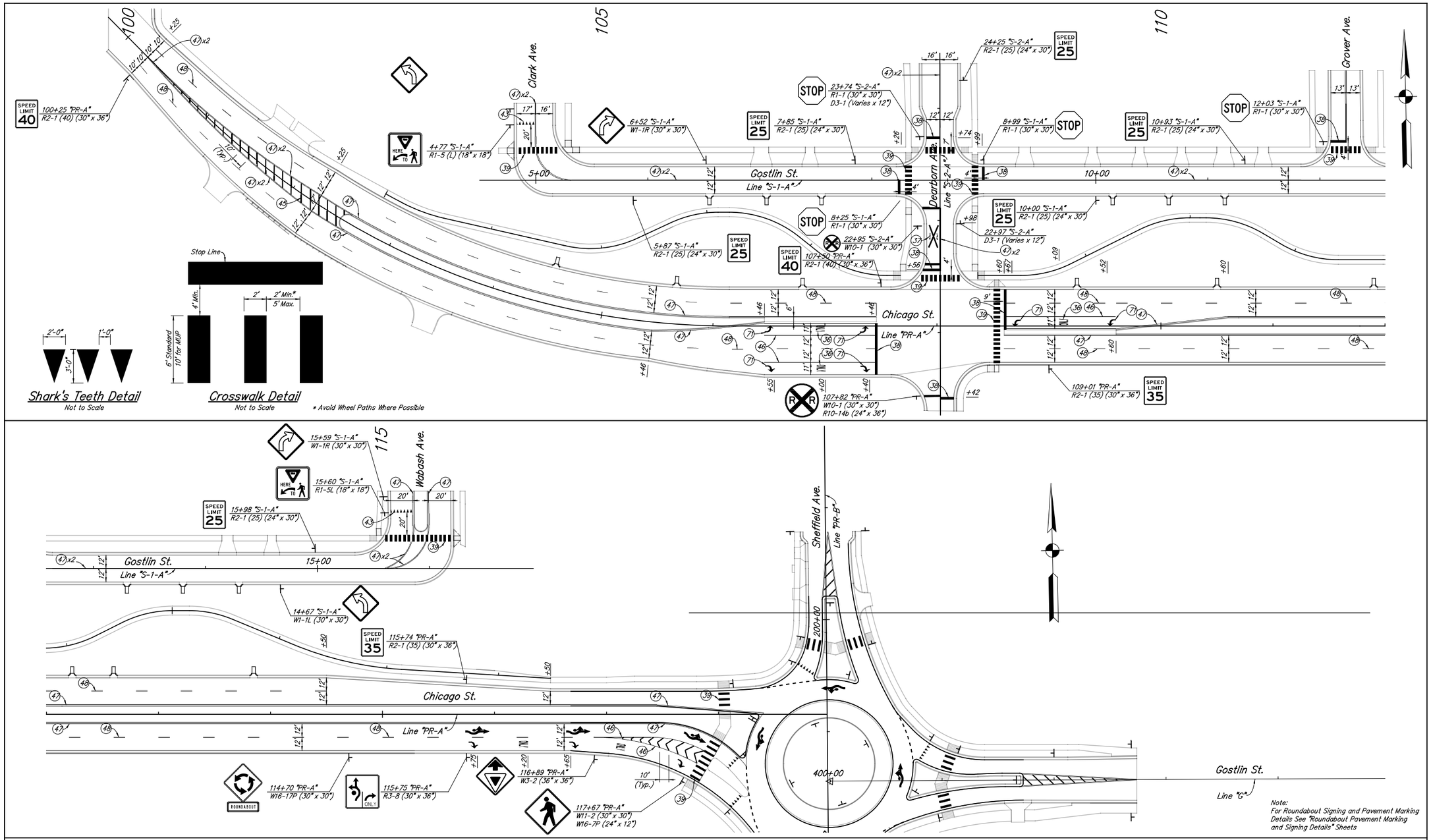
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	AAA DATE	
DESIGNED: GL	DRAWN: GL		
CHECKED: JS	CHECKED: JS		

INDIANA
DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	xxx
SURVEY BOOK	SHEETS
N/A	SN of AAA
CONTRACT	PROJECT NO.
R-xxx	xxx

$USER $DATE$ $TIME$ $FILEA$



LEGEND

(36) Pavement Message Markings, Thermoplastic, Word (ONLY)	(41) Line, Thermoplastic, Solid, White, 12in., 3' Line, 3' Gap	(46A) Line, Thermoplastic, Solid, White, 6in.
(37) Pavement Message Markings, Thermoplastic, Word (RxR)	(43) Tranverse Marking, Thermoplastic - "Sharks Teeth"	(47) Line, Thermoplastic, Solid, Yellow, 4in.
(38) Transverse Markings, Thermoplastic, Stop Line, White, 24in.	(44) Line, Thermoplastic, Solid, White, 12in.	(48) Line, Thermoplastic, Broken, White, 4in.
(39) Transverse Markings, Thermoplastic, Crosswalk Line, White, 24in.	(45) Line, Thermoplastic, Solid, Yellow, 12in.	(49) Line, Thermoplastic, Broken, Yellow, 4in.
(40) Transverse Markings, Thermoplastic, Yield Line, White, 24in.	(46) Line, Thermoplastic, Solid, White, 4in.	(71) Pavement Message Markings, Thermoplastic, Lane Indication Arrow

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 40"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	94 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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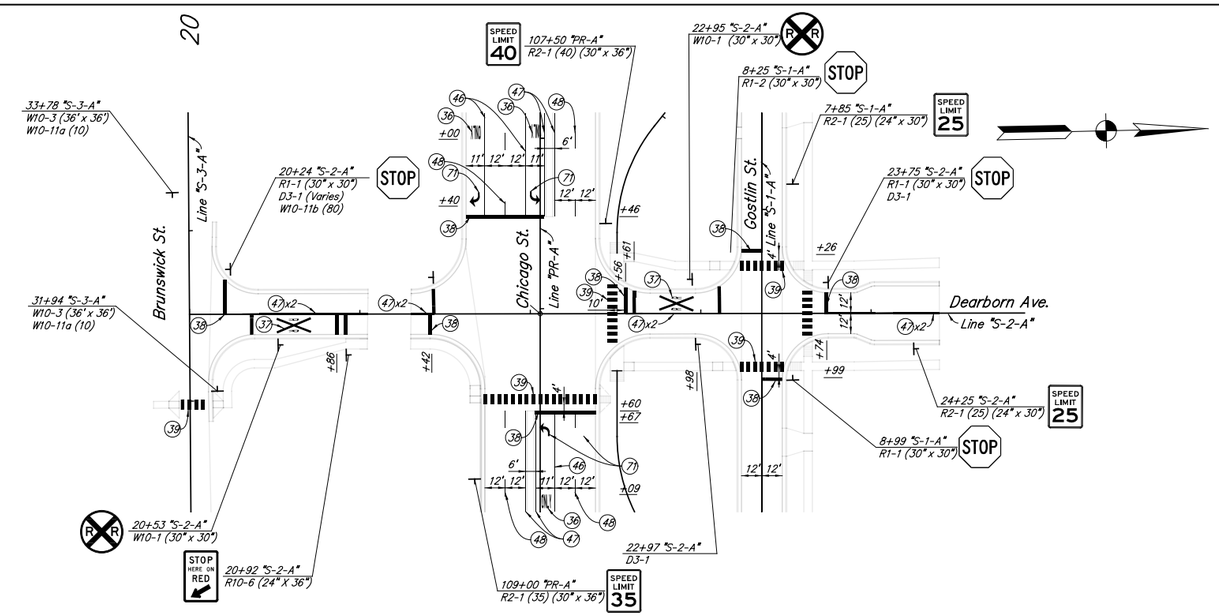

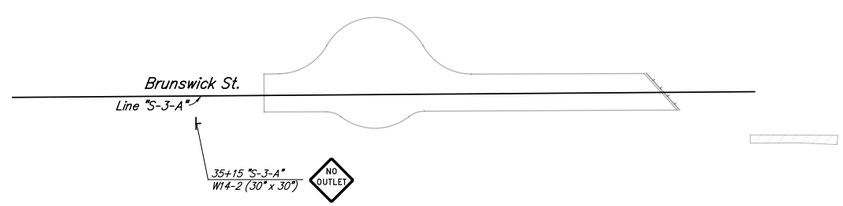

LEGEND

- (36) Pavement Message Markings, Thermoplastic, Word (ONLY)
- (37) Pavement Message Markings, Thermoplastic, Word (RxR)
- (38) Transverse Markings, Thermoplastic, Stop Line, White, 24in.
- (39) Transverse Markings, Thermoplastic, Crosswalk Line, White, 24in.
- (40) Transverse Markings, Thermoplastic, Yield Line, White, 24in.
- (41) Line, Thermoplastic, Solid, White, 12in., 3' Line, 3' Gap
- (43) Tranverse Marking, Thermoplastic - "Sharks Teeth"
- (44) Line, Thermoplastic, Solid, White, 12in.
- (45) Line, Thermoplastic, Solid, Yellow, 12in.
- (46) Line, Thermoplastic, Solid, White, 4in.
- (46A) Line, Thermoplastic, Solid, White, 6in.
- (47) Line, Thermoplastic, Solid, Yellow, 4in.
- (48) Line, Thermoplastic, Broken, White, 4in.
- (49) Line, Thermoplastic, Broken, Yellow, 4in.
- (71) Pavement Message Markings, Thermoplastic, Lane Indication Arrow

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING DETAILS

HORIZONTAL SCALE 1" = 40"	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 95 of 165
CONTRACT R-34740	PROJECT NO. 1297017

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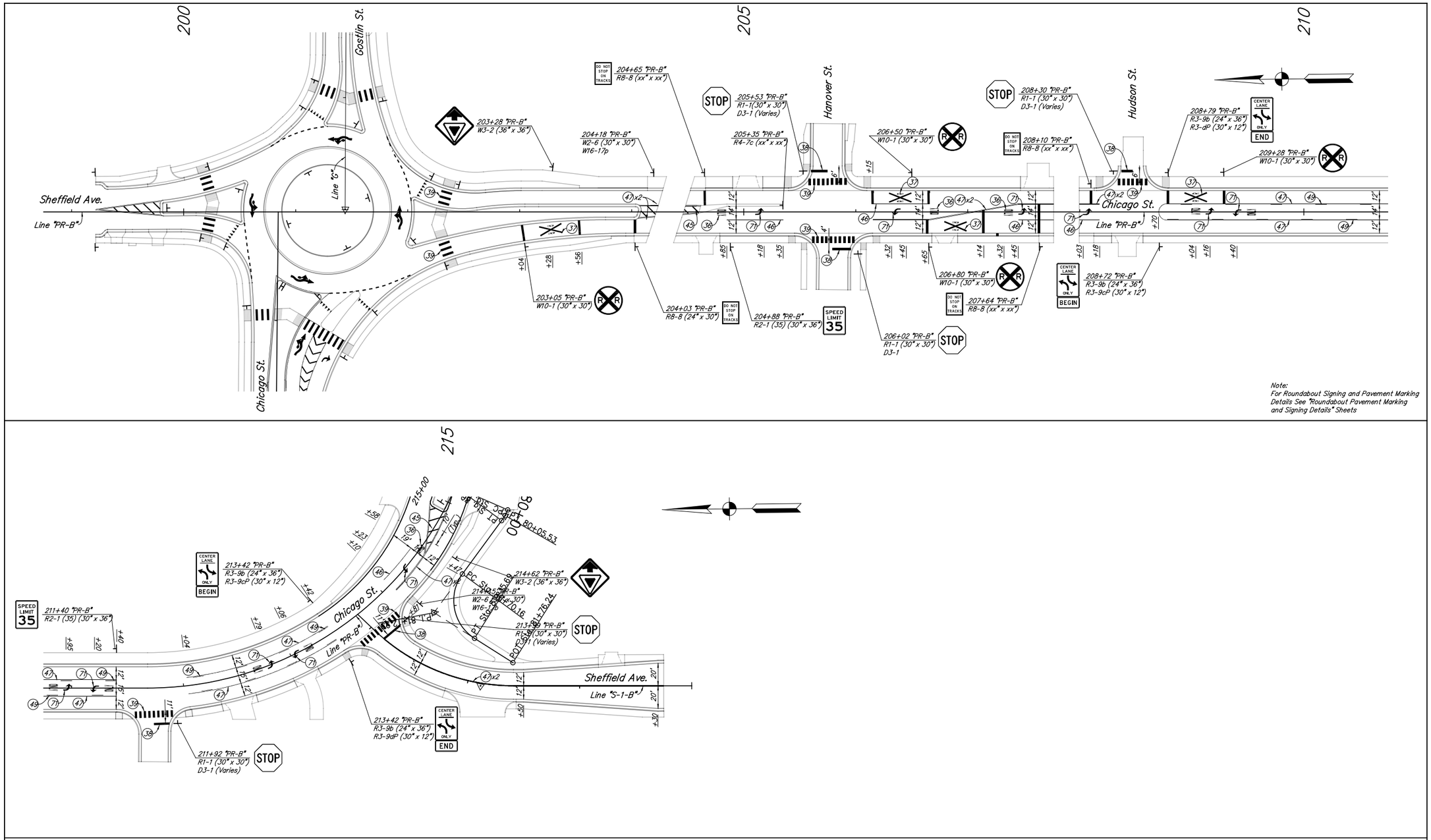

LEGEND

(36) Pavement Message Markings, Thermoplastic, Word (ONLY)	(41) Line, Thermoplastic, Solid, White, 12in., 3' Line, 3' Gap	(46A) Line, Thermoplastic, Solid, White, 6in.
(37) Pavement Message Markings, Thermoplastic, Word (RxR)	(43) Tranverse Marking, Thermoplastic - "Sharks Teeth"	(47) Line, Thermoplastic, Solid, Yellow, 4in.
(38) Transverse Markings, Thermoplastic, Stop Line, White, 24in.	(44) Line, Thermoplastic, Solid, White, 12in.	(48) Line, Thermoplastic, Broken, White, 4in.
(39) Transverse Markings, Thermoplastic, Crosswalk Line, White, 24in.	(45) Line, Thermoplastic, Solid, Yellow, 12in.	(49) Line, Thermoplastic, Broken, Yellow, 4in.
(40) Transverse Markings, Thermoplastic, Yield Line, White, 24in.	(46) Line, Thermoplastic, Solid, White, 4in.	(71) Pavement Message Markings, Thermoplastic, Lane Indication Arrow

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 40"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	96 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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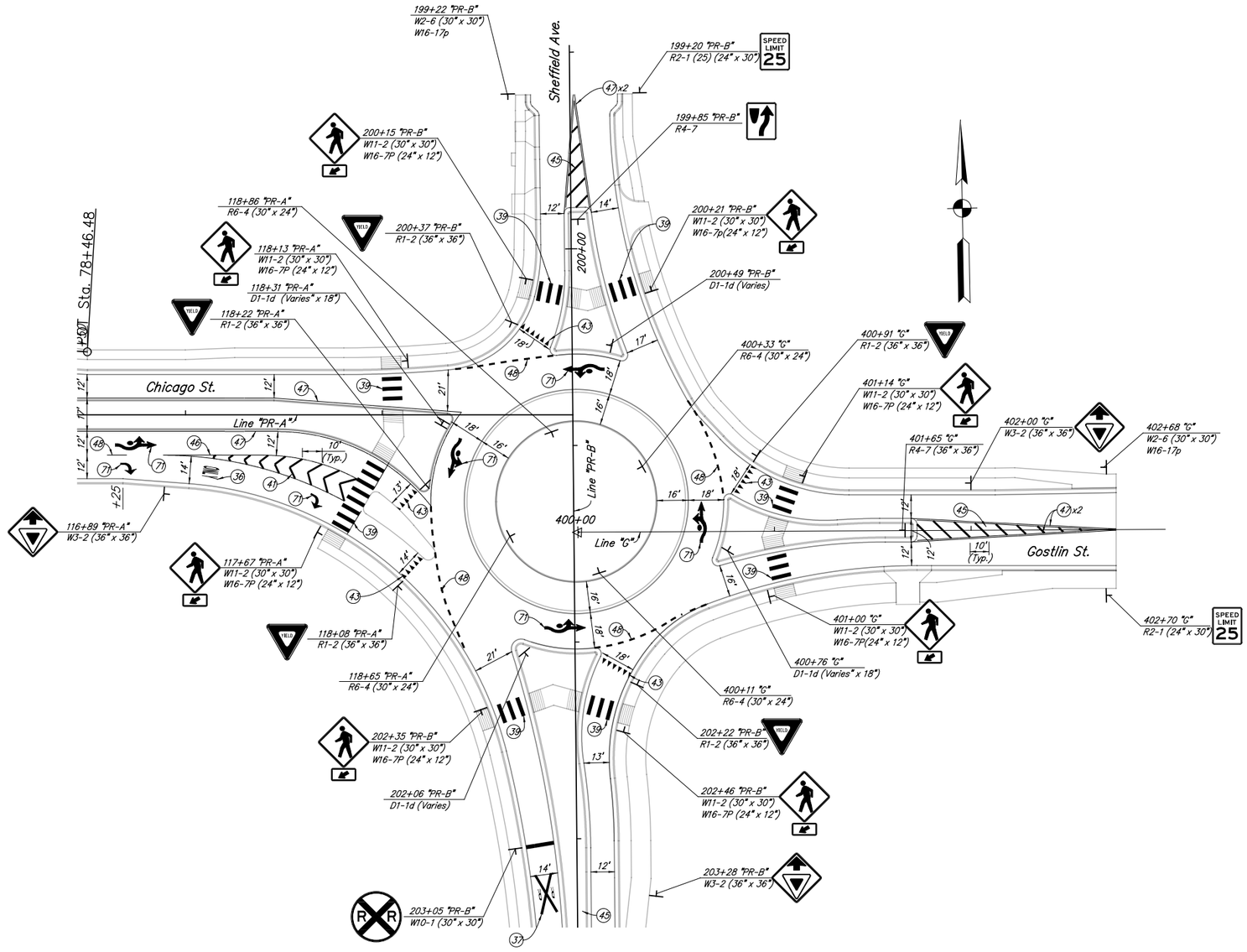

LEGEND

(36) Pavement Message Markings, Thermoplastic, Word (ONLY)	(41) Line, Thermoplastic, Solid, White, 12in., 3' Line, 3' Gap	(46A) Line, Thermoplastic, Solid, White, 6in.
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(39) Transverse Markings, Thermoplastic, Crosswalk Line, White, 24in.	(45) Line, Thermoplastic, Solid, Yellow, 12in.	(49) Line, Thermoplastic, Broken, Yellow, 4in.
(40) Transverse Markings, Thermoplastic, Yield Line, White, 24in.	(46) Line, Thermoplastic, Solid, White, 4in.	(71) Pavement Message Markings, Thermoplastic, Lane Indication Arrow

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

ROUNDABOUT PAVEMENT MARKING & SIGNING DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	97 of 165
CONTRACT	PROJECT NO.
R-34740	1297017

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PROJECT	DESIGNATION
1297017	1297017
CONTRACT	BRIDGE FILE
R-34740	N/A

INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS

CHICAGO STREET WIDENING & RECONSTRUCTION

CITY OF HAMMOND

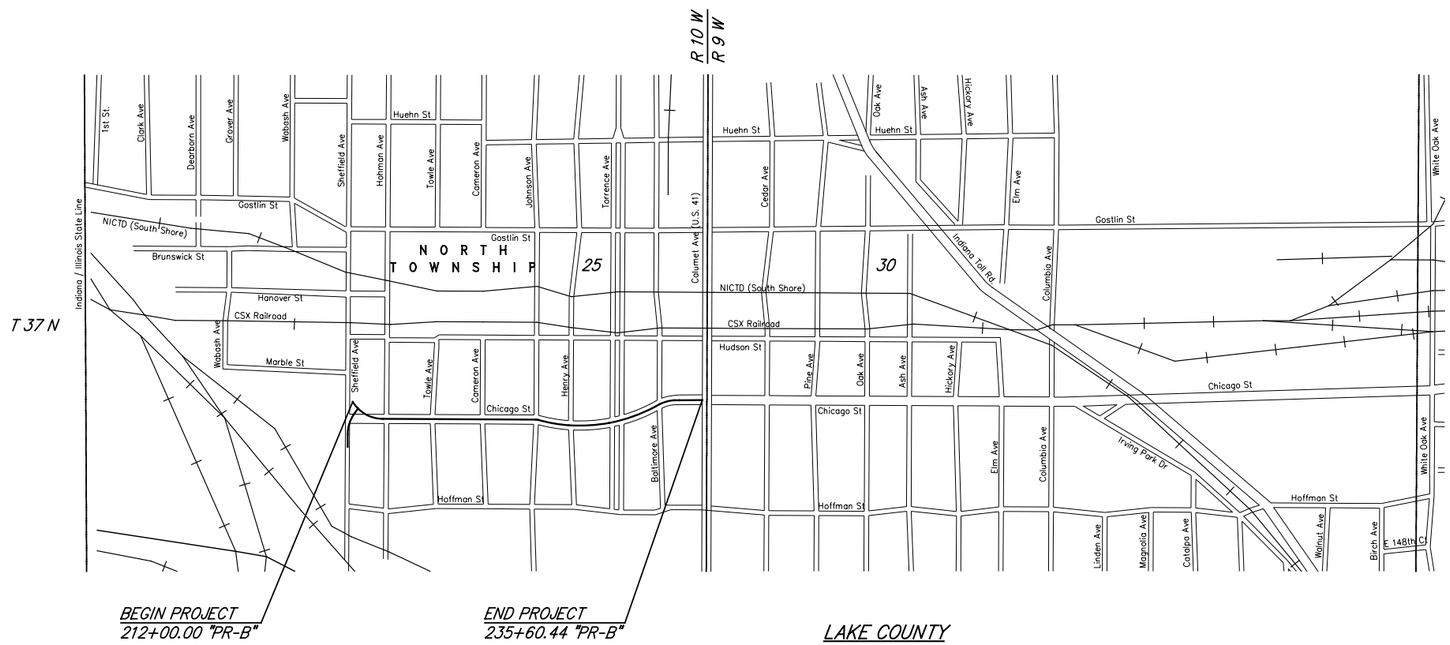
APPROVED BY:

BOARD OF PUBLIC WORKS & SAFETY

Robert Lendi	President
Stanley J. Dostatni	Vice President
Jeffery C. Smith	Member

PROJECT NO.	**1297017**	**P.E.**
PROJECT NO.	**1297017**	**R/W**
PROJECT NO.	**1297017**	**CONST.**

Project Description *The Project is Located Along Former S.R. 312, Beginning at the Intersection of Gostlin Street and Brainard Avenue (Illinois / Indiana Stateline), Continuing Easterly Approximately 0.37 Miles to the Intersection of Gostlin Street and Sheffield Avenue, Continuing Southerly Approximately 0.25 Miles to the Intersection of Sheffield Avenue and Chicago Street, and Continuing Easterly Approximately 1.4 Miles to a Point Terminating at the Intersection of Chicago Street and White Oak Avenue (Hammond / East Chicago Corporate Boundary). Within Lake County, the Project is Located Within the City Limits of Hammond, Indiana in Sections 25 & 30, T-37-N, R-10-W & R-9-W, North Township.*



PROJECT LOCATION SHOWN BY

LATITUDE: 41° 38' 40" N LONGITUDE: 87° 31' 56" W

BRIDGE LENGTH :	N/A	Mile
ROADWAY LENGTH :	1.954	Mile
TOTAL LENGTH :	1.954	Mile
MAX. GRADE :	0.72	%

Scale: 1" = 500'

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2012
TO BE USED WITH THESE PLANS

AMERICAN STRUCTUREPOINT INC.
7260 SHADELAND STATION
INDIANAPOLIS, IN 46256-3957
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER

CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION DATE

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	1 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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UTILITIES

TELEPHONE
AT&T
5858 N. College Ave.
Indianapolis, IN 46220
(317) 252-4007

CABLE TV
Comcast Cable
5330 E. 65th St.
Indianapolis, IN 46220
(317) 275-6355

GAS & ELECTRIC
NIPSCO
801 E. 86th Ave.
Merrillville, IN 46410
(219) 647-4299

FIBER OPTIC
Level 3 Communications
1025 Eldorado Blvd.
Broomfield, CO 80602
(720) 888-2294

MCI Communications
730 W. Henry St.
Indianapolis, IN 46225
(317) 685-8050

PIPELINE
BP Pipeline
150 W. Warrenville Rd.
Bldg. 605 3rd Floor
Naperville, IL 60653
(630) 961-7782

Buckeye Pipeline
Five Tek Park
9999 Hamilton Blvd.
Breiningsville, PA 18031
(610) 904-4418

Wolverine Pipeline
8075 Creekside Dr. Ste. 210
Portage, MI 49024
(269) 323-2491

ONEOK
Midwestern Gas Transmissions
P.O. Box 388
Potomac, IL 61865
(217) 776-2222

Premcor Refining Group
Bought by Buckeye Pipeline

SEWER
Hammond Sanitary District
5143 Columbia Ave.
Hammond, IN 46320
(219) 853-6412

WATER
Hammond Water Works
6505 Columbia Ave.
Hammond, IN 46320
(219) 853-6421

LIGHTING
Hammond Street Lighting Dept.
5925 Calumet Ave.
Hammond, IN 46320
(219) 853-6336
Contact: Frank Sarang

RAILROADS

Northern Indiana Commuter Transportation District
601 N. Roeske Avenue
Michigan City, IN 46360
(219) 874-4221
Contact: Christopher M. Beck

Indiana Harbor Belt
2721 161st Street
Hammond, IN 46323
(219) 989-4933
Contact: Phil Buckingham, Jr.

CSX Transportation
500 Water Street
Jacksonville, FL 32202
(859) 426-6924
Contact: Amanda J. DeCesare

TRAFFIC DATA	CHICAGO ST. (PR-B) 212+00.00 to 235+60.44
A.A.D.T. 2012	8,110 V.P.D.
A.A.D.T. 2034	14,890 V.P.D.
D.H.V.	V.P.H.
DIRECTIONAL DISTRIBUTION	50/50 %
TRUCKS	10 % D.H.V.
MAINLINE ESAL's	
DESIGN DATA	
DESIGN SPEED	35 M.P.H.
PROJECT DESIGN CRITERIA	4R Reconstruction (Non-Freeway)
FUNCTIONAL CLASSIFICATION	Principle Arterial
RURAL/URBAN	Urban (Intermediate)
TERRAIN	Level
ACCESS CONTROL	None

TRAFFIC DATA	SHEFFIELD AVE. (S-1-B)
A.A.D.T. 2012	< 3,490 V.P.D.
A.A.D.T. 2034	< 6,410 V.P.D.
D.H.V.	V.P.H.
DIRECTIONAL DISTRIBUTION	50/50 %
TRUCKS	5 % D.H.V.
MAINLINE ESAL's	
DESIGN DATA	
DESIGN SPEED	25 M.P.H.
PROJECT DESIGN CRITERIA	4R Reconstruction (Non-Freeway)
FUNCTIONAL CLASSIFICATION	Local Road
RURAL/URBAN	Urban (Built-Up)
TERRAIN	Level
ACCESS CONTROL	None

GENERAL NOTES

**	All earth shoulders, median areas, and cut and fill slopes shall be plain or mulch seeded except where sodding is specified
	The final cross sections of the grading contract will be the original cross sections of the paving contract. However, partial or complete cross sections shall be taken if necessary to determine the actual excavation quantities.
	The paper relocation will be cross sectioned by the Engineer before construction.
	Existing asphalt pavement located outside the construction limits, between Sta. _____ and Sta. _____, shall be removed as directed.
	The quantity of peat excavation shown on the plans has been estimated on the basis of theoretical cross sections by using treatment of existing fills, treatment by removal, or treatment by displacement, where each treatment applies.
	All limited access right-of-way (L.A. R/W) is to be fenced with chain link type fence (CLTF) or farm field type fence (FFTF) where specified in the plans.

** REPRESENTS GENERAL NOTES REQUIRED

INDEX TO SHEETS

SHEET NO.	DRAWING INDEX
1	Title Sheet
2	Index & General Notes
3-6	Typical Cross Sections
7	Plat No. 1
8	Geometric Tie-Ups
9	Geometric Tie-In Detail
10	Roundabout Geometric Tie-In Detail
11-12	Maintenance of Traffic - Typical Sections
13	Maintenance of Traffic - Detour Route
14-17	Maintenance of Traffic Details
18-22	Plan & Profiles
23-27	Plan & Profiles - Sanitary Sewer
28-33	Plan & Profiles - Water Main
34-39	Construction Details
40-45	Drainage Details
46-49	Spot Elevation Details
50-51	Erosion Control Details
52	Traffic Signal Details
53-56	Lighting Details
57-59	Pavement Marking & Signing Details
60-61	Summary of Quantities & Approach Table
62-65	Structure Data Tables
66-102	Cross Sections

REVISIONS

SHEET NO.	DATE	REVISED

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

INDEX AND GENERAL NOTES

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	2 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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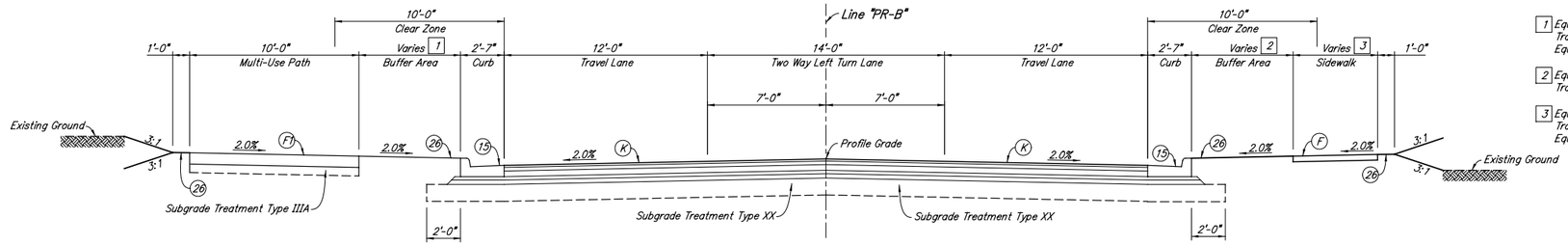
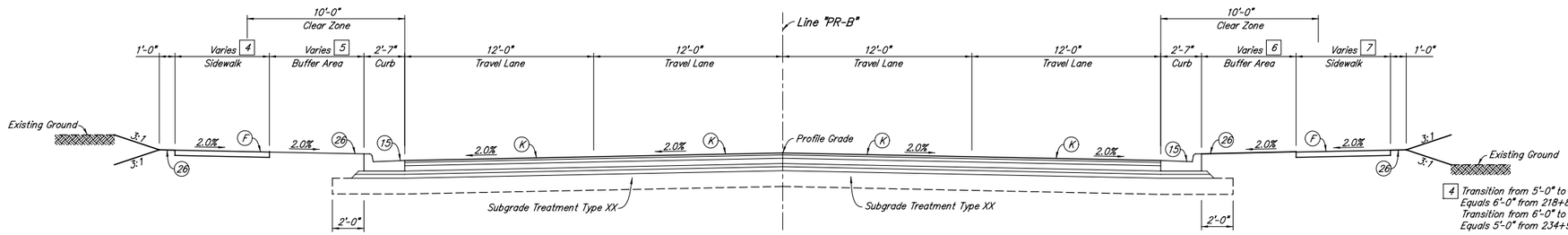
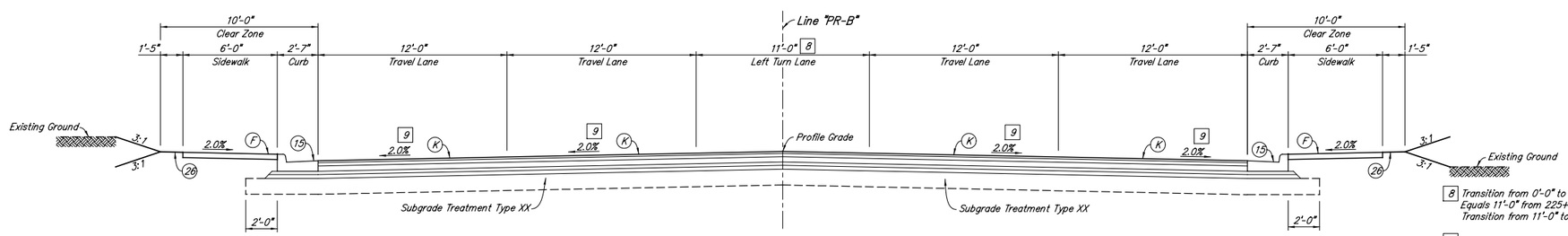


CHICAGO STREET
212+00.00 "PR-B" TO 214+90.00 "PR-B"



CHICAGO STREET
218+60.00 "PR-B" TO 224+30.00 "PR-B"
229+05.00 "PR-B" TO 235+60.44 "PR-B"



CHICAGO STREET
224+30.00 "PR-B" TO 229+05.00 "PR-B"

1 Equals 0'-0" from 212+00.00 to 213+57.97 "PR-B"
Transition from 2'-0" to 6'-0" from 213+57.97 to 214+40.00 "PR-B"
Equals 6'-0" from 214+40.00 to 214+90.00 "PR-B"

2 Equals 0'-0" from 212+00.00 to 214+70.56 "PR-B"
Transition from 2'-0" to 6'-0" from 214+70.56 to 214+90.00 "PR-B"

3 Equals 6'-0" from 212+00.00 to 214+40.00 "PR-B"
Transition from 7'-0" to 7'-5" from 214+40.00 to 214+70.56 "PR-B"
Equals 5'-0" from 214+70.56 to 214+90.00 Line "PR-B"

4 Transition from 5'-0" to 6'-0" from 218+60.00 to 218+80.90 "PR-B"
Equals 6'-0" from 218+80.90 to 234+53.33 "PR-B"
Transition from 6'-0" to 5'-0" from 234+53.33 to 234+90.00 "PR-B"
Equals 5'-0" from 234+90.00 to 235+50.00 "PR-B"

5 Transition from 4'-9" to 0'-0" from 218+60.00 to 218+80.90 "PR-B"
Equals 0'-0" from 218+80.90 to 234+53.33 "PR-B"
Transition from 0'-0" to 7'-6" from 234+53.33 to 234+90.00 "PR-B"
Equals 7'-6" from 234+90.00 to 235+50.00 "PR-B"

6 Equal 0'-0" from 218+60.00 to 235+11.50 "PR-B"
Transition from 0'-0" to 6'-6" from 235+11.50 to 235+60.44 "PR-B"

7 Equal 6'-0" from 218+60.00 to 235+11.50 "PR-B"
Transition from 6'-0" to 4'-3" from 235+11.50 to 235+60.44 "PR-B"

8 Transition from 0'-0" to 11'-0" from 224+30.00 to 225+30.00 "PR-B"
Equals 11'-0" from 225+30.00 to 228+05.00 "PR-B"
Transition from 11'-0" to 0'-0" from 228+05.00 to 229+05.00 "PR-B"

9 Equals 2.0% from 224+30.00 to 228+00.00 "PR-B"
Transition from 2.0% to 2.5% from 228+00.00 to 228+50.00 "PR-B"
Transition from 2.5% to 2.0% from 228+50.00 to 229+00.00 "PR-B"
Equals 2.0% from 229+00.00 to 229+05.00 "PR-B"

LEGEND

- (B) PCCP for Truck Apron x.x" PCCP, Colored, Stamped with D-1 Joints @ x'-x" Spacing
- (F) Concrete Sidewalk, 5"
- (K) xxx #/Syd. QC/QA-HMA, x, xx, Surface, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Intermediate, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Base, xx
- (F1) Multi-Use Path PCCP, 4in. on 4" Compacted Aggregate, No. 53, Base
- (O) Compacted Aggregate, No. 53, Base
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter Modified, Inverted
- (17) Depressed Curb and Gutter, Modified, Inverted
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	3 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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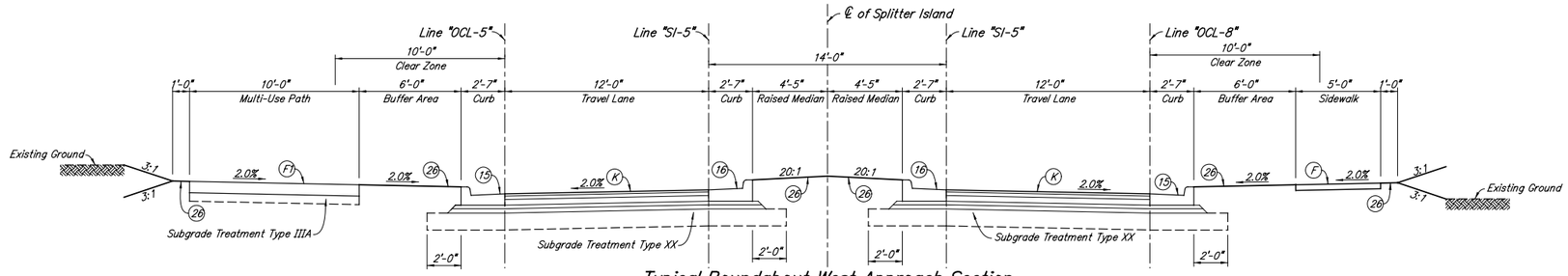
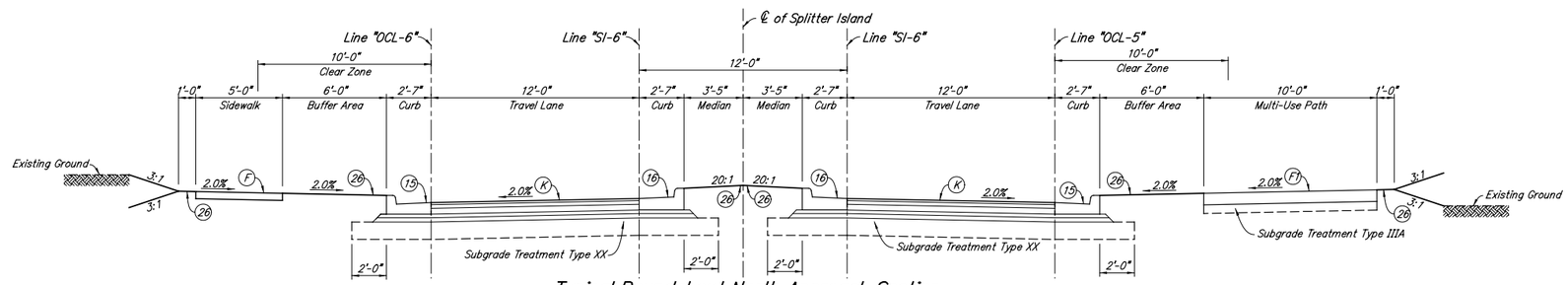
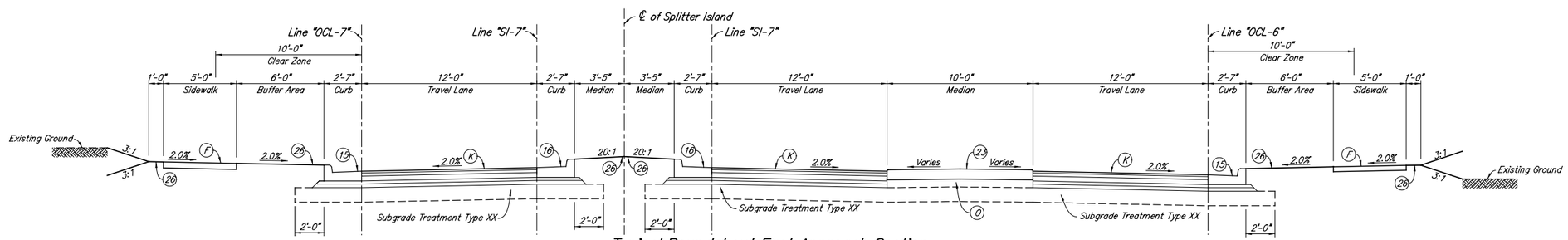


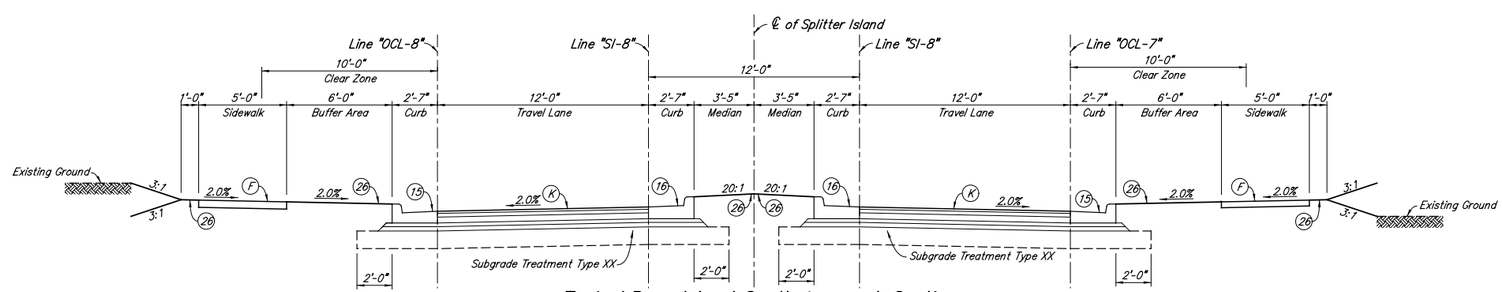
Typical Roundabout West Approach Section



Typical Roundabout North Approach Section



Typical Roundabout East Approach Section



Typical Roundabout South Approach Section

LEGEND

- (B) PCCP for Truck Apron x.x" PCCP, Colored, Stamped with D-1 Joints @ x'-x" Spacing
- (F) Concrete Sidewalk, 5"
- (K) xxx #/Syd. QC/QA-HMA, x, xx, Surface, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Intermediate, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Base, xx
- (F1) Multi-Use Path PCCP, 4in. on 4" Compacted Aggregate, No. 53, Base
- (O) Compacted Aggregate, No. 53, Base
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter Modified, Inverted
- (17) Depressed Curb and Gutter, Modified, Inverted
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS SOUTH ROUNDABOUT APPROACHES

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	4 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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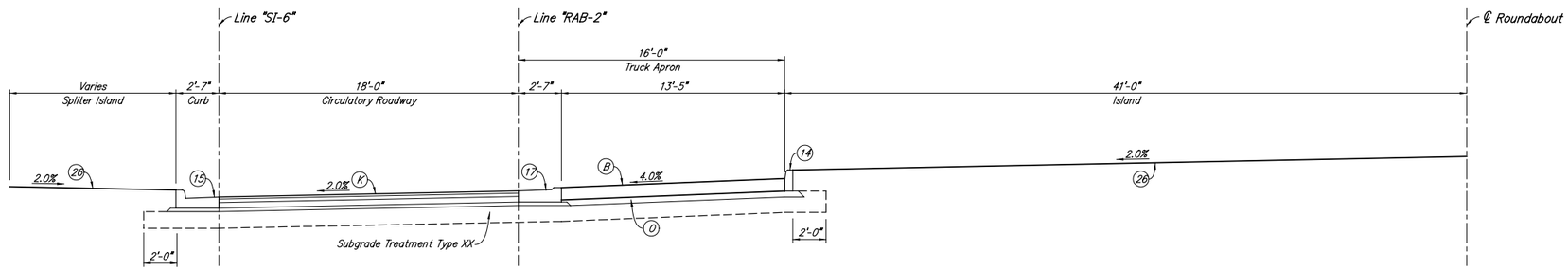
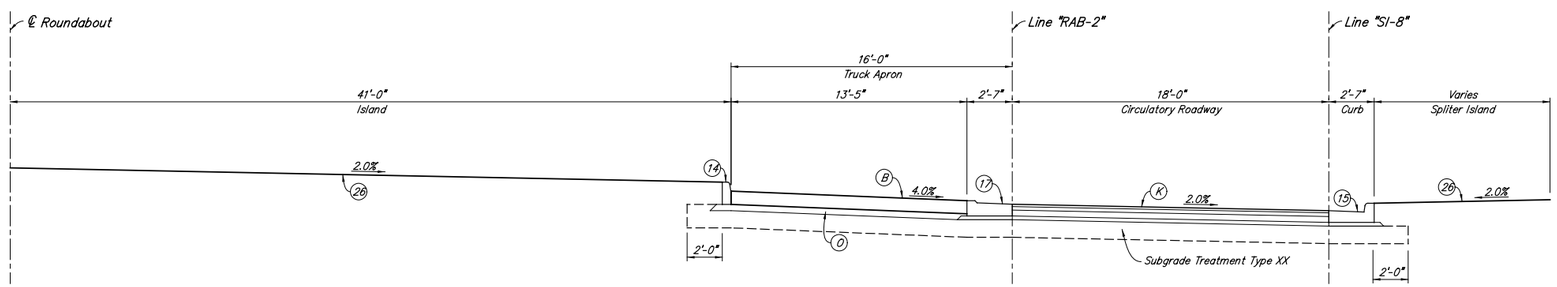


Typical South Roundabout Section



Typical South Roundabout Section

LEGEND

- (B) PCCP for Truck Apron x.x" PCCP, Colored, Stamped with D-1 Joints @ x'-x" Spacing
- (F) Concrete Sidewalk, 5"
- (K) xxx #/Syd. QC/QA-HMA, x, xx, Surface, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Intermediate, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Base, xx
- (F1) Multi-Use Path PCCP, 4in. on 4" Compacted Aggregate, No. 53, Base
- (0) Compacted Aggregate, No. 53, Base
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter Modified, Inverted
- (17) Depressed Curb and Gutter, Modified, Inverted
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS ROUNDABOUTS

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	5 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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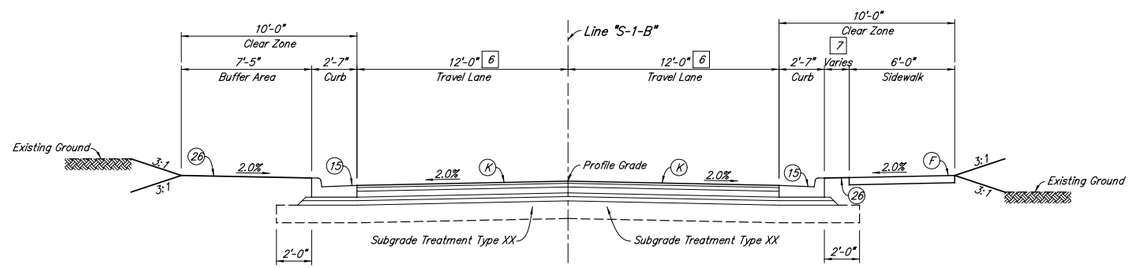

SHEFFIELD AVENUE

50+25.00 "S-1-B" TO 52+97.47 "S-1-B"

6 Transition from 20'-3" to 12'-0" from 50+25.00 to 51+50.00 "S-1-B"
Equals 12'-0" from 51+50.00 to 52+97.47 "S-1-B"

7 Equals 0'-0" from 50+25.00 to 50+83.00 "S-1-B"
Transition from 3'-0" to 8'-0" from 50+83.00 to 51+60.00 "S-1-B"
Equals 8'-0" from 51+60.00 to 51+80.00 "S-1-B"

LEGEND

- (B) PCCP for Truck Apron x.x" PCCP, Colored, Stamped with D-1 Joints @ x'-x" Spacing
- (F) Concrete Sidewalk, 5"
- (K) xxx #/Syd. QC/QA-HMA, x, xx, Surface, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Intermediate, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Base, xx
- (F1) Multi-Use Path PCCP, 4in. on 4" Compacted Aggregate, No. 53, Base
- (0) Compacted Aggregate, No. 53, Base
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter Modified, Inverted
- (17) Depressed Curb and Gutter, Modified, Inverted
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery

RECOMMENDED FOR APPROVAL _____
DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "S-1-B"

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	6 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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North Side Addition

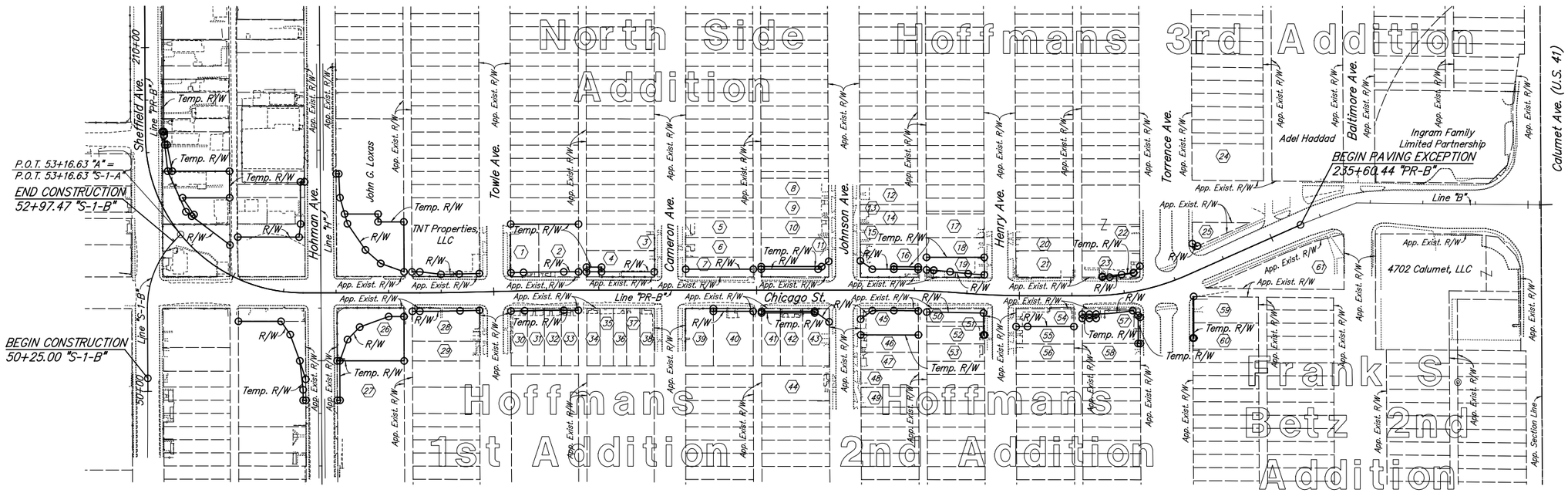
Section	Index	Owner
25	1	Krishonna Bond
25	2	Janice M. Zilz
25	3	Jose N. Rodriguez
25	4	Cecilio Lopez Et al.
25	5	Ruben VillarreJal
25	6	Sofia Velasquez-Medino
25	7	Joe Jurek
25	8	Joel Vera
25	9	Armando Vasquez
25	10	Elva M. Garate
25	11	Joel Vera

Hoffman's 3rd Addition

Section	Index	Owner
25	12	Francisco Dehoyos
25	13	Frieda J. Cyr
25	14	Carlos Bernal
25	15	Maricela Estrada
25	16	Andrew P. Pogorzelski, Jr.
25	17	Jose Perez
25	18	Arturo Gonzalez
25	19	John R. Burgess
25	20	Fortino Seferino Ambrosio
25	21	OK Safety Supply, Inc.
25	22	Anthony J. Sabaitis

Hoffman's 3rd Addition

Section	Index	Owner
25	23	Manuel Cornejo
25	24	Nick Koscinus
25	25	City of Hammond Redevelopment Commission



Hoffmans 1st Addition

Section	Index	Owner
25	26	Lake County Trust Company Trust No. 5461
25	27	Franciszek Gal
25	28	Jose Lauro Sanchez
25	29	Filberto Nunez
25	30	Gregory W. Hand
25	31	Juan Maldonada
25	32	Jesus Zavala
25	33	Patricia Jeanty
25	34	Jonathon Wilson
25	35	Maribel Zavala Palmerin
25	36	Hermenegilda Origil
25	37	William R. Duncan
25	38	Isaias Zamot
25	39	Phoebe A. Graham
25	40	John Aguilera
25	41	Joe Jurek
25	42	James C. Hicks
25	43	Miguel A. Marrufo
25	44	Ana Brajewski

Hoffmans 2nd Addition

Section	Index	Owner
25	45	Raquel L. Calvillo
25	46	Janina Ablazej
25	47	Lawrence C. Mendoza
25	48	Christopher Saghan
25	49	Jose I. Bahena
25	50	Walter J. Frejek
25	51	Robert Williams
25	52	Larry C. Jimenez
25	53	Guadalupe Maldonado
25	54	Michael Nagy
25	55	Yolanda Medran
25	56	James R. Vanover
25	57	Andrew m. Habzansky
25	58	Albert Bodie

Hoffmans 2nd Addition

Section	Index	Owner
25	59	Matthew Swain
25	60	John T. Coapstick
25	61	City of Hammond Redevelopment Commission

SEC. 25, T 37 N, R 10 W
NORTH TOWNSHIP
LAKE COUNTY

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	7 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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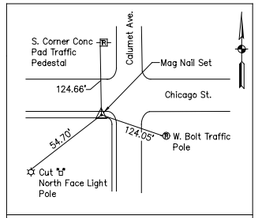

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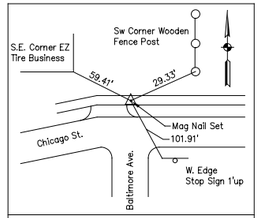

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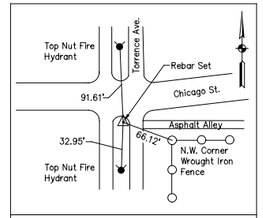

RBS #B13
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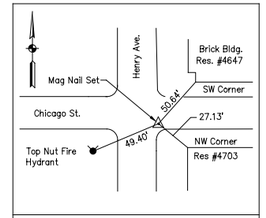

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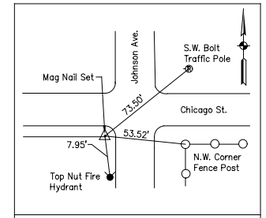

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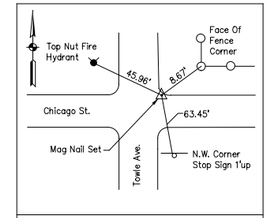

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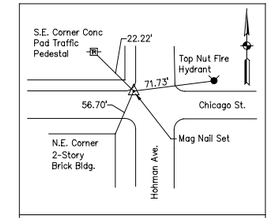

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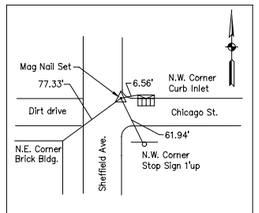

MNS #B18
N: 24,311.017 / E: 33,803.054

RECOMMENDED
FOR APPROVAL _____
DESIGN ENGINEER DATE

DESIGNED: BAR
DRAWN: CAK
CHECKED: GTC
CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

GEOMETRIC TIE-UPS

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	8 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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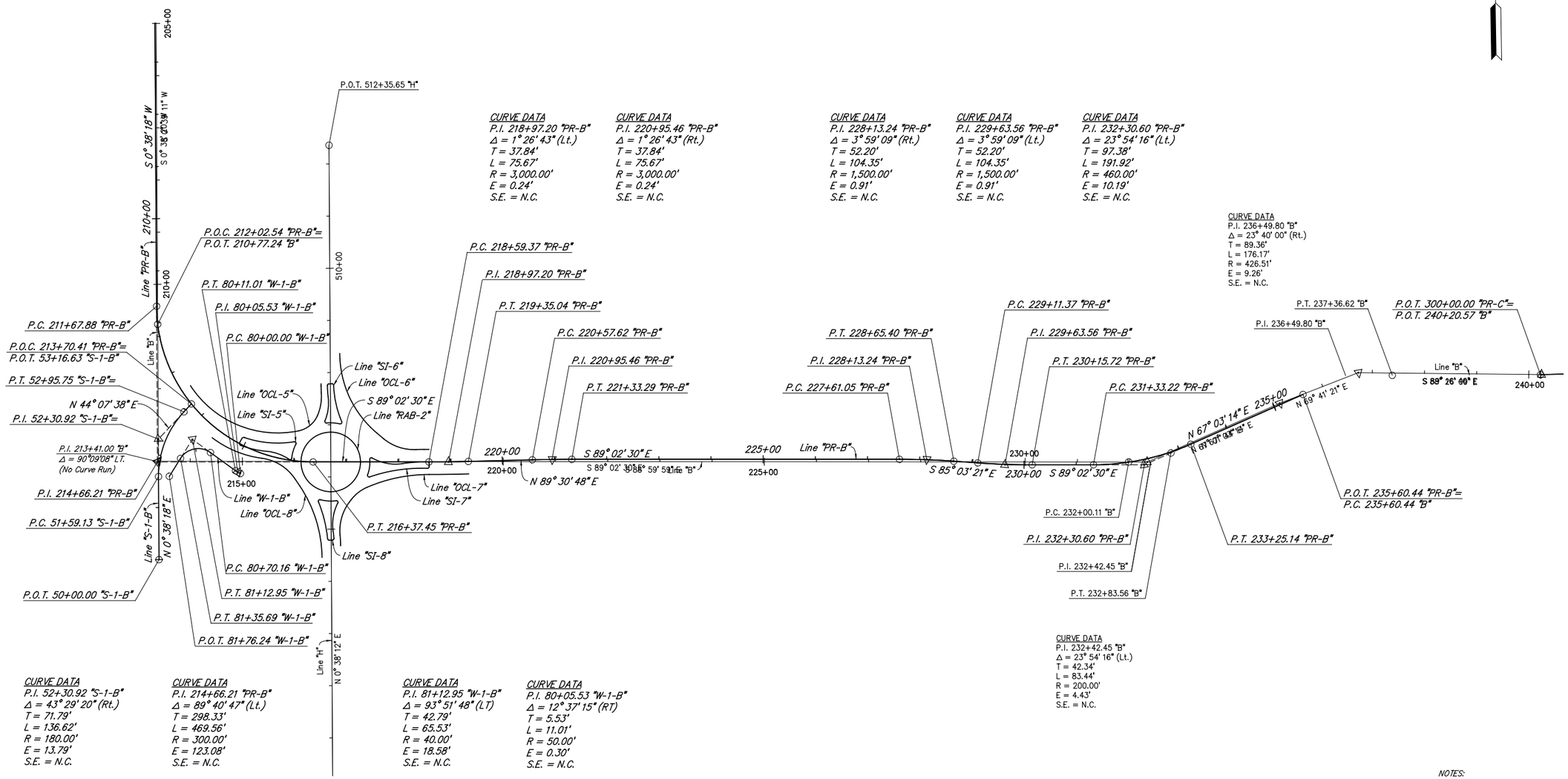

NOTES:
For Additional Roundabout Alignment Information
See Roundabout Geometric Tie-In Details.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 100'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	GEOMETRIC TIE-IN DETAIL	SURVEY BOOK N/A	SHEETS 9 of 102
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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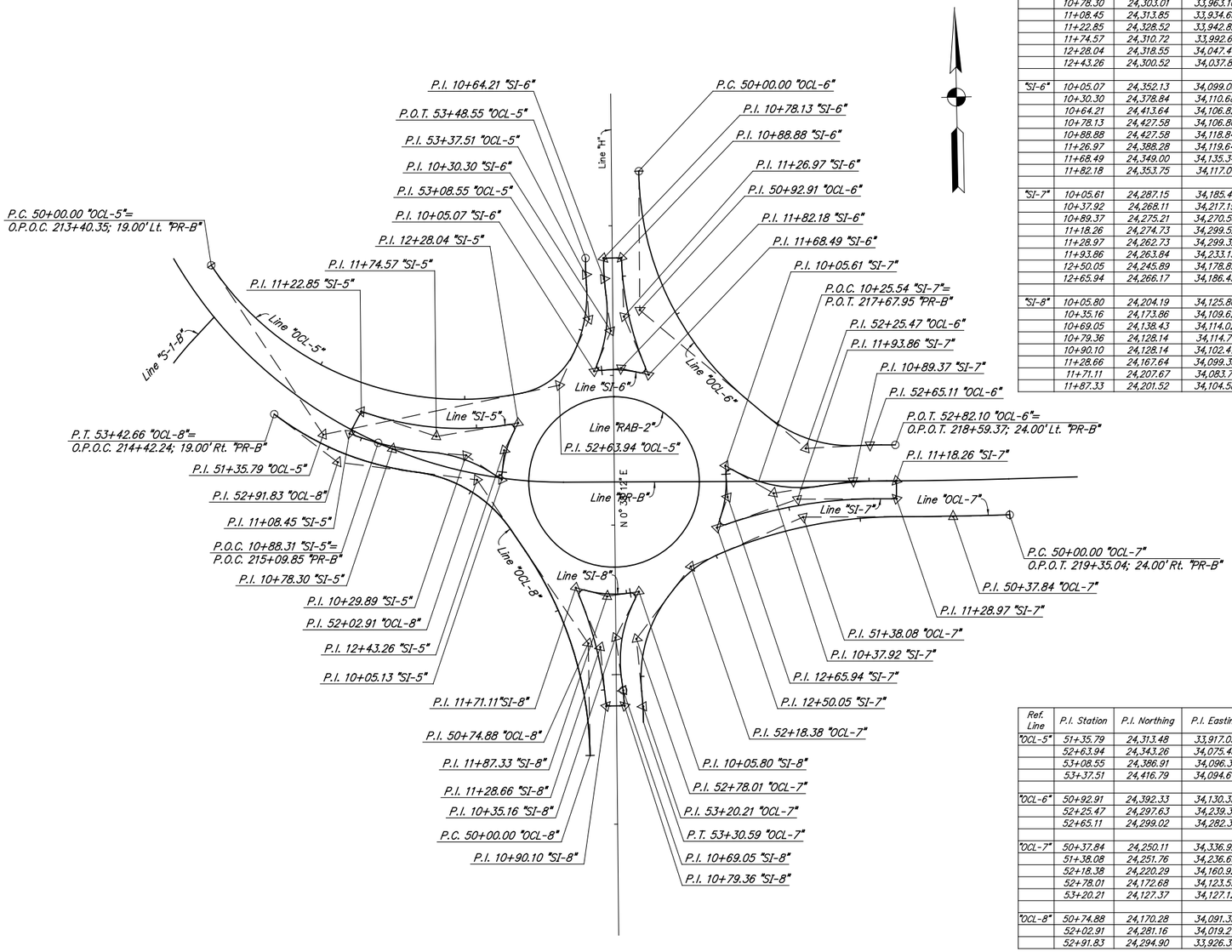

Ref. Line	P.I. Station	P.I. Northing	P.I. Easting	Δ	Tangent Length	Curve Length	Radius	External Distance	Curve Begin Station	Curve End Station	Bearing Back	Bearing Ahead
"SI-5"	10+05.13	24,280.98	34,035.66	119° 19' 10" Rt.	5.13'	6.25'	3.00'	2.94'	P.C. 10+00.00	P.T. 10+06.25	S 06° 15' 54" W	N 54° 24' 56" W
	10+29.89	24,297.71	34,012.27	29° 25' 59" Lt.	23.64'	46.23'	90.00'	3.05'	P.C. 10+06.25	P.T. 10+52.48	N 54° 24' 56" W	N 83° 50' 55" W
	10+78.30	24,303.01	33,963.10	14° 42' 37" Rt.	25.82'	51.35'	200.00'	1.66'	P.C. 10+52.48	P.T. 11+03.83	N 83° 50' 55" W	N 69° 08' 18" W
	11+08.45	24,313.85	33,934.65	98° 15' 25" Rt.	4.62'	6.86'	4.00'	2.11'	P.C. 11+03.83	P.T. 11+10.69	N 69° 08' 18" W	N 29° 07' 07" E
	11+22.85	24,328.52	33,942.82	80° 33' 12" Rt.	3.39'	5.62'	4.00'	1.24'	P.C. 11+19.46	P.T. 11+25.08	N 29° 07' 07" E	S 70° 19' 41" E
	11+74.57	24,310.72	33,992.61	27° 47' 46" Lt.	49.49'	97.03'	200.00'	6.03'	P.C. 11+25.08	P.T. 12+22.11	S 70° 19' 41" E	N 81° 52' 33" E
	12+28.04	24,318.55	34,047.47	126° 19' 06" Rt.	5.93'	6.61'	3.00'	3.64'	P.C. 12+22.11	P.T. 12+28.72	N 81° 52' 33" E	S 28° 11' 39" W
	12+43.26	24,300.52	34,037.81	21° 55' 45" Lt.	14.53'	28.71'	75.00'	1.39'	P.C. 12+28.72	P.T. 12+57.43	S 28° 11' 39" W	S 06° 15' 54" W
"SI-6"	10+05.07	24,352.13	34,099.00	118° 45' 36" Rt.	5.07'	6.22'	3.00'	2.89'	P.C. 10+00.00	P.T. 10+06.22	S 84° 51' 34" W	N 23° 37' 09" E
	10+30.30	24,378.84	34,110.68	29° 57' 26" Lt.	24.08'	47.06'	90.00'	3.17'	P.C. 10+06.22	P.T. 10+53.27	N 23° 37' 09" E	N 06° 20' 16" W
	10+64.21	24,413.64	34,106.82	06° 15' 41" Rt.	10.94'	21.86'	200.00'	0.30'	P.C. 10+53.27	P.T. 10+75.13	N 06° 20' 16" W	N 00° 04' 35" W
	10+78.13	24,427.58	34,106.80	90° 04' 35" Rt.	3.00'	4.72'	3.00'	1.25'	P.C. 10+75.13	P.T. 10+79.85	N 00° 04' 35" W	Due East
	10+88.88	24,427.58	34,118.84	88° 50' 01" Rt.	2.94'	4.65'	3.00'	1.20'	P.C. 10+85.94	P.T. 10+90.60	Due East	S 01° 09' 59" E
	11+26.97	24,388.28	34,119.64	20° 36' 55" Lt.	36.37'	71.96'	200.00'	3.28'	P.C. 10+90.60	P.T. 11+62.56	S 01° 09' 59" E	S 21° 46' 53" E
	11+68.49	24,349.00	34,135.34	126° 19' 06" Rt.	5.93'	6.61'	3.00'	3.64'	P.C. 11+62.56	P.T. 11+69.17	S 21° 46' 53" E	N 75° 27' 47" W
	11+82.18	24,353.75	34,117.01	19° 40' 39" Lt.	13.01'	25.76'	75.00'	1.12'	P.C. 11+69.17	P.T. 11+94.93	N 75° 27' 47" W	S 84° 51' 34" W
"SI-7"	10+05.61	24,287.15	34,185.41	123° 43' 46" Rt.	5.61'	6.48'	3.00'	3.36'	P.C. 10+00.00	P.T. 10+06.48	N 02° 47' 58" W	S 59° 04' 11" E
	10+37.92	24,268.11	34,217.19	38° 30' 44" Lt.	31.44'	60.50'	90.00'	5.33'	P.C. 10+06.48	P.T. 10+66.97	S 59° 04' 11" E	N 82° 25' 04" E
	10+89.37	24,275.21	34,270.56	08° 32' 26" Rt.	22.40'	44.72'	300.00'	0.84'	P.C. 10+66.97	P.T. 11+11.69	N 82° 25' 04" E	S 89° 02' 30" E
	11+18.26	24,274.73	34,299.52	89° 59' 17" Rt.	3.00'	4.71'	3.00'	1.24'	P.C. 11+15.26	P.T. 11+19.97	S 89° 02' 30" E	S 00° 56' 47" W
	11+28.97	24,262.73	34,299.32	90° 00' 43" Rt.	3.00'	4.71'	3.00'	1.24'	P.C. 11+25.97	P.T. 11+30.68	S 00° 56' 47" W	N 89° 02' 30" W
	11+93.86	24,263.84	34,233.15	19° 15' 43" Lt.	50.91'	100.85'	300.00'	4.29'	P.C. 11+42.95	P.T. 12+43.81	N 89° 02' 30" W	S 71° 41' 48" W
	12+50.05	24,245.89	34,178.89	128° 42' 11" Rt.	6.25'	6.74'	3.00'	3.93'	P.C. 12+43.81	P.T. 12+50.54	S 71° 41' 48" W	N 20° 23' 59" E
	12+65.94	24,266.17	34,186.43	23° 11' 57" Lt.	15.39'	30.37'	75.00'	1.56'	P.C. 12+50.54	P.T. 12+80.91	N 20° 23' 59" E	N 02° 47' 58" W
"SI-8"	10+05.80	24,204.19	34,125.86	125° 19' 24" Rt.	5.80'	6.56'	3.00'	3.53'	P.C. 10+00.00	P.T. 10+06.56	N 82° 51' 07" E	S 28° 10' 30" W
	10+35.16	24,173.86	34,109.62	35° 15' 36" Lt.	28.60'	55.39'	90.00'	4.44'	P.C. 10+06.56	P.T. 10+61.95	S 28° 10' 30" W	S 07° 05' 06" E
	10+69.05	24,138.43	34,114.02	03° 15' 22" Rt.	7.11'	14.21'	250.00'	0.10'	P.C. 10+61.95	P.T. 10+76.16	S 07° 05' 06" E	S 03° 49' 45" E
	10+79.36	24,128.14	34,114.71	93° 49' 45" Rt.	3.21'	4.91'	3.00'	1.39'	P.C. 10+76.16	P.T. 10+81.07	S 03° 49' 45" E	Due West
	10+90.10	24,128.14	34,102.47	85° 27' 17" Rt.	2.77'	4.47'	3.00'	1.08'	P.C. 10+87.33	P.T. 10+91.81	Due West	N 04° 32' 43" W
	11+28.66	24,167.64	34,099.33	16° 46' 23" Lt.	36.86'	73.19'	250.00'	2.70'	P.C. 10+91.81	P.T. 11+64.99	N 04° 32' 43" W	N 21° 19' 05" W
	11+71.11	24,207.67	34,083.71	127° 44' 14" Rt.	6.12'	6.69'	3.00'	3.81'	P.C. 11+64.99	P.T. 11+71.68	N 21° 19' 05" W	S 73° 34' 52" E
	11+87.33	24,201.52	34,104.58	23° 34' 02" Lt.	15.65'	30.85'	75.00'	1.61'	P.C. 11+71.68	P.T. 12+02.53	S 73° 34' 52" E	N 82° 51' 07" E

Ref. Line	P.I. Station	P.I. Northing	P.I. Easting	Δ	Tangent Length	Curve Length	Radius	External Distance	Curve Begin Station	Curve End Station	Bearing Back	Bearing Ahead
"OCL-5"	51+35.79	24,313.48	33,917.05	68° 20' 54" Lt.	135.79'	238.58'	200.00'	41.74'	P.C. 50+00.00	P.T. 52+38.58	S 32° 17' 58" E	N 79° 21' 08" E
	52+63.94	24,343.26	34,075.43	53° 47' 42" Lt.	25.36'	46.94'	50.00'	6.07'	P.C. 52+38.58	P.T. 52+85.53	N 79° 21' 08" E	N 25° 33' 26" E
	53+08.55	24,386.91	34,096.31	28° 42' 00" Lt.	23.02'	45.08'	90.00'	2.90'	P.C. 52+85.53	P.T. 53+30.61	N 25° 33' 26" E	N 03° 08' 34" W
	53+37.51	24,416.79	34,094.67	03° 57' 05" Rt.	6.90'	13.79'	200.00'	0.12'	P.C. 53+30.61	P.T. 53+44.40	N 03° 08' 34" W	N 00° 48' 30" E
"OCL-6"	50+92.91	24,392.33	34,130.33	49° 50' 01" Lt.	92.91'	173.95'	200.00'	20.53'	P.C. 50+00.00	P.T. 51+73.95	S 00° 48' 30" W	S 49° 01' 30" E
	52+25.47	24,297.63	34,239.36	42° 49' 52" Lt.	35.30'	67.28'	90.00'	6.67'	P.C. 51+90.17	P.T. 52+57.45	S 49° 01' 30" E	N 88° 08' 37" E
	52+65.11	24,299.02	34,282.31	02° 48' 53" Rt.	7.67'	15.33'	312.00'	0.09'	P.C. 52+57.45	P.T. 52+72.77	N 88° 08' 37" E	S 89° 02' 30" E
"OCL-7"	50+37.84	24,250.11	34,336.92	01° 26' 01" Rt.	37.84'	75.67'	3,024.00'	0.24'	P.C. 50+00.00	P.T. 50+75.67	S 89° 30' 48" W	N 89° 03' 11" W
	51+38.08	24,251.76	34,236.69	23° 30' 18" Lt.	62.41'	123.07'	300.00'	6.42'	P.C. 50+75.67	P.T. 51+98.74	N 89° 03' 11" W	S 67° 26' 31" W
	52+18.38	24,220.29	34,160.92	29° 20' 36" Lt.	19.64'	38.41'	75.00'	2.53'	P.C. 51+98.74	P.T. 52+37.15	S 67° 26' 31" W	S 38° 05' 55" W
	52+78.01	24,172.68	34,123.59	42° 33' 40" Lt.	35.05'	66.85'	90.00'	6.59'	P.C. 52+42.96	P.T. 53+09.81	S 38° 05' 55" W	S 04° 27' 45" E
	53+20.21	24,127.37	34,127.12	04° 45' 43" Rt.	10.39'	20.78'	250.00'	0.22'	P.C. 53+09.81	P.T. 53+30.59	S 04° 27' 45" E	S 00° 17' 58" W
"OCL-8"	50+74.88	24,170.28	34,091.35	33° 20' 53" Lt.	74.88'	145.51'	250.00'	10.97'	P.C. 50+00.00	P.T. 51+45.51	N 00° 17' 58" E	N 33° 02' 55" W
	52+02.91	24,281.16	34,019.21	48° 31' 51" Lt.	40.57'	76.23'	90.00'	8.72'	P.C. 51+62.34	P.T. 52+38.57	N 33° 02' 55" W	N 81° 34' 46" W
	52+91.83	24,294.90	33,926.39	29° 49' 11" Rt.	53.25'	104.09'	200.00'	6.97'	P.C. 52+38.57	P.T. 53+42.66	N 81° 34' 46" W	N 51° 45' 35" W

NOTES:
For Additional Alignment Information
See Geometric Tie-In Details.

RECOMMENDED FOR APPROVAL _____
DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

ROUNDABOUT GEOMETRIC
TIE-IN DETAIL

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	10 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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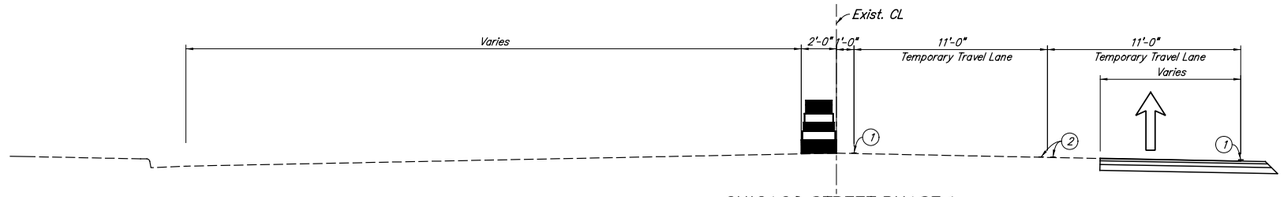
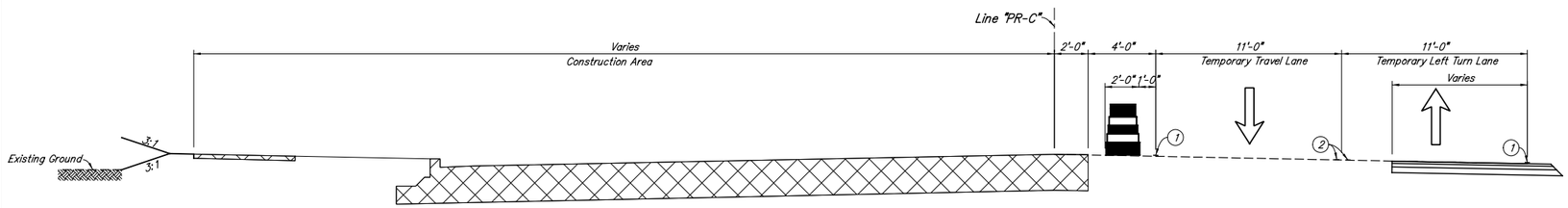


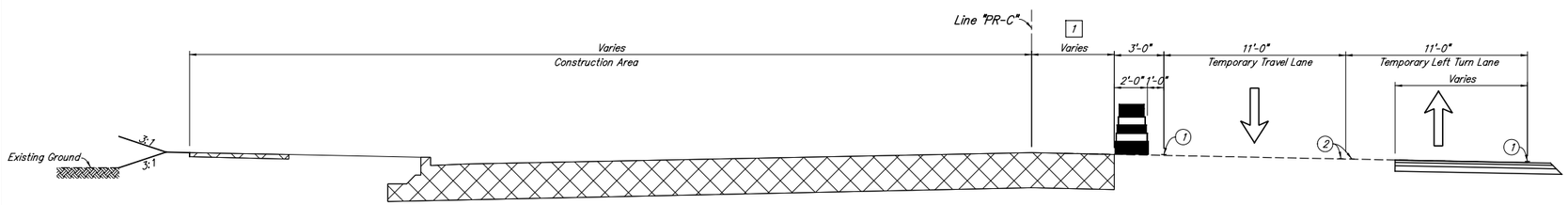
CHICAGO STREET PHASE 1

235+60.00 "PR-B" TO 300+55.00 "PR-C"



CHICAGO STREET

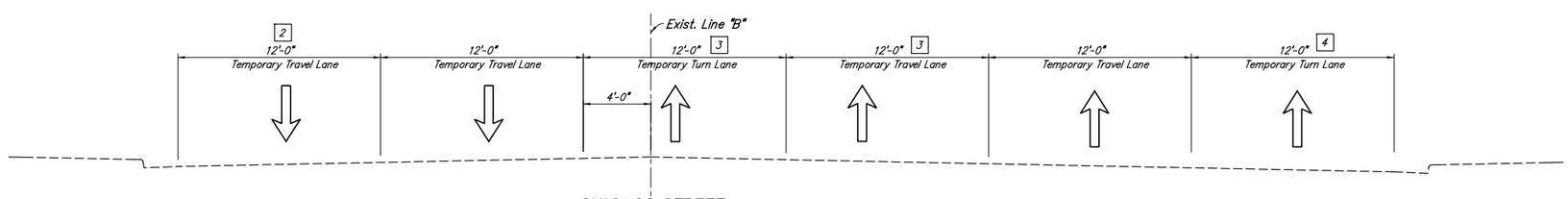
216+37.45 "PR-B" TO 225+25.00 "PR-B"
231+33.22 "PR-B" TO 235+60.44 "PR-B"



CHICAGO STREET

225+25.00 "PR-B" TO 231+33.22 "PR-B"

1 Varies from 2'-0" to 8'-0" from Station 225+25.00 to 226+25.00
Varies from 8'-0" to 2'-0" from Station 230+33.00 to 231+33.00



CHICAGO STREET

231+33.22 "PR-B" TO 239+25.00 "B"

2 Varies from 12'-0" to 0'-0" from Station 237+75.00 to 239+00.00 "B"

3 Varies from 0'-0" to 12'-0" from Station 231+33.22 "PR-B" to 237+70.00 "B"

4 Varies from 0'-0" to 12'-0" from Station 237+90.00 "B" to 238+40.00 "B"

LEGEND

Direction of Traffic

Standard Drum

(1) Temp. Pavm't. Marking, Removable, White, 4 in.

(2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.

(3) Temp. Pavm't. Marking, Removable, Broken, White, 4 in.

(S) Saw Cut Req'd (Not a Pay Item)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: TJB DRAWN: TJB

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS MAINTENANCE OF TRAFFIC

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	11 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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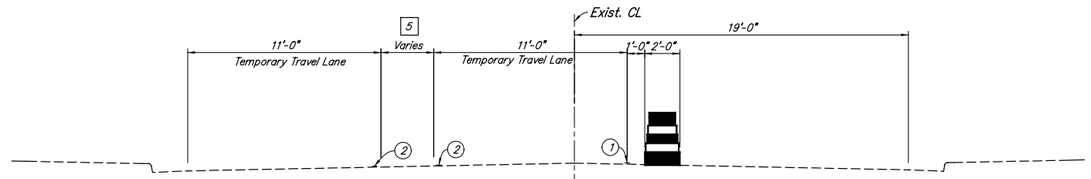
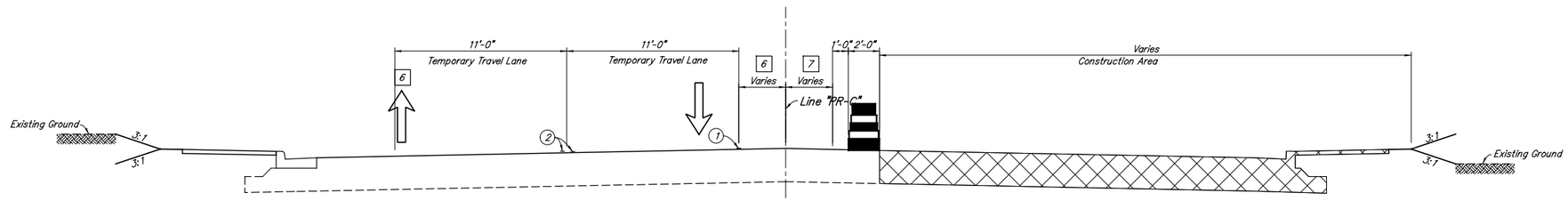


CHICAGO STREET PHASE 2

210+65.00 "PR-B" TO 213+40.35 "PR-B"

5 Varies from 14'-0" to 0'-0" from Station 210+65.00 to 311+65.00

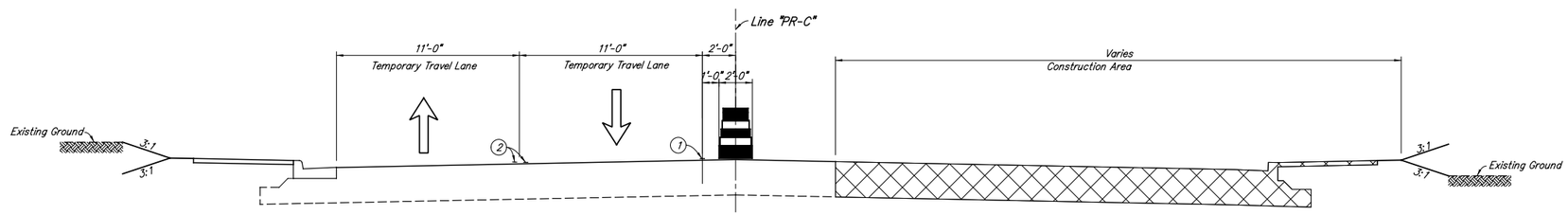


CHICAGO STREET

213+40.35 "PR-B" TO 218+50.00 "PR-B"

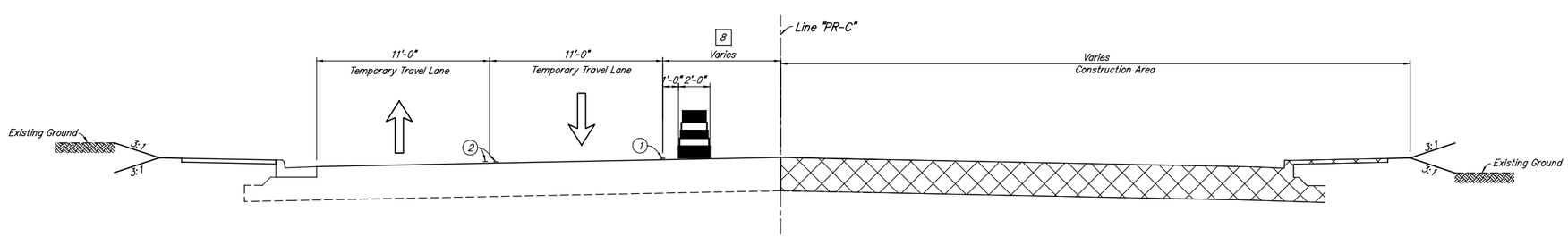
6 Varies from 3'-0" to 0'-0" from Station 213+40.35 to 214+10.50

7 Varies from 0'-0" to 23'-8" from Station 214+10.50 to 216+37.45
Varies from 23'-8" to 2'-0" from Station 216+37.45 to 218+50.00



CHICAGO STREET

218+50.00 "PR-B" TO 224+30.00 "PR-B"
229+04.00 "PR-B" TO 234+90.00 "PR-B"



CHICAGO STREET

218+50.00 "PR-B" TO 224+30.00 "PR-B"

8 Varies from 2'-0" to 7'-6" from Station 224+30.00 to 225+30.00
Varies from 7'-6" to 2'-0" from Station 228+05.00 to 229+05.00

LEGEND

Direction of Traffic

Standard Drum

1 Temp. Pavm't. Marking, Removable, White, 4 in.

2 Temp. Pavm't. Marking, Removable, Yellow, 4 in.

3 Temp. Pavm't. Marking, Removable, Broken, White, 4 in.

S Saw Cut Req'd (Not a Pay Item)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: TJB	DRAWN: TJB
CHECKED: GTC	CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
MAINTENANCE OF TRAFFIC

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	12 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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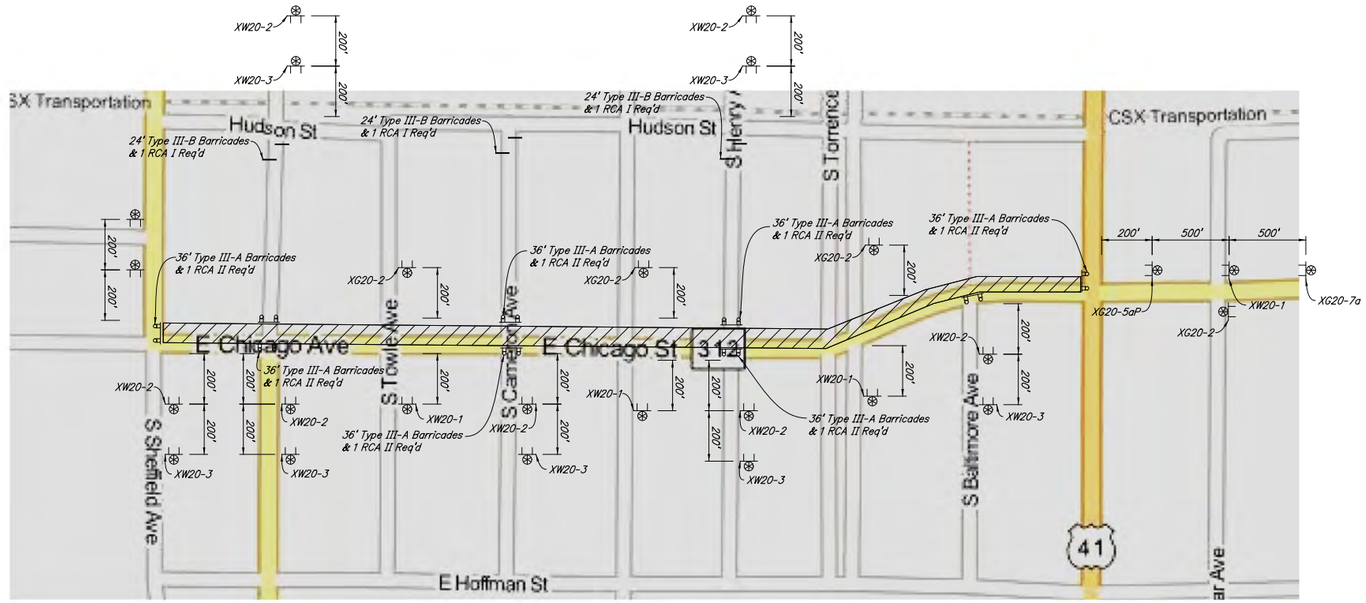

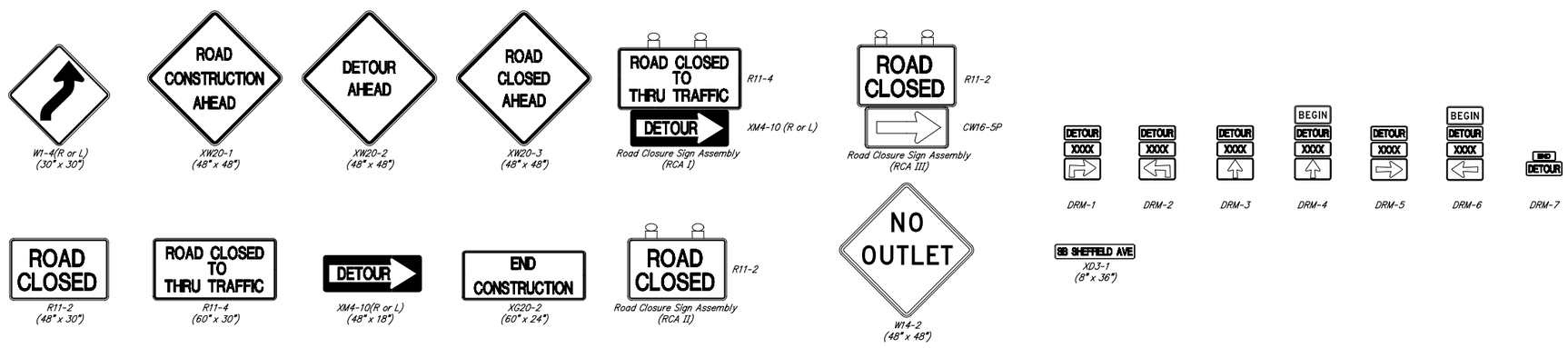

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 500'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	DETOUR PLAN	SURVEY BOOK N/A	SHEETS 13 of 102
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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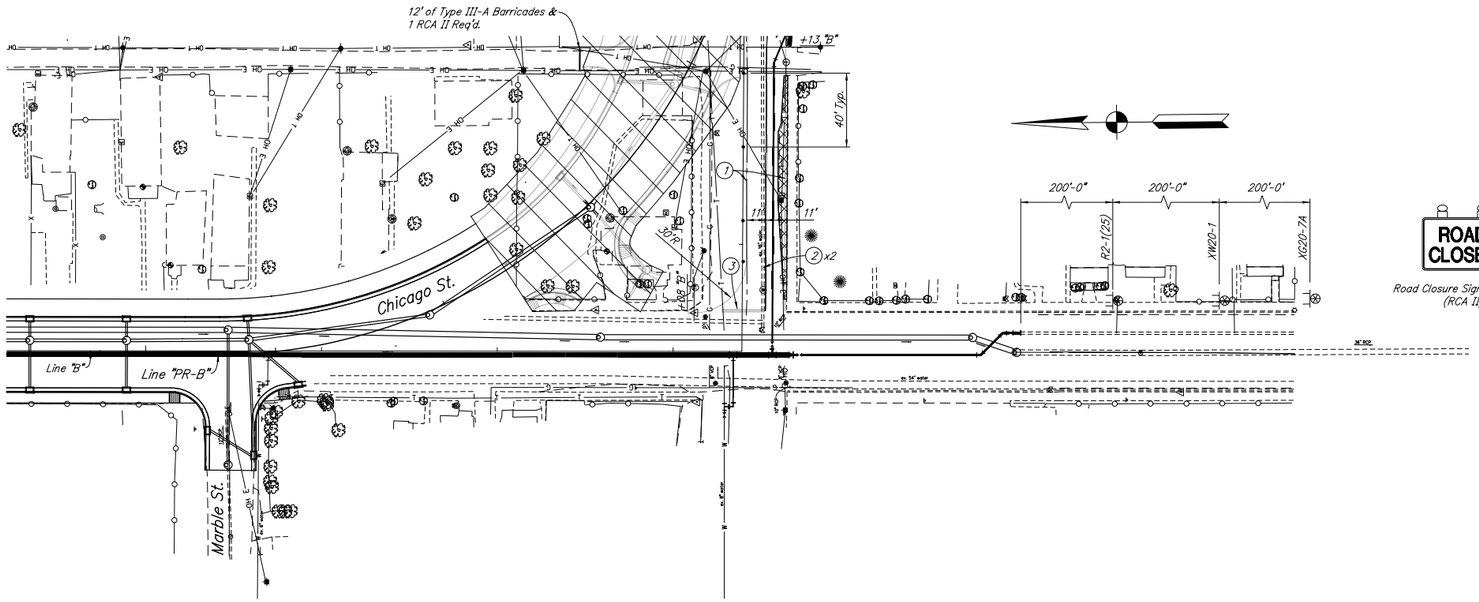


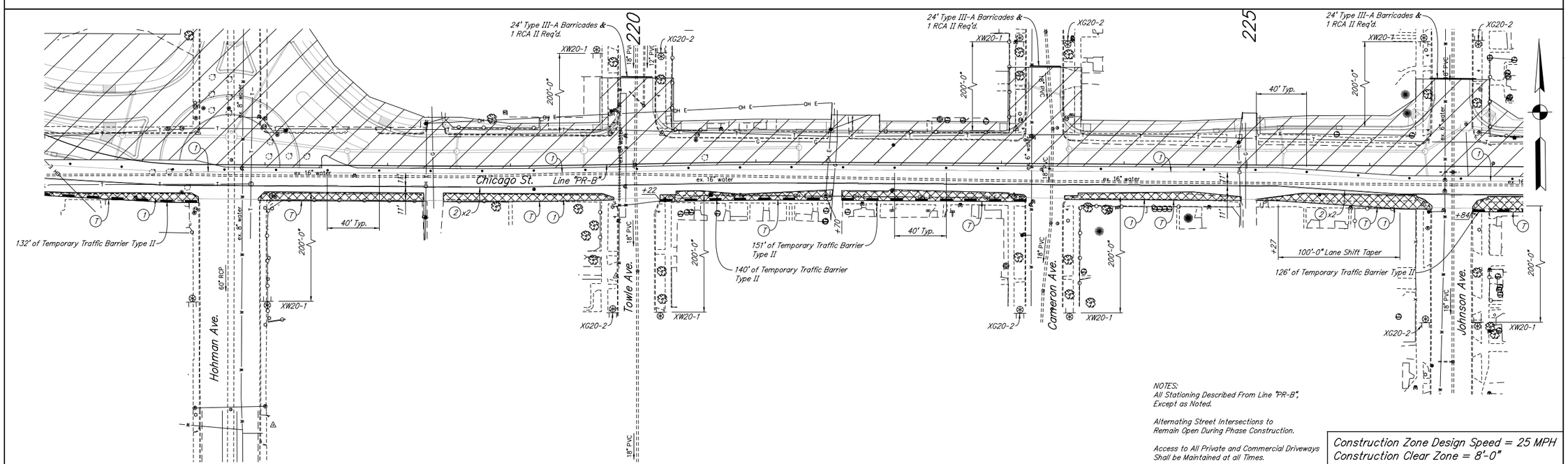
END CONSTRUCTION
XG20-2
(60" x 24")

ROAD WORK AHEAD
XW20-1
(48" x 48")

ROAD CLOSED
Road Closure Sign Assembly
(RCA II)

Speeding
Max $1000
Reckless Driving
Max 8 Yrs
XG20-7A
(60" x 36")

SPEED LIMIT 25
R2-1(25)



NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- Temporary Traffric Barrier, Type II
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (5) Temp. Pavm't. Marking, Removable, Yellow, 8 in.
- (6) Temp. Pavm't. Marking, Removable, Yellow, 12 in.
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____
DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE I

HORIZONTAL SCALE	BRIDGE FILE
1" = 40"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	14 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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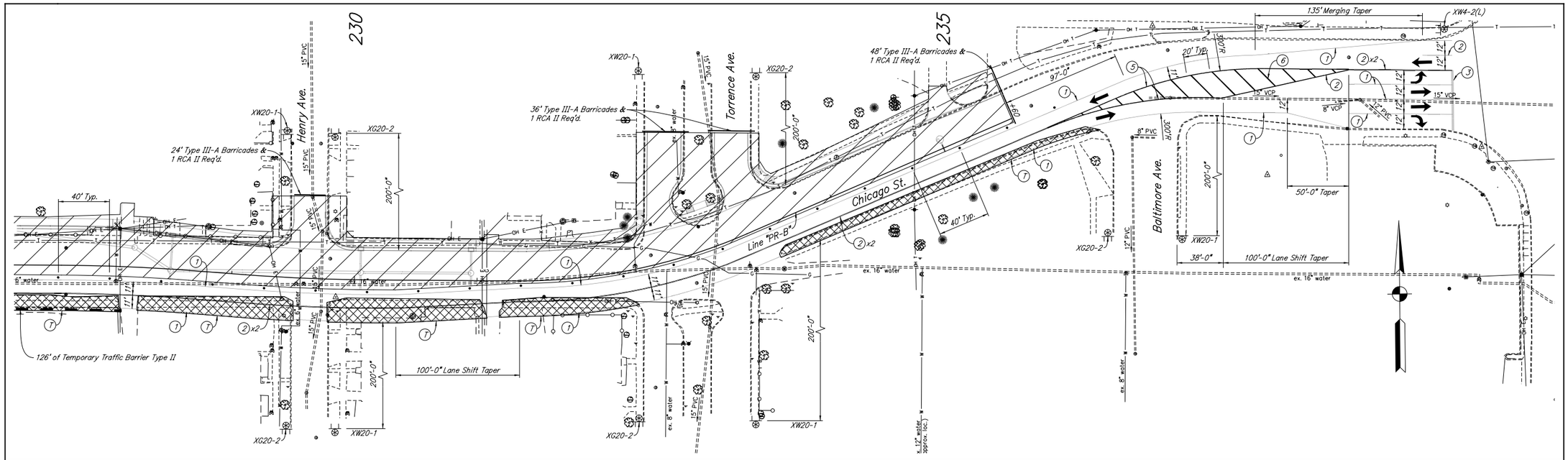

XW20-1
(48" x 48")

XG20-2
(60" x 24")

Road Closure Sign Assembly
(RCA II)

XW4-2(L)
(48" x 48")

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

Alternating Street Intersections to
Remain Open During Phase Construction.

Access to All Private and Commercial Driveways
Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- Temporary Traffric Barrier, Type II
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- Temp. Pavm't. Message Marking, Removable (RxR)
- (5) Temp. Pavm't. Marking, Removable, Yellow, 8 in.
- (6) Temp. Pavm't. Marking, Removable, Yellow, 12 in.

RECOMMENDED FOR APPROVAL _____
DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE I

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	15 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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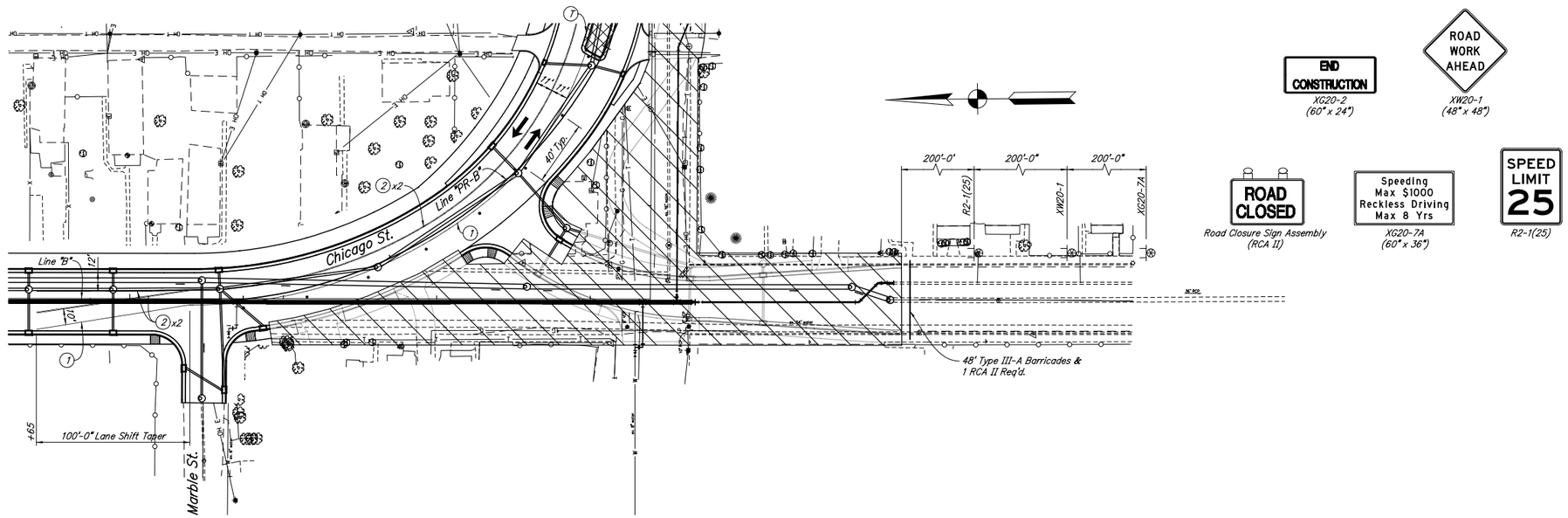

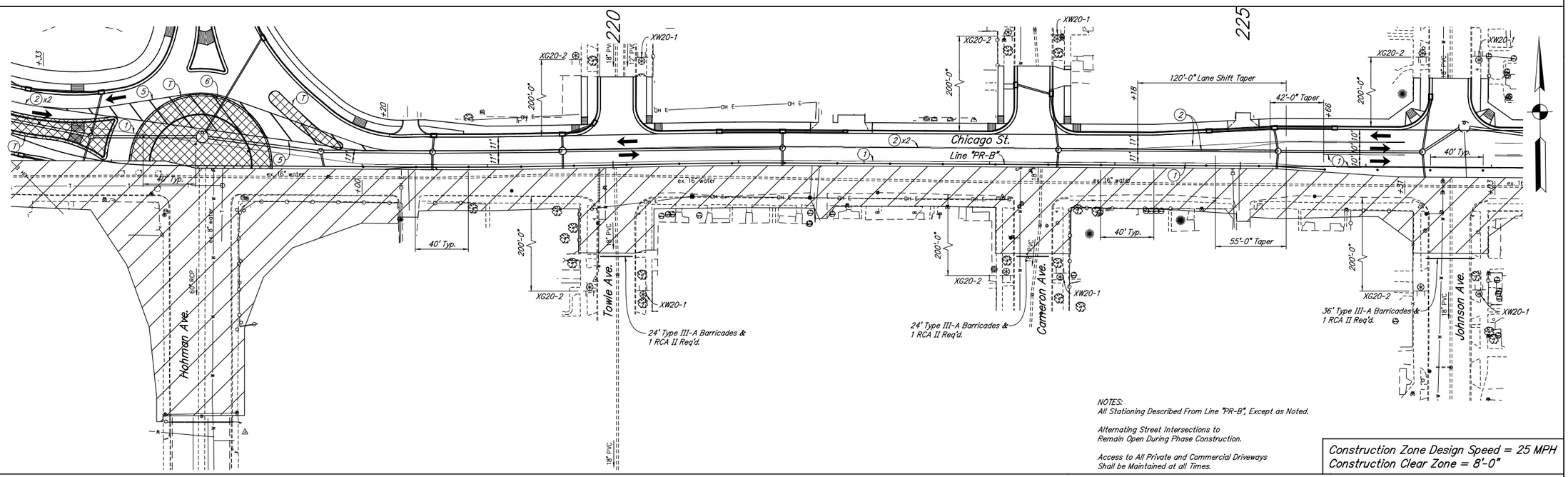

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

Alternating Street Intersections to
Remain Open During Phase Construction.

Access to All Private and Commercial Driveways
Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- Temporary Traffric Barrier, Type II
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- Temp. Pavm't. Message Marking, Removable (RxR)
- (5) Temp. Pavm't. Marking, Removable, Yellow, 8 in.
- (6) Temp. Pavm't. Marking, Removable, Yellow, 12 in.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE II

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	16 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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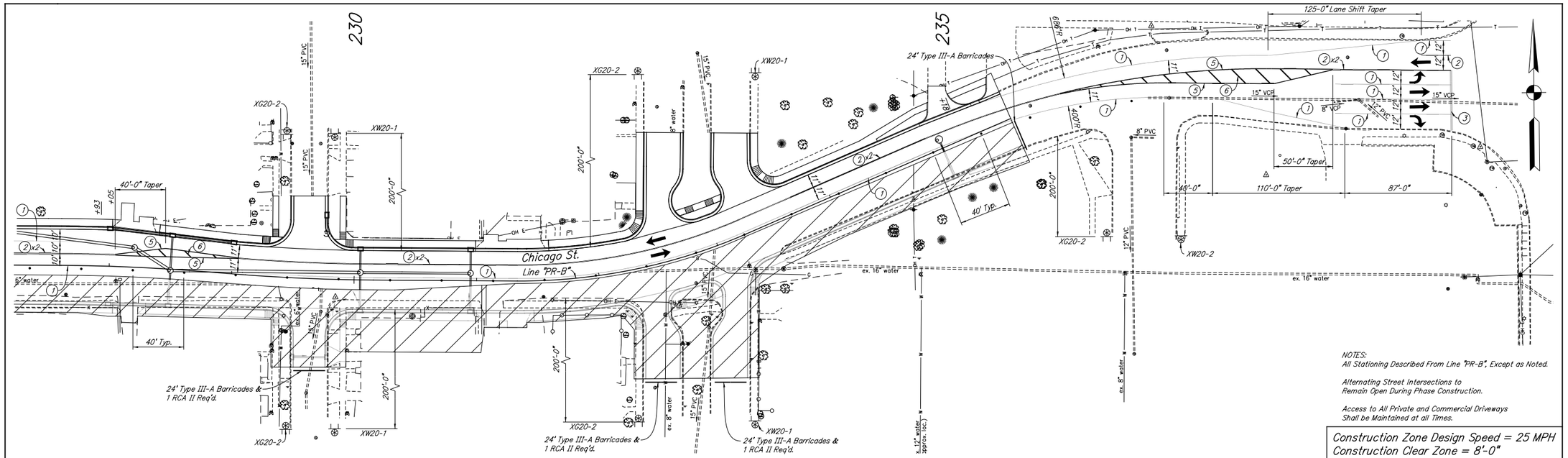
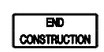


XW20-1
(48" x 48")



XG20-2
(60" x 24")

Road Closure Sign Assembly
(RCA II)

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- Temporary Traffric Barrier, Type II
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- Temp. Pavm't. Message Marking, Removable (RxR)
- (5) Temp. Pavm't. Marking, Removable, Yellow, 8 in.
- (6) Temp. Pavm't. Marking, Removable, Yellow, 12 in.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE II

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	17 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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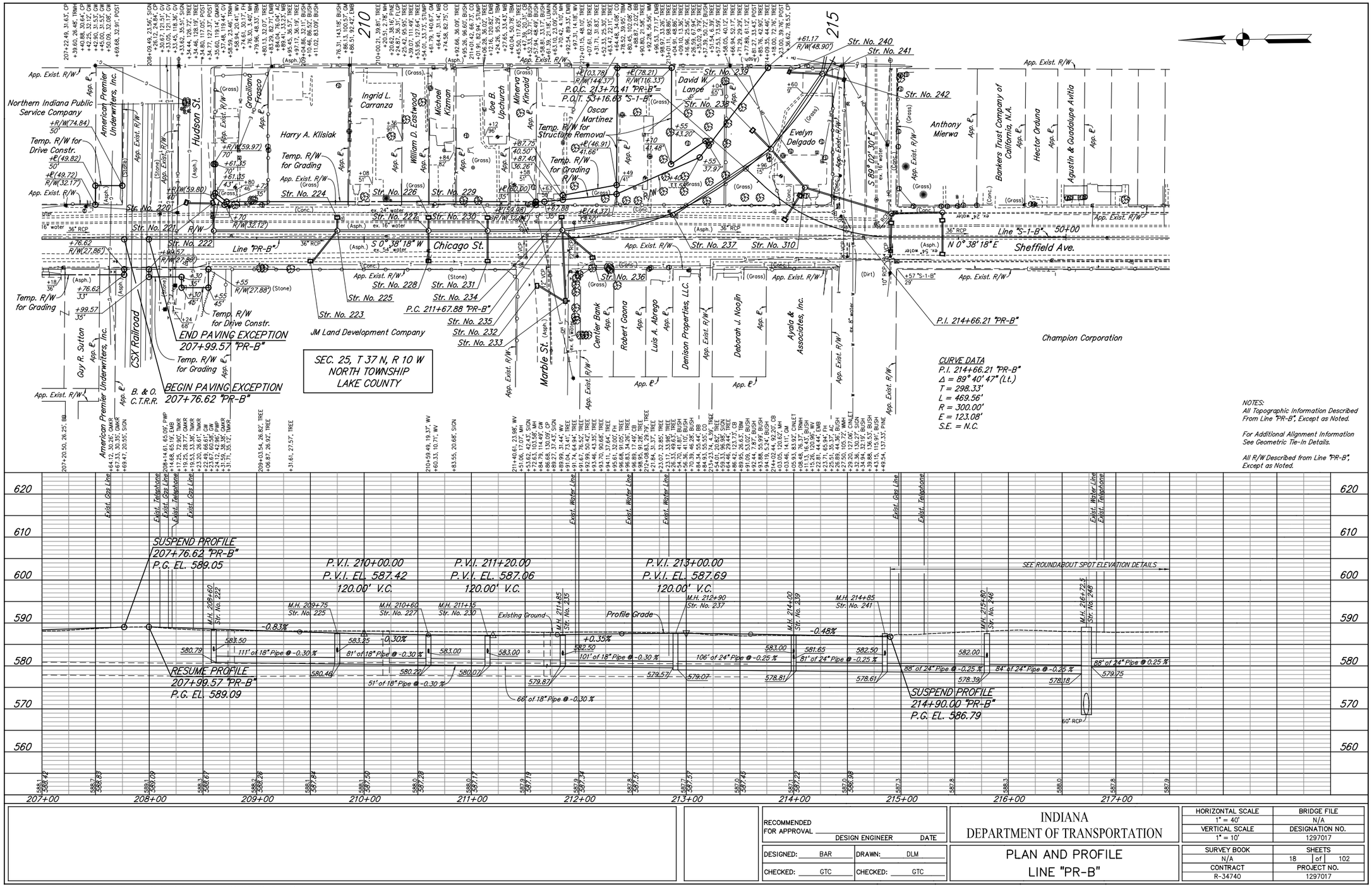

NOTES:
All Topographic Information Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

All R/W Described from Line "PR-B", Except as Noted.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 40'	BRIDGE FILE N/A
		VERTICAL SCALE 1" = 10'	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: DLM	PLAN AND PROFILE LINE "PR-B"	SURVEY BOOK N/A	SHEETS 18 of 102
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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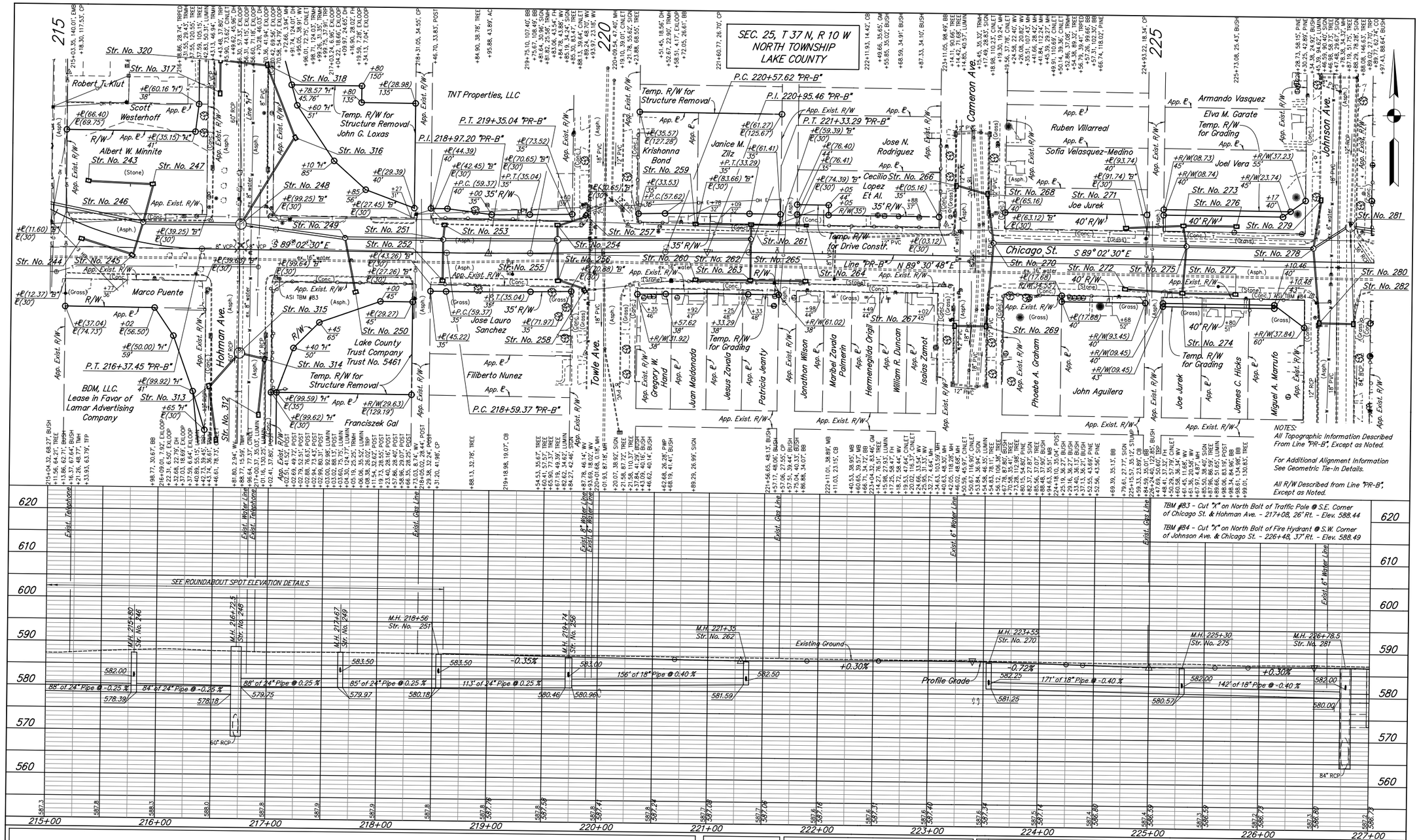

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: DLM

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 10'	1297017
SURVEY BOOK	SHEETS
N/A	19 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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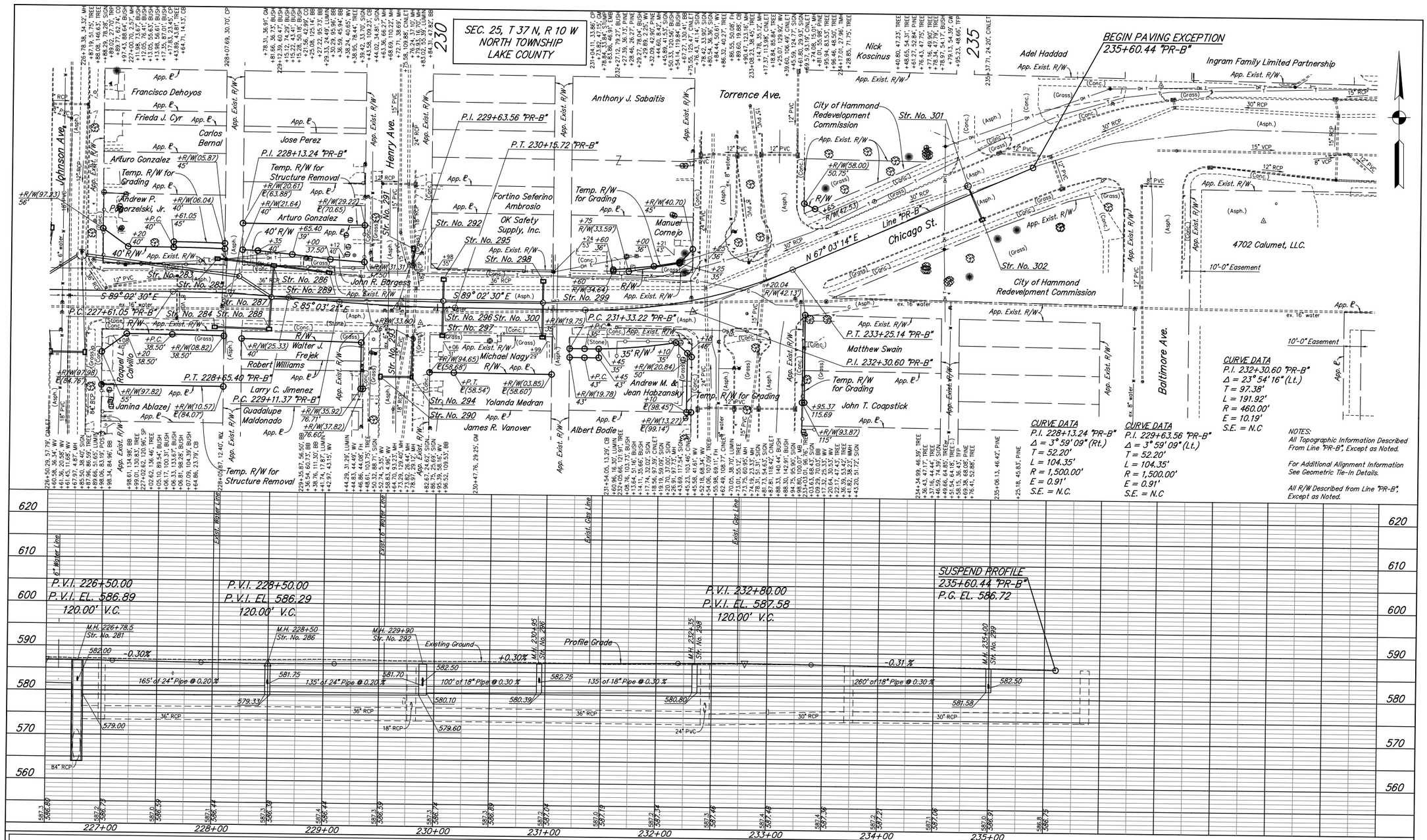

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR | DRAWN: DLM

CHECKED: GTC | CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 10'	1297017
SURVEY BOOK	SHEETS
N/A	20 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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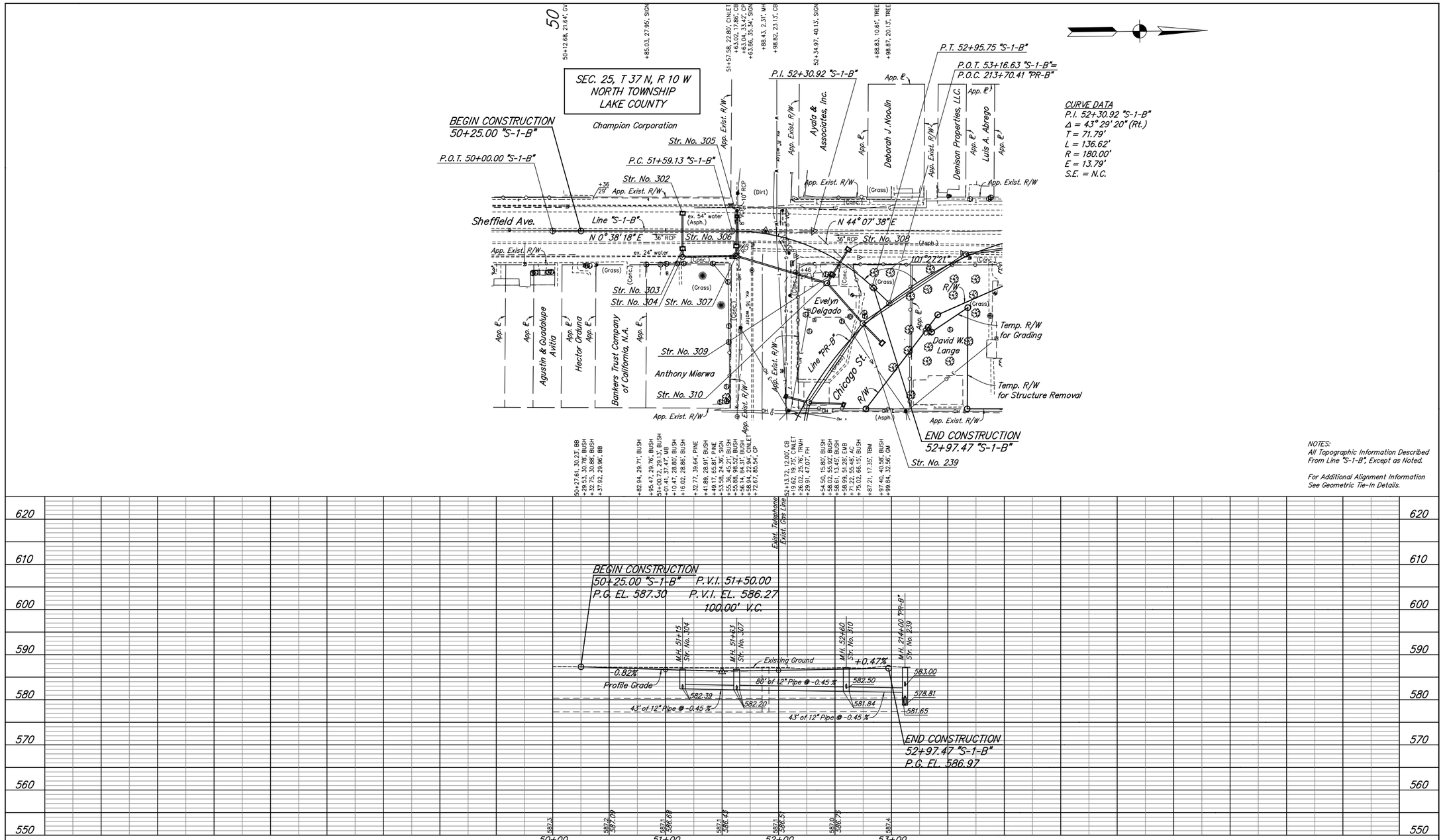

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 40'	BRIDGE FILE N/A
		VERTICAL SCALE 1" = 10'	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: DLM	PLAN AND PROFILE LINE "S-1-B"	SURVEY BOOK N/A	SHEETS 21 of 102
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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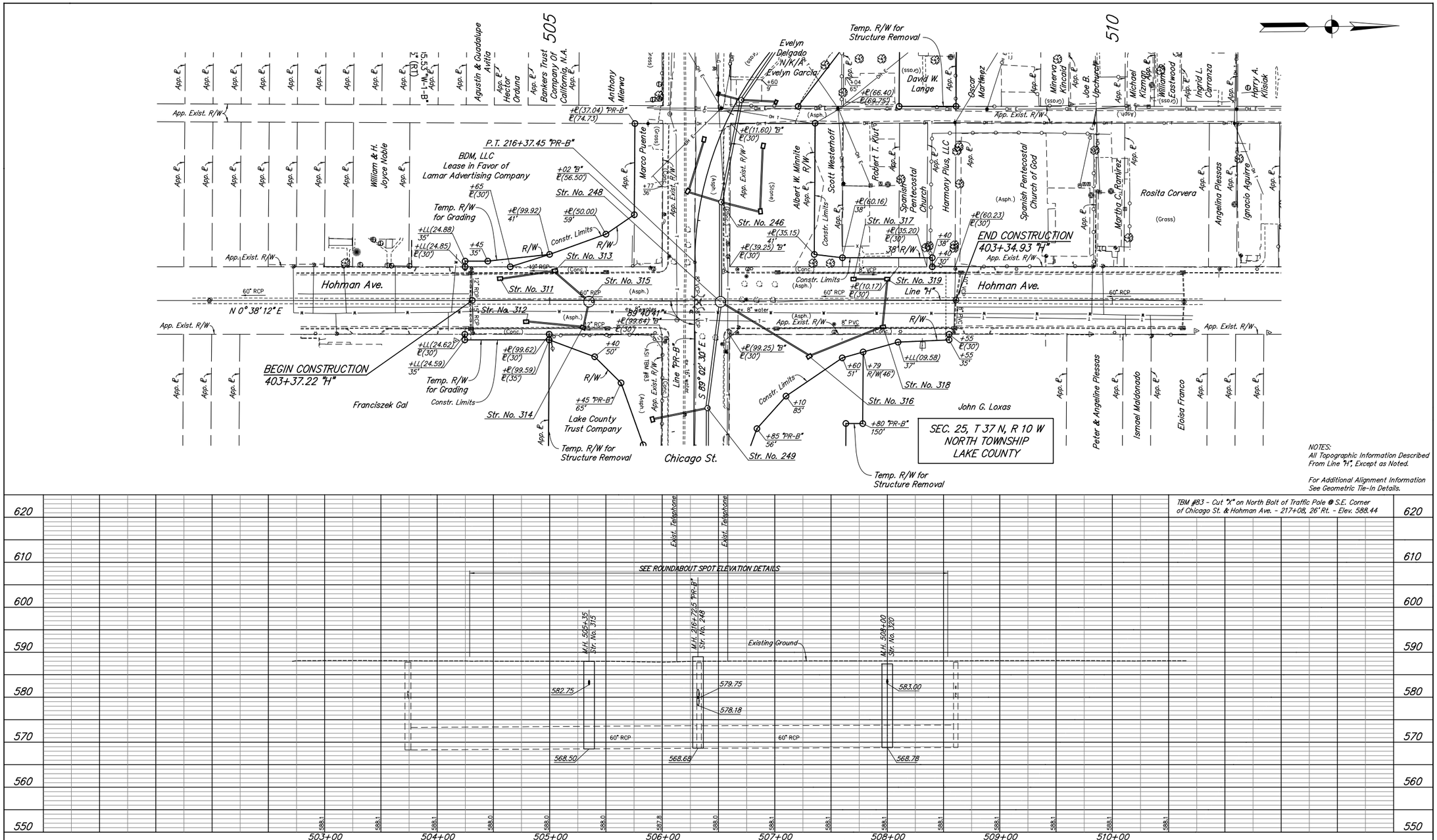

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION
DESIGNED: BAR DRAWN: DLM	PLAN AND PROFILE LINE "H"
CHECKED: GTC CHECKED: GTC	

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 10'	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 22 of 102
CONTRACT R-34740	PROJECT NO. 1297017

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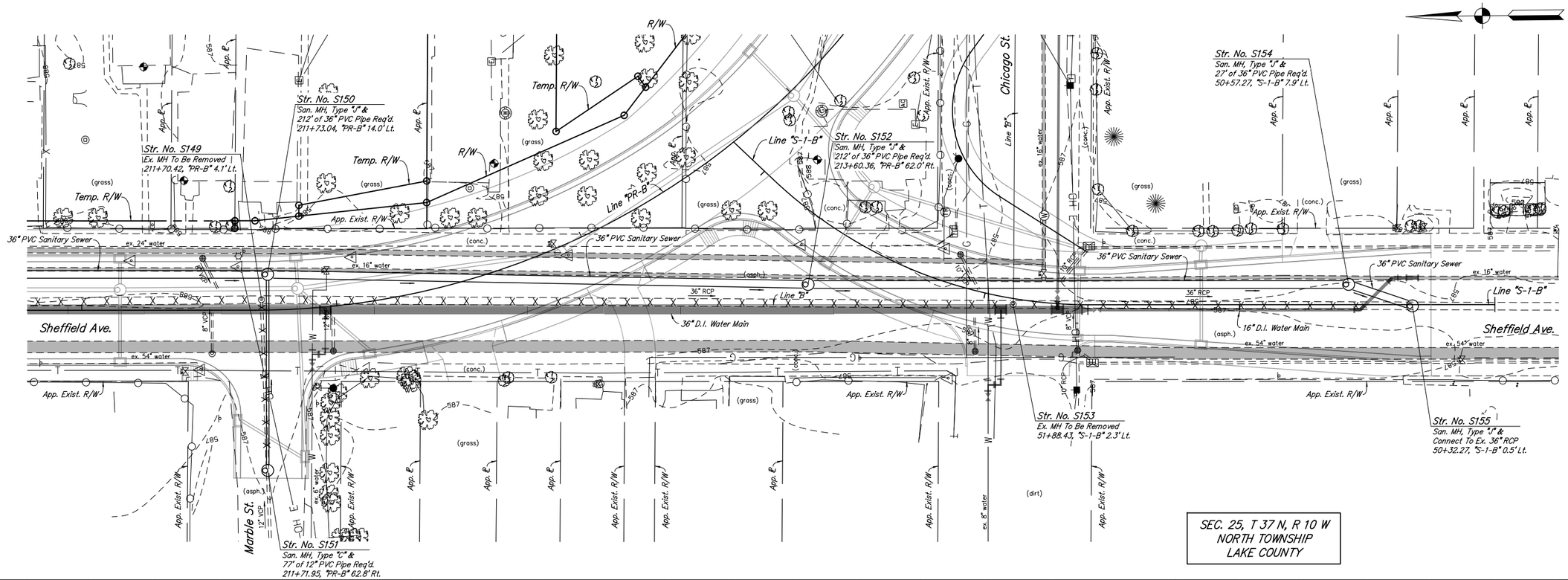

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Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT
CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	23 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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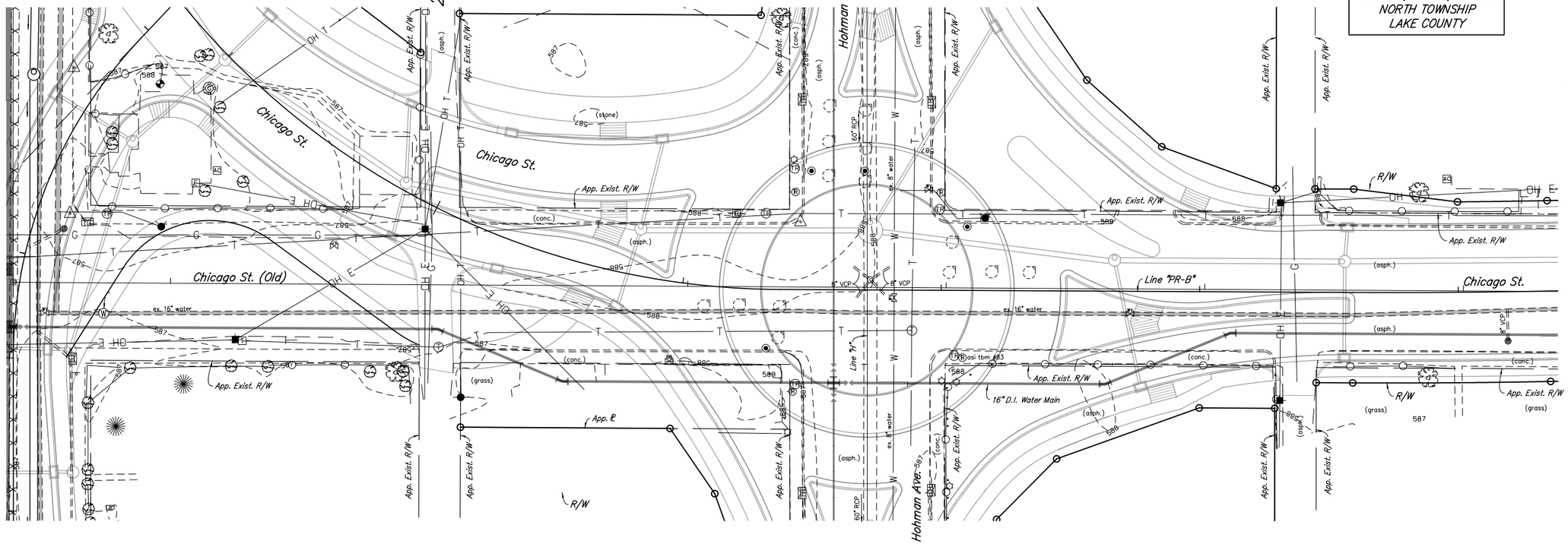

Benchmark:

TBM #83 - Cut "X" on North Bolt of Traffic Pole @ S.E. Corner of Chicago St. & Hohman Ave.

217+08, 26' Rt. - Elev. 588.44

TBM #84 - Cut "X" on North Bolt of Fire Hydrant @ S.W. Corner of Johnson Ave. & Chicago St.

226+48, 37' Rt. - Elev. 588.49

Legend:

(1) Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box

(2) Service To Be Reconnected To New x" Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	24 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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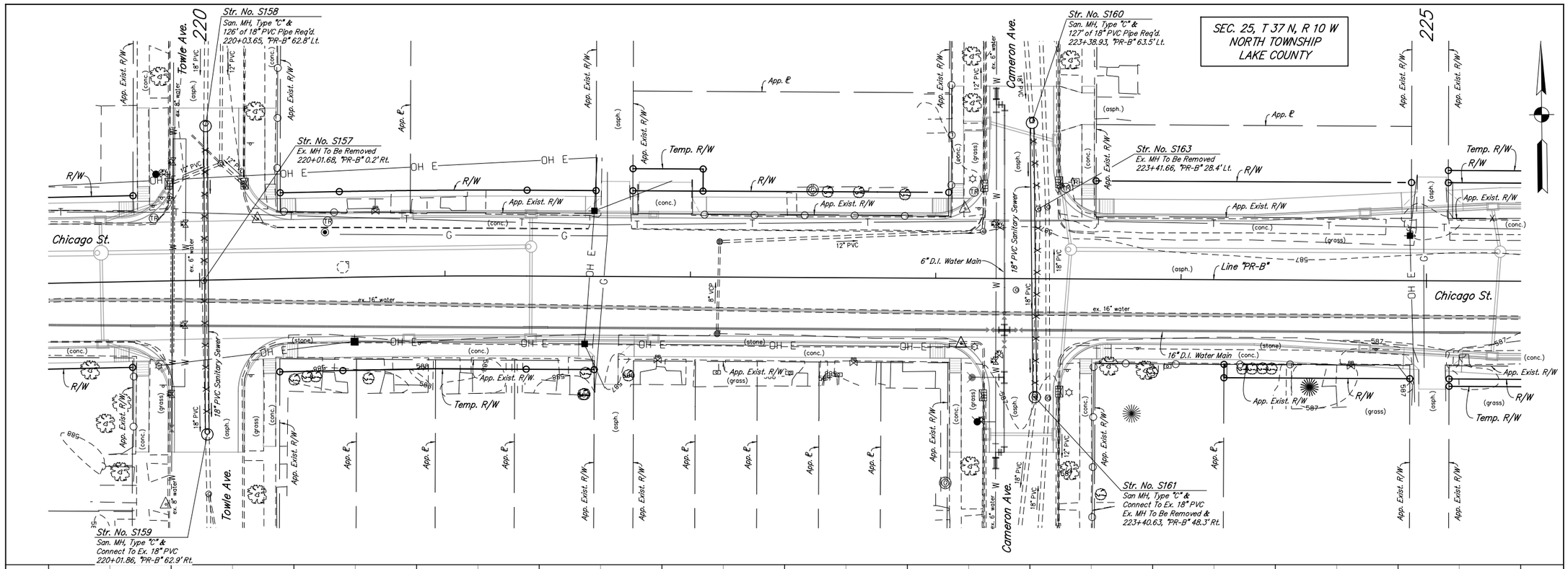

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Benchmark:

TBM #83 - Cut "X" on North Bolt of Traffic Pole @ S.E. Corner of Chicago St. & Hohman Ave.
217+08, 26' Rt. - Elev. 588.44

TBM #84 - Cut "X" on North Bolt of Fire Hydrant @ S.W. Corner of Johnson Ave. & Chicago St.
226+48, 37' Rt. - Elev. 588.49

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT
CHECKED: JWG CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 25 of XX
CONTRACT R-34740	PROJECT NO. 1297017

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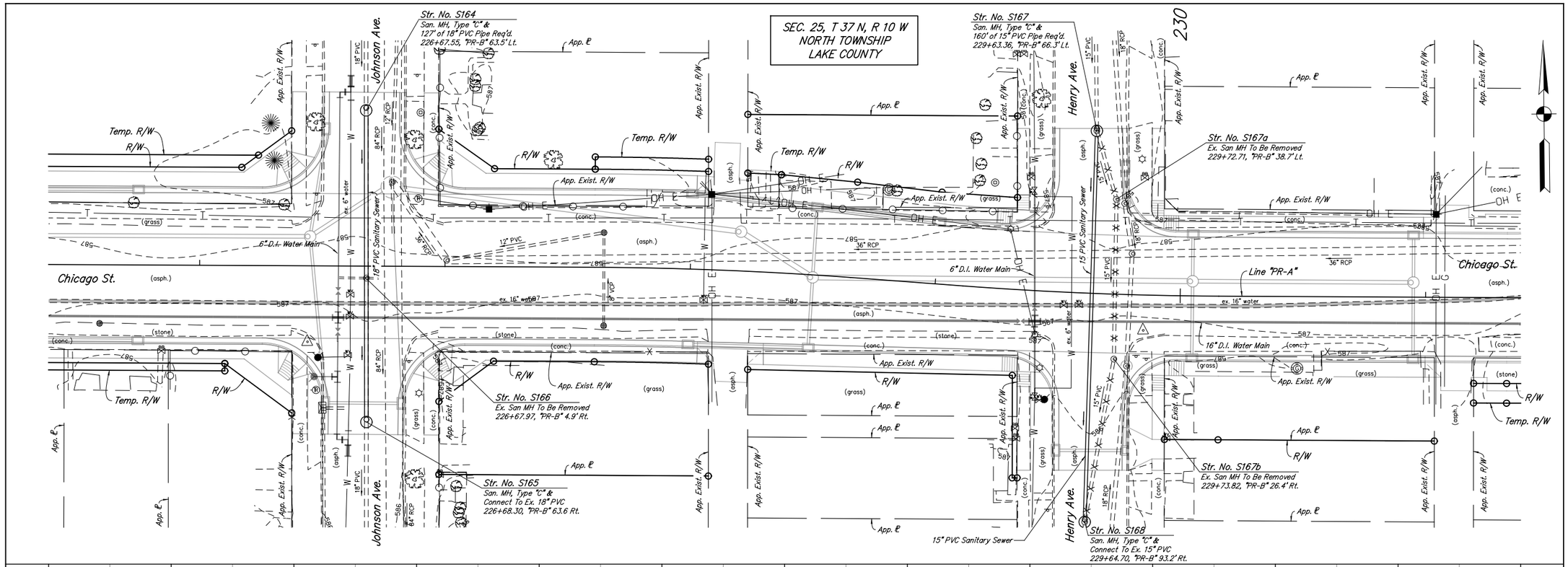

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Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	26 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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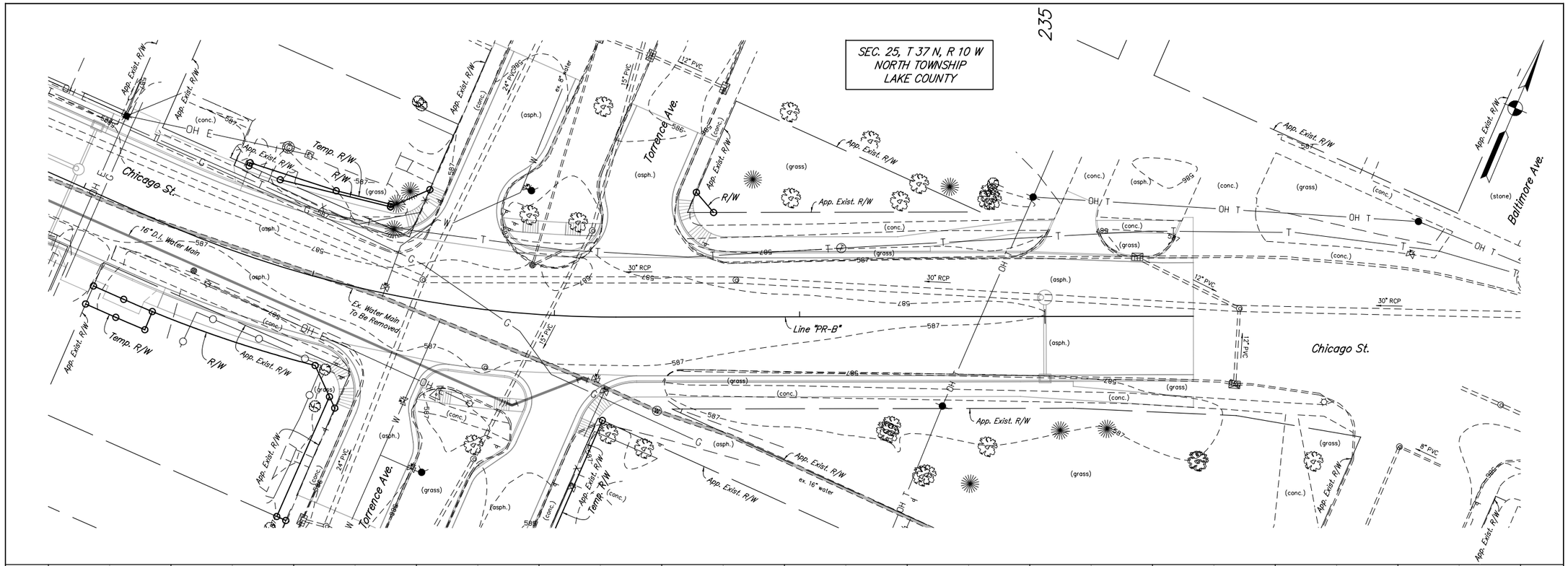

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Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	27 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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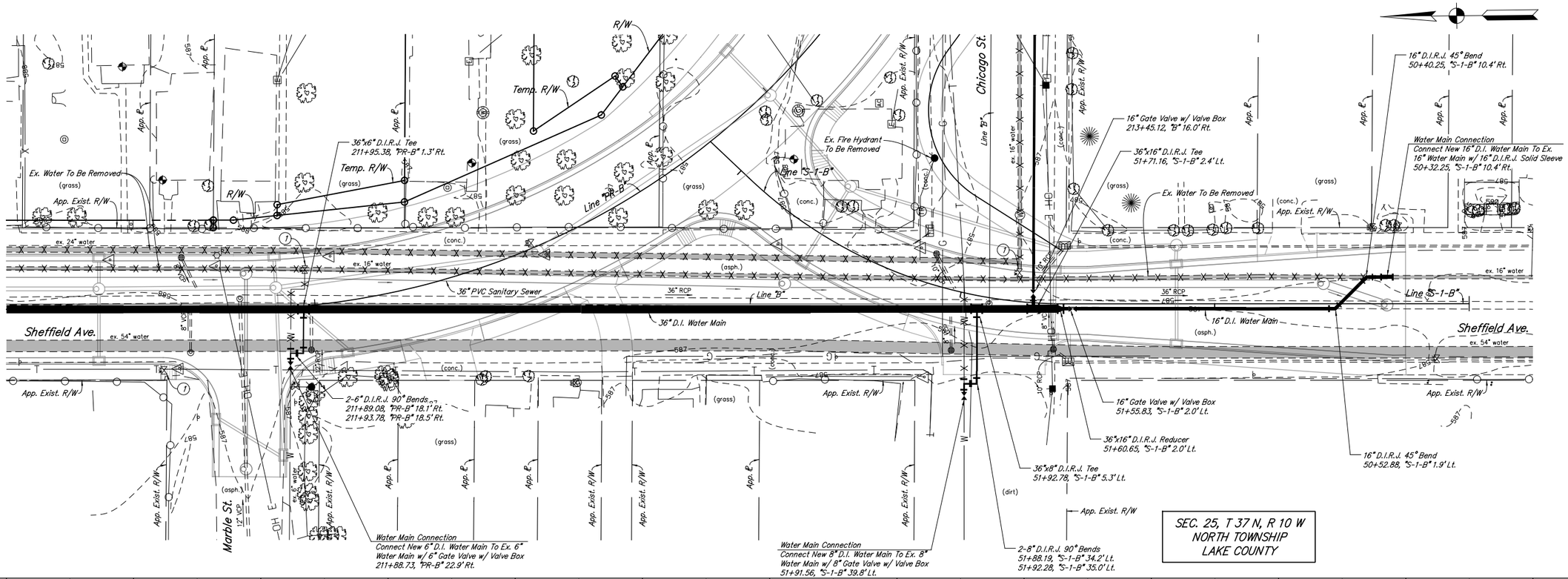

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS | DRAWN: PJT

CHECKED: JWG | CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	28 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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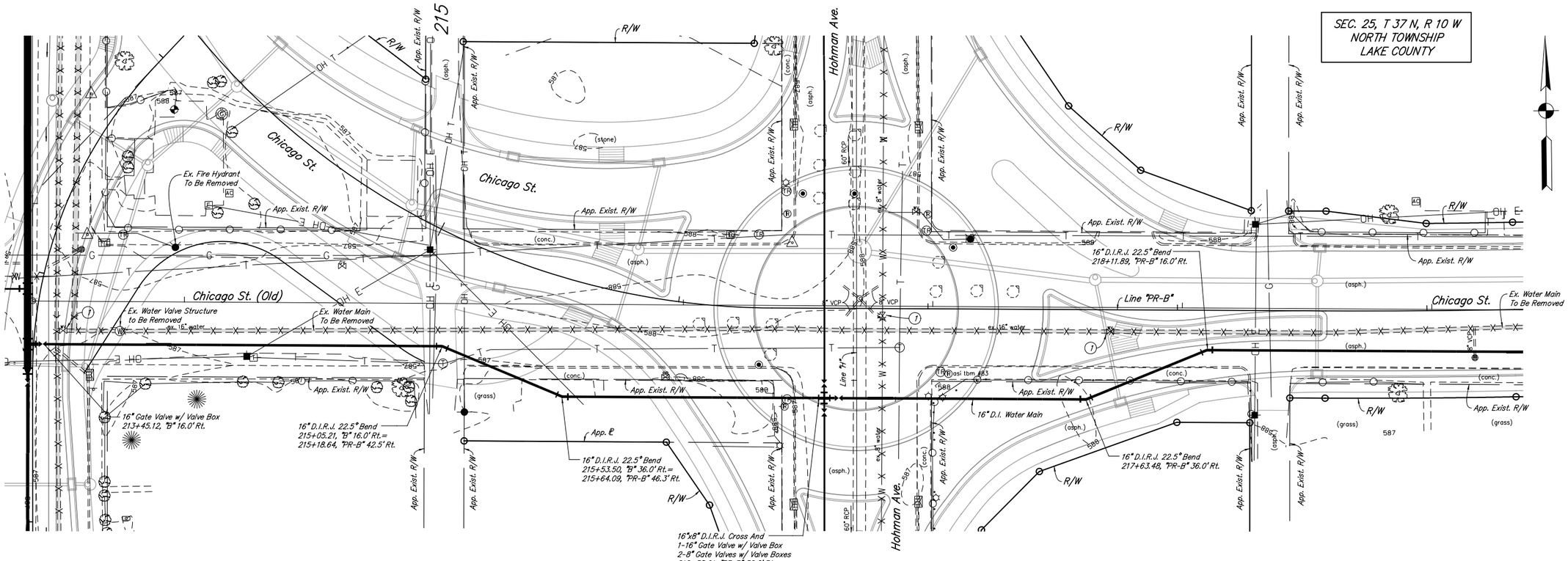

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Benchmark:

TBM #83 - Cut "X" on North Bolt of Traffic Pole @ S.E. Corner of Chicago St. & Hohman Ave.
217+08, 26' Rt. - Elev. 588.44

TBM #84 - Cut "X" on North Bolt of Fire Hydrant @ S.W. Corner of Johnson Ave. & Chicago St.
226+48, 37' Rt. - Elev. 588.49

Legend:

(1) Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
(2) Service To Be Reconnected To New x" Water Main
X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT
CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	29 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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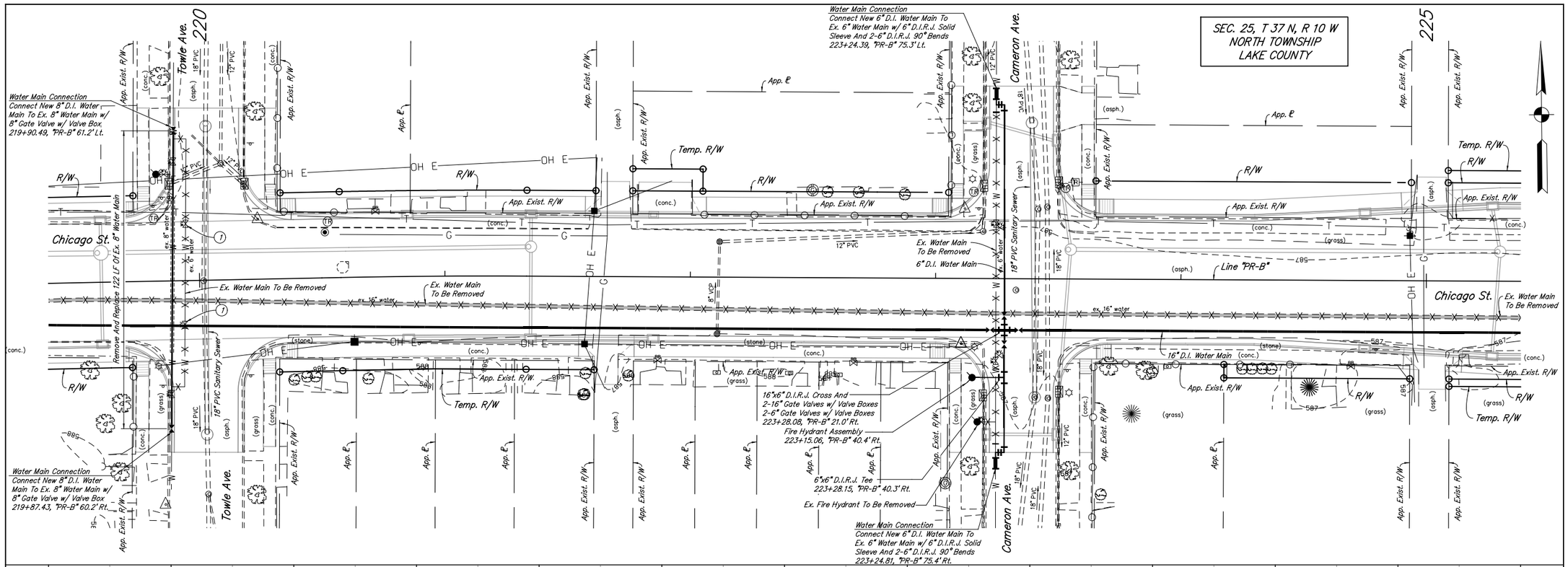

Benchmark:

TBM #83 - Cut "X" on North Bolt of Traffic Pole @ S.E. Corner of Chicago St. & Hohman Ave.
217+08, 26' Rt. - Elev. 588.44

TBM #84 - Cut "X" on North Bolt of Fire Hydrant @ S.W. Corner of Johnson Ave. & Chicago St.
226+48, 37' Rt. - Elev. 588.49

Legend:

(1) Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box

(2) Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT
CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	30 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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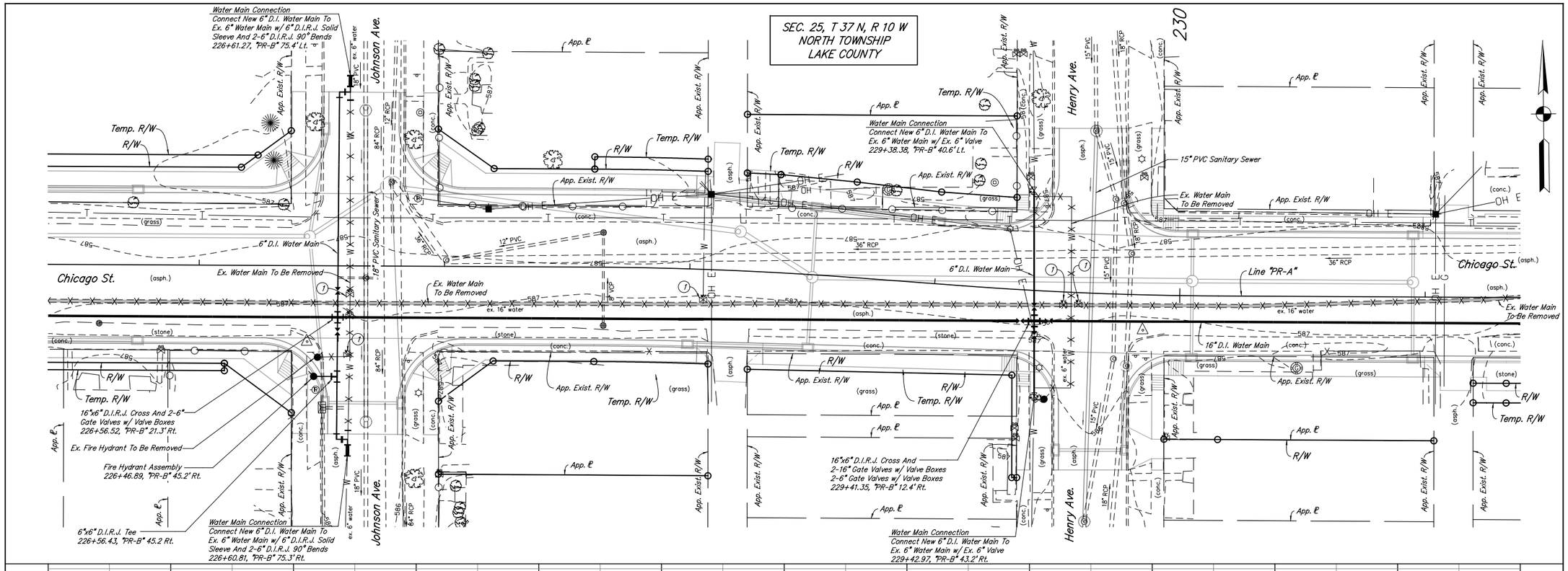

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS	DRAWN: PJT
CHECKED: JWG	CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 31 of XX
CONTRACT R-34740	PROJECT NO. 1297017

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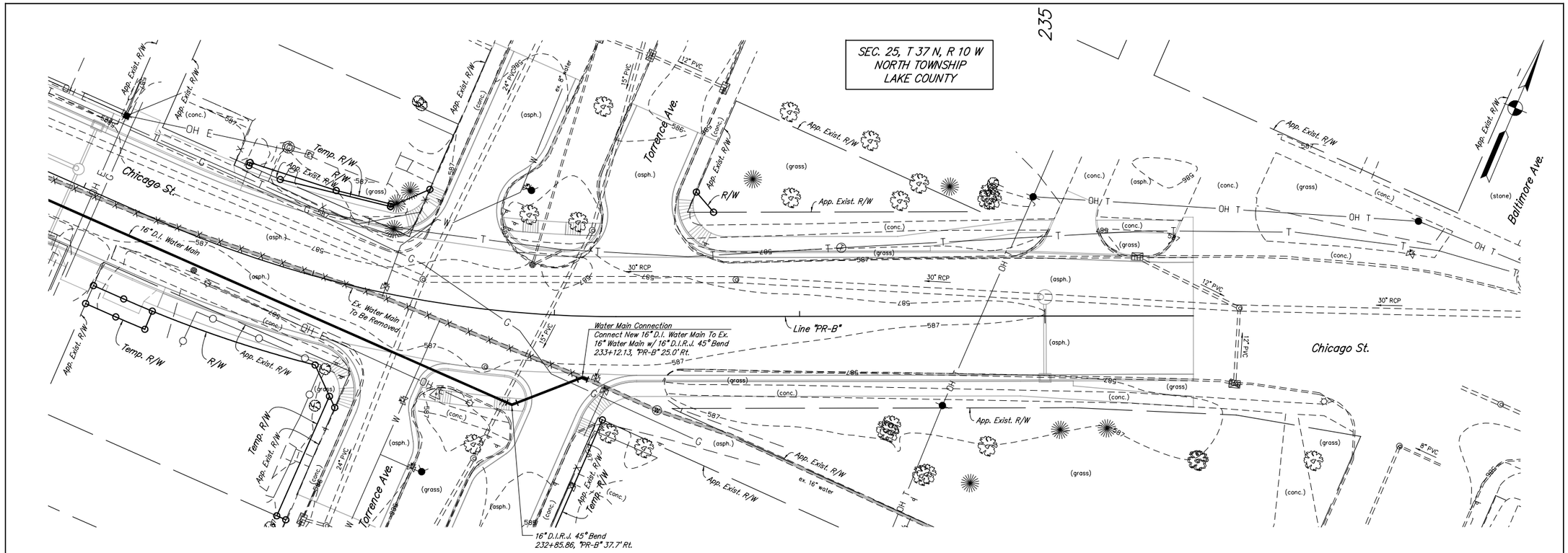

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Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	32 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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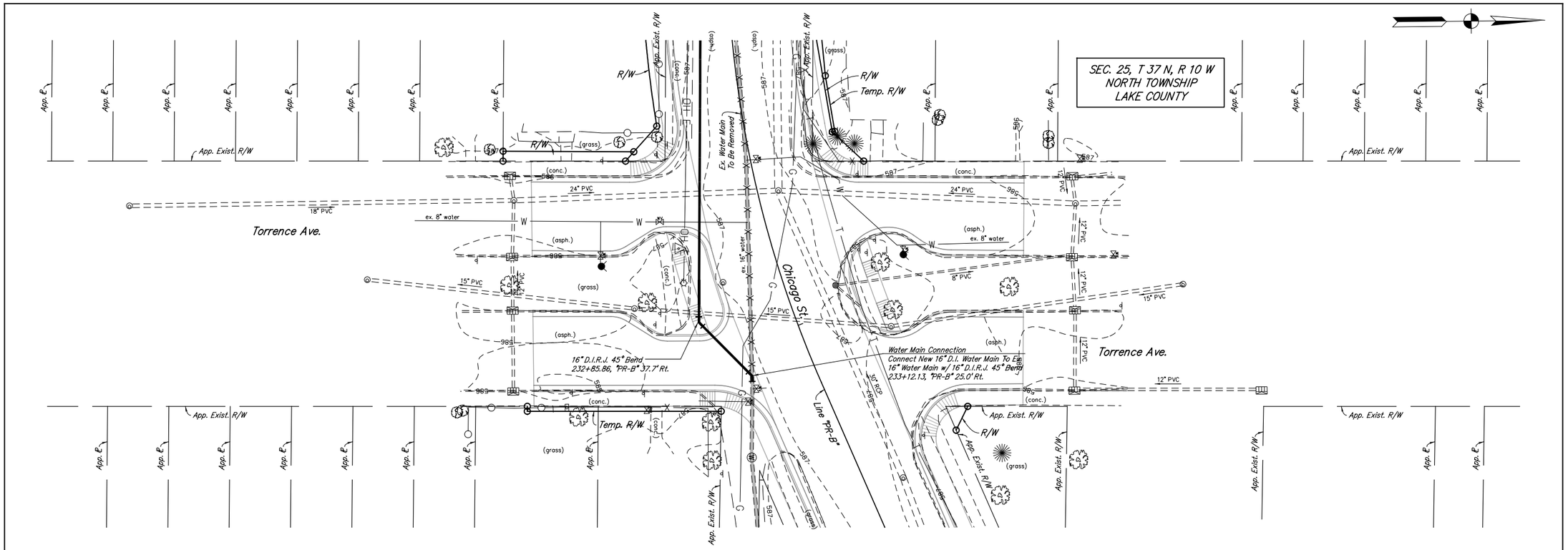

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Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	33 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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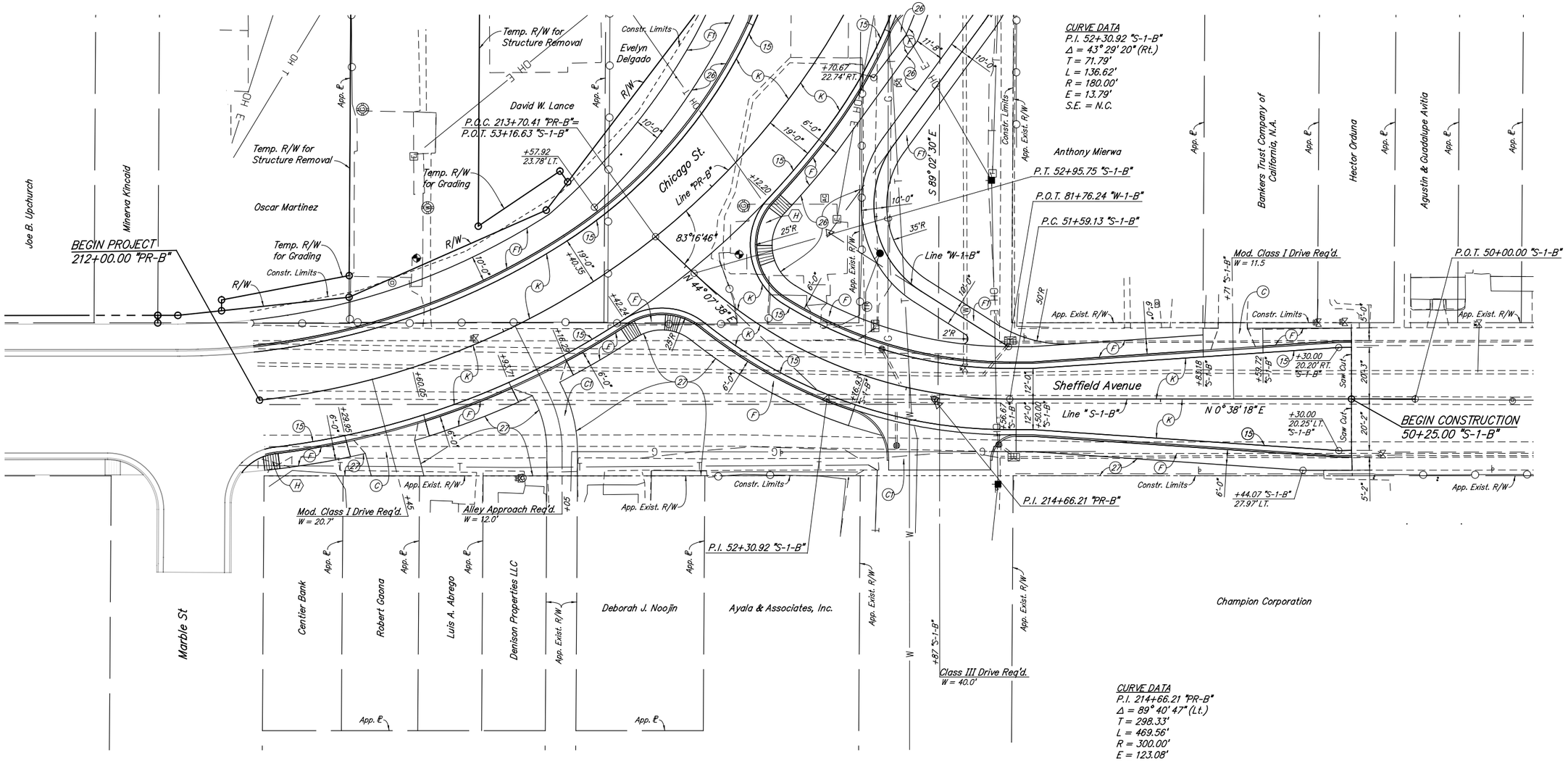

SEC. 25, T 37 N, R 10 W
NORTH TOWNSHIP
LAKE COUNTY

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

See Drainage Details for Proposed Drainage Structure Information.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR | DRAWN: CAK
CHECKED: GTC | CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-B" & "S-1-B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	34 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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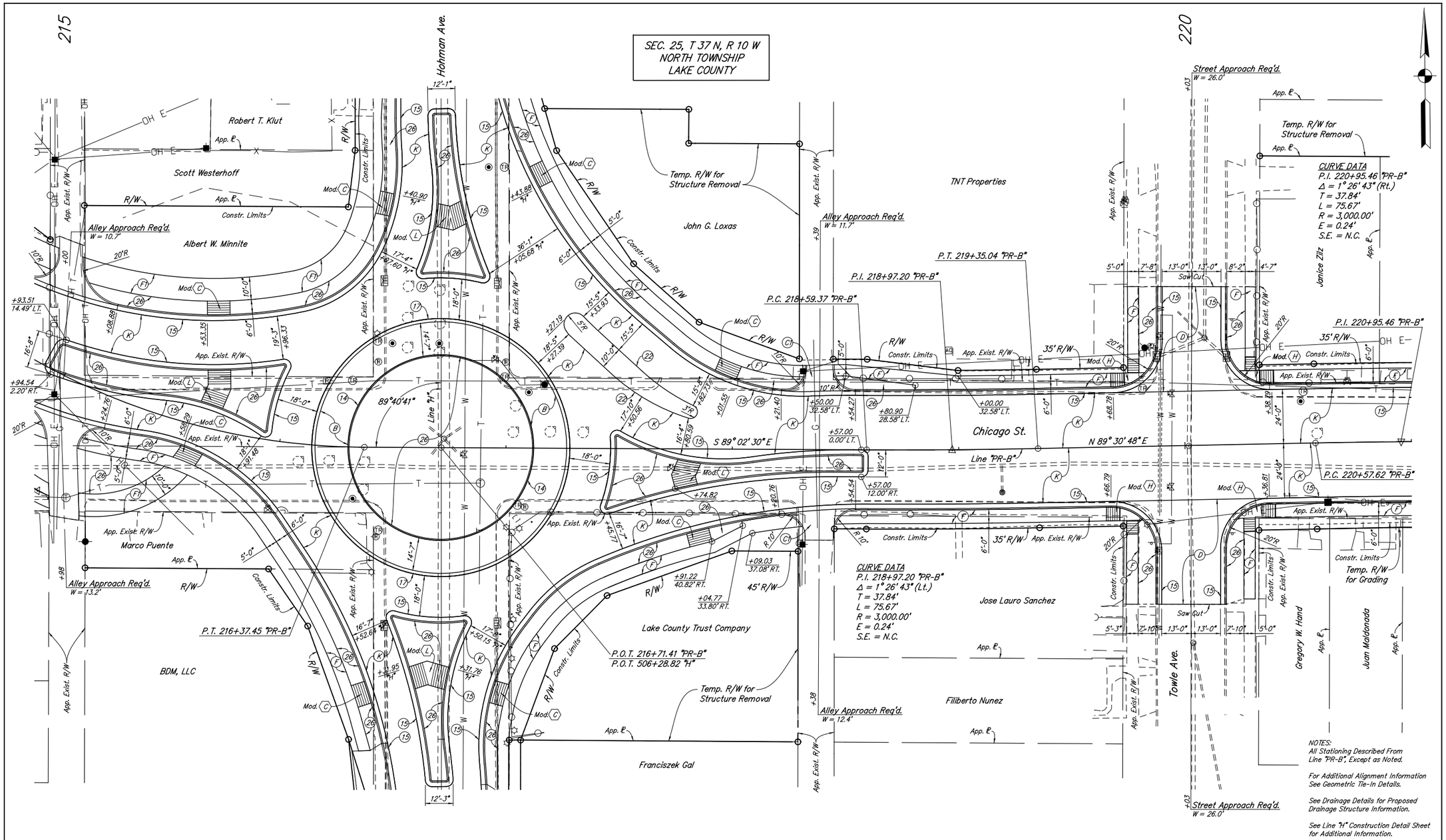

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR	DRAWN: CAK		
CHECKED: GTC	CHECKED: GTC		

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-B"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 35 of 102
CONTRACT R-34740	PROJECT NO. 1297017

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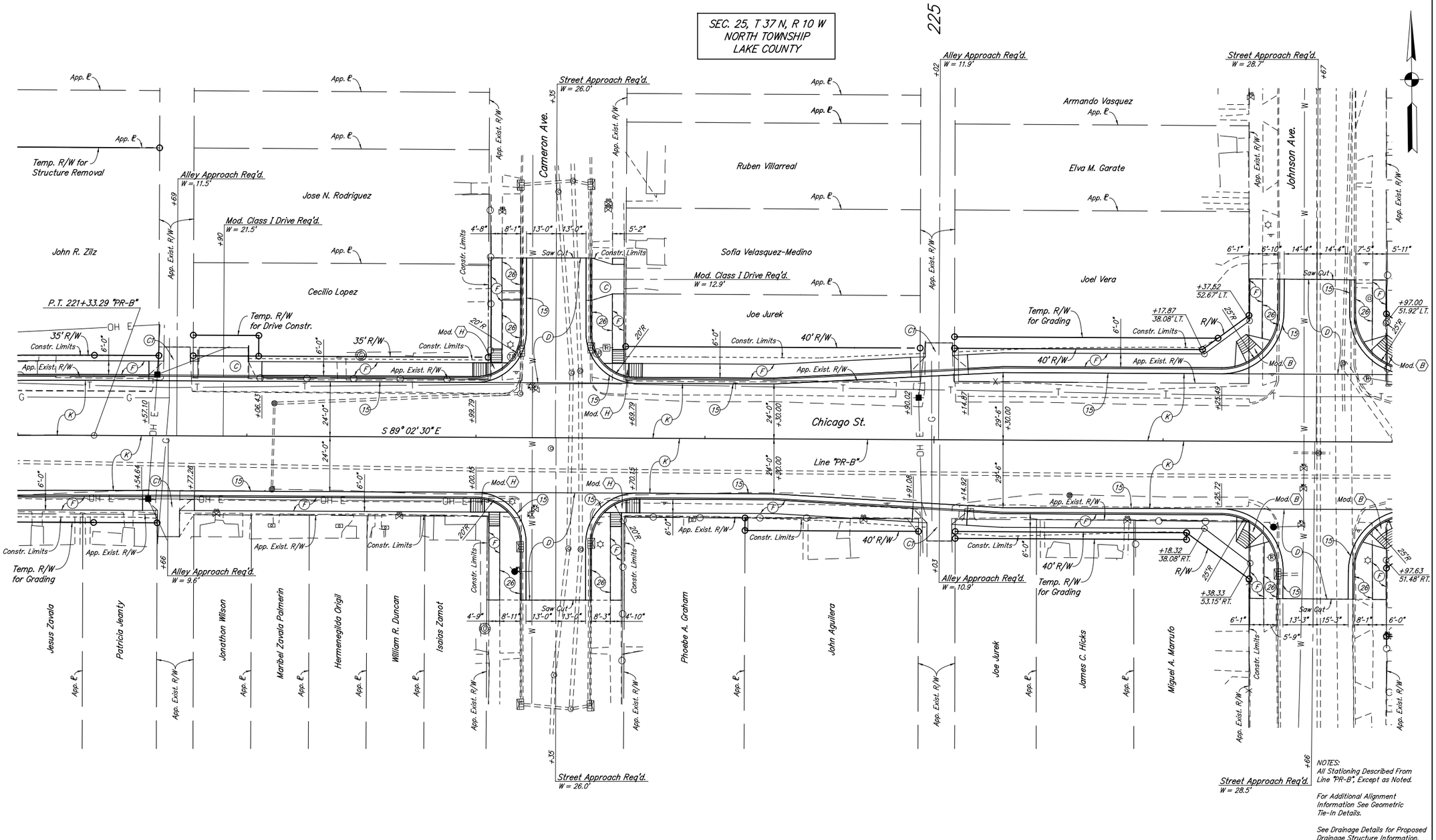

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	36 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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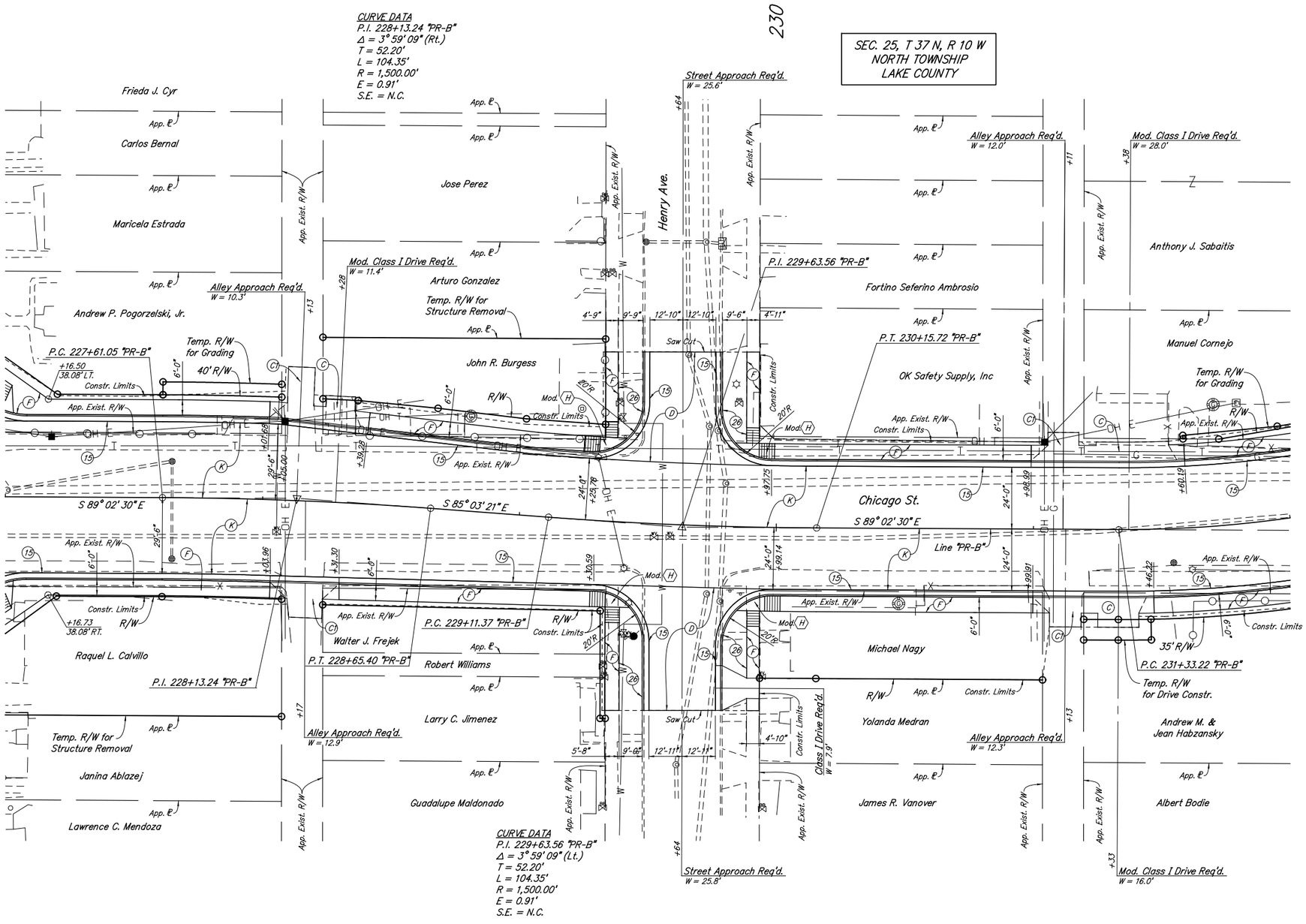

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

See Drainage Details for Proposed Drainage Structure Information.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	37 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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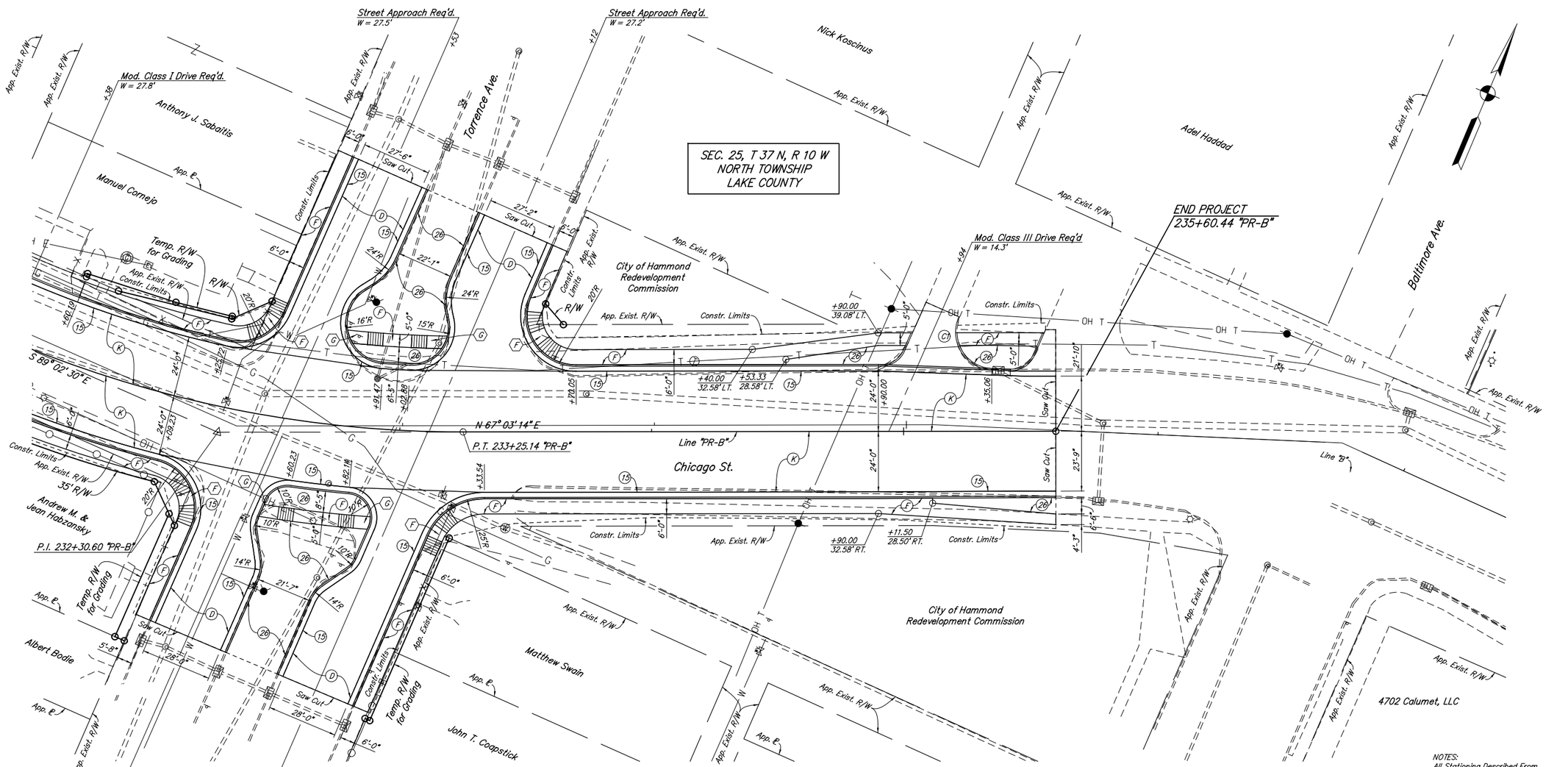

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

See Drainage Details for Proposed Drainage Structure Information.

See Spot Elevations for Additional Torrence Ave. Construction Details.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	38 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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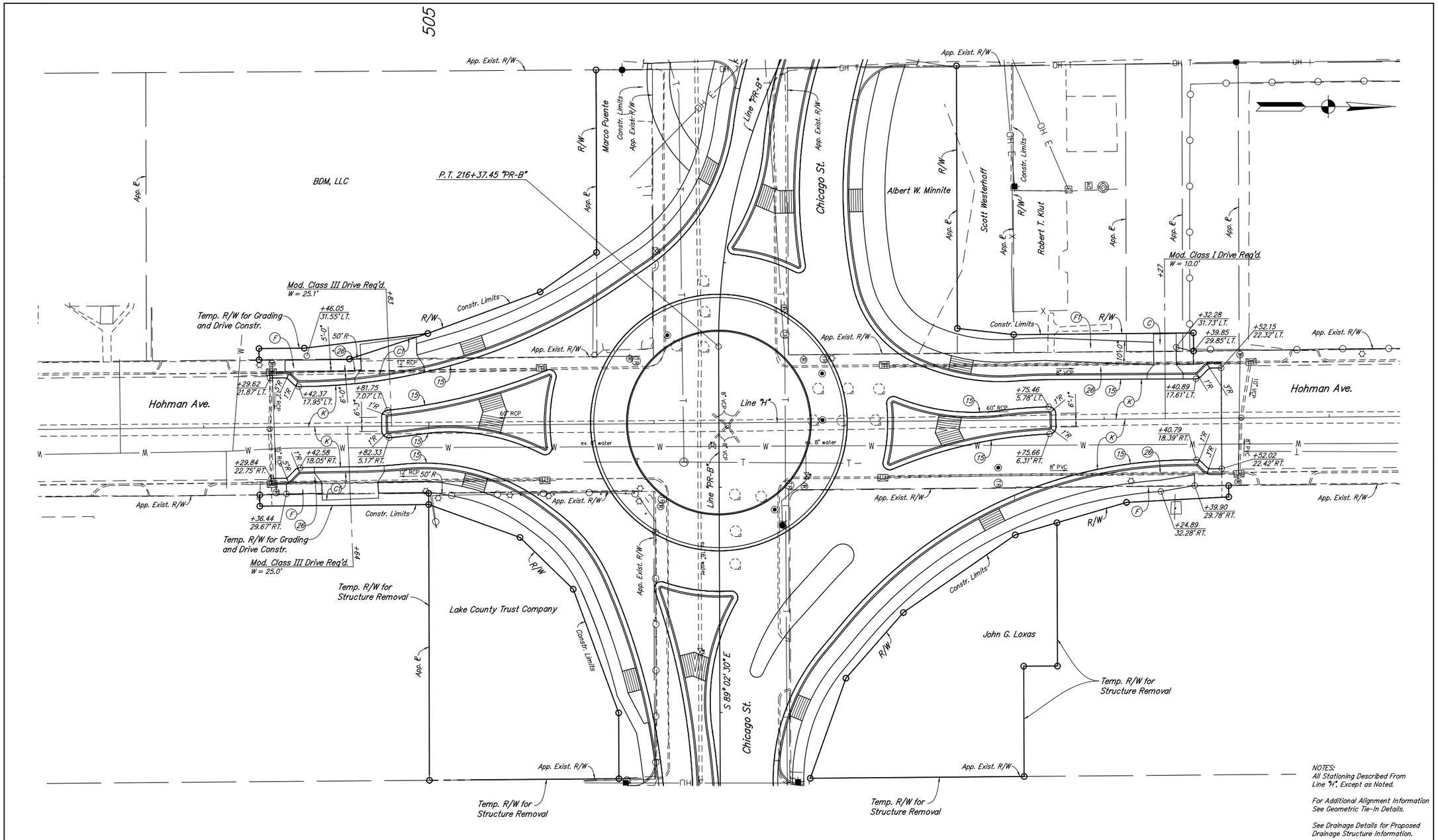

NOTES:
All Stationing Described From Line "H", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

See Drainage Details for Proposed Drainage Structure Information.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (B) PCCP, xx in. for Truck Apron (See Typical Sections)
- (F) Concrete Sidewalk, 5"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (F1) Multi-Use Path (See Typical Sections)
- (13) Curb, Concrete, Modified
- (14) Curb, Concrete
- (15) Combined Concrete Curb and Gutter
- (16) Concrete Curb and Gutter, Modified, Inverted
- (17) Depressed Curb and Gutter Modified, Inverted
- (19) Curb Turnout
- (22) Concrete Center Curb, Type D
- (23) Concrete Center Curb, Type A
- (26) Sodding, Nursery
- (27) Seed Mixture, "U"
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: DLM

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "H"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	39 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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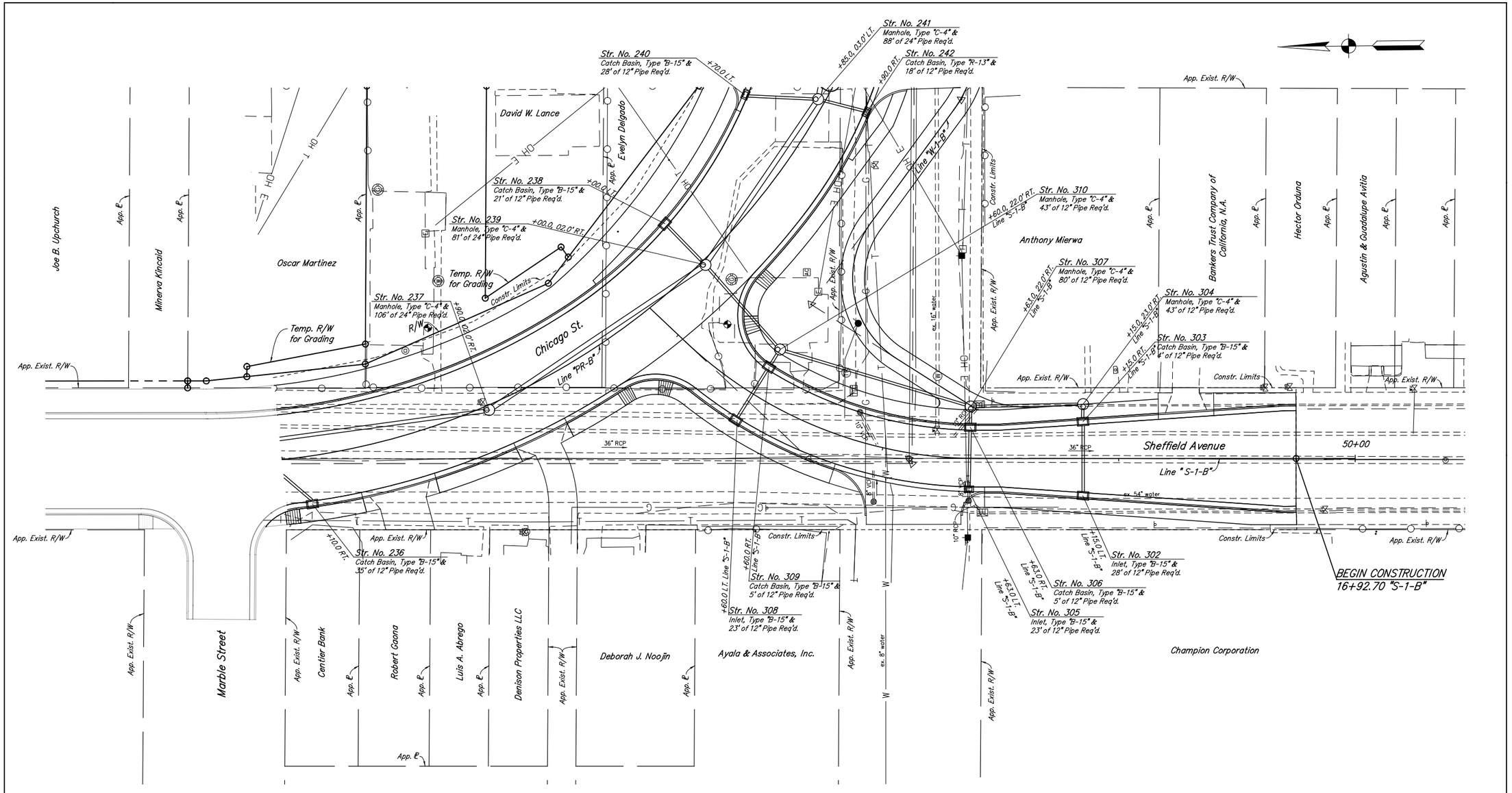

SEC. 25, T 37 N, R 10 W
NORTH TOWNSHIP
LAKE COUNTY

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: DLM	DRAINAGE DETAILS LINE "PR-B" & "S-1-B"	SURVEY BOOK N/A	SHEETS 40 of 102
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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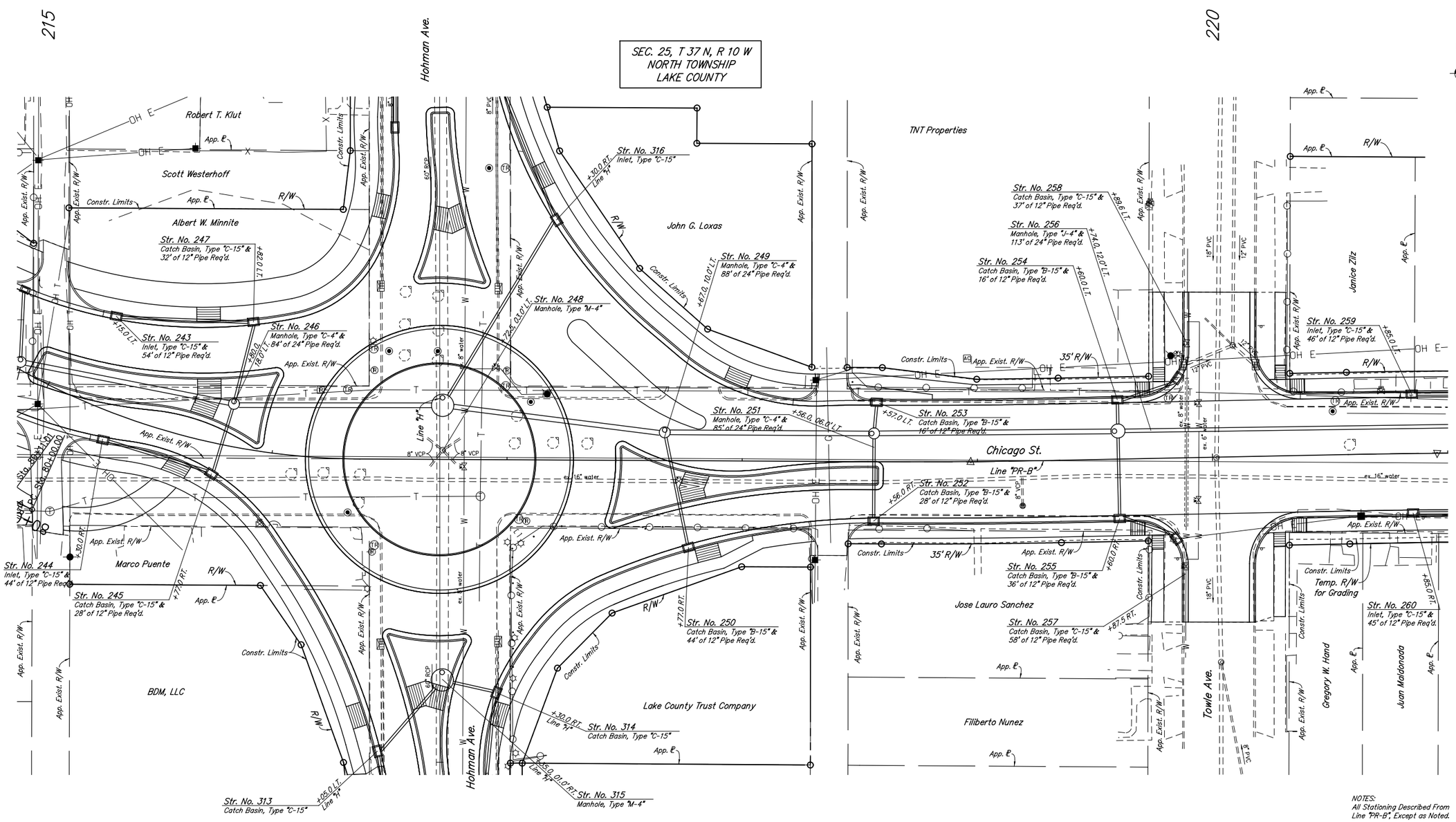

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: DLM	DRAINAGE DETAILS LINE "PR-B"	SURVEY BOOK N/A	SHEETS 41 of 102
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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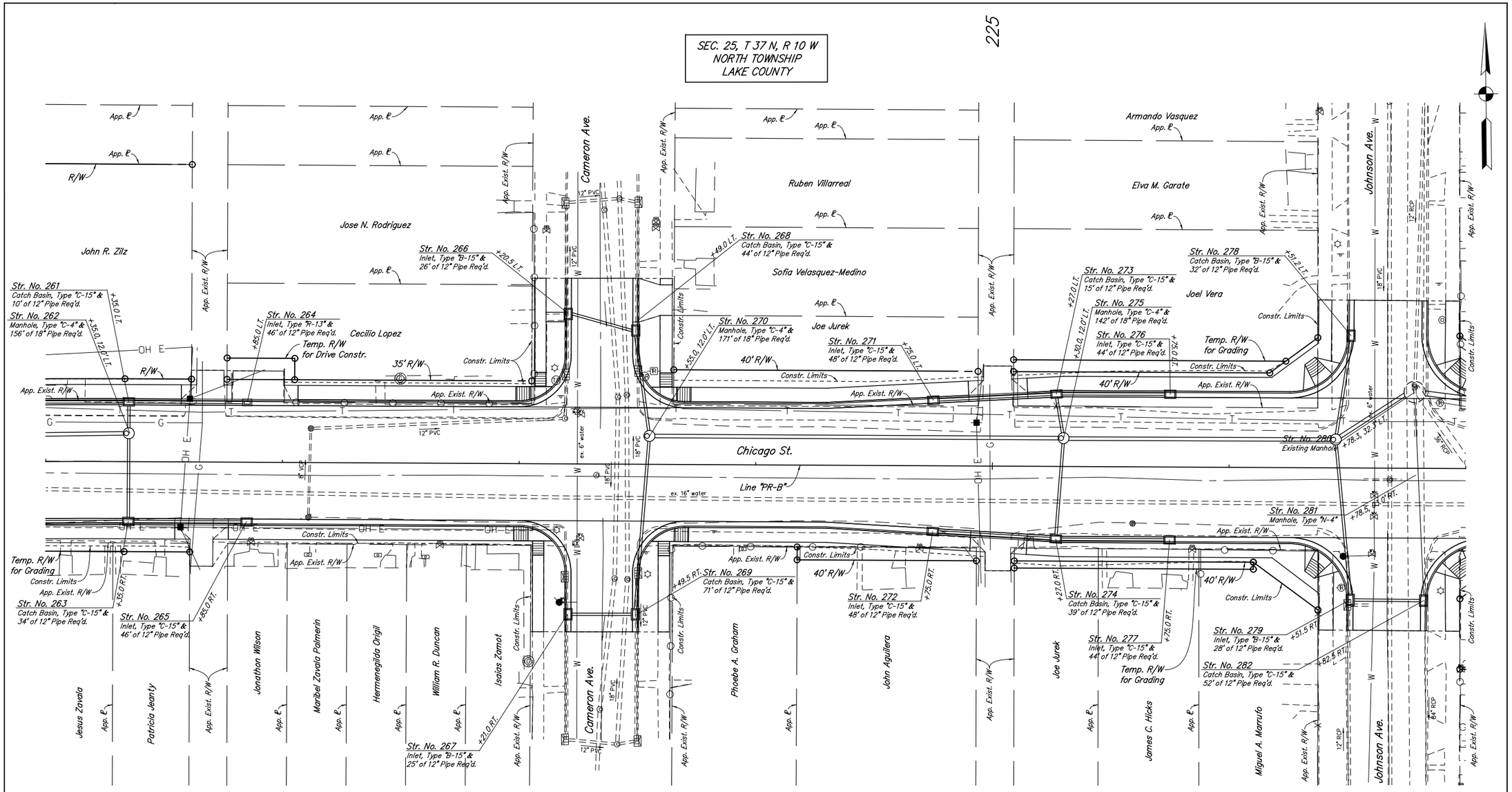
SEC. 25, T 37 N, R 10 W
NORTH TOWNSHIP
LAKE COUNTY



NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: DLM	DRAINAGE DETAILS LINE "PR-B"	SURVEY BOOK N/A	SHEETS 42 of 102
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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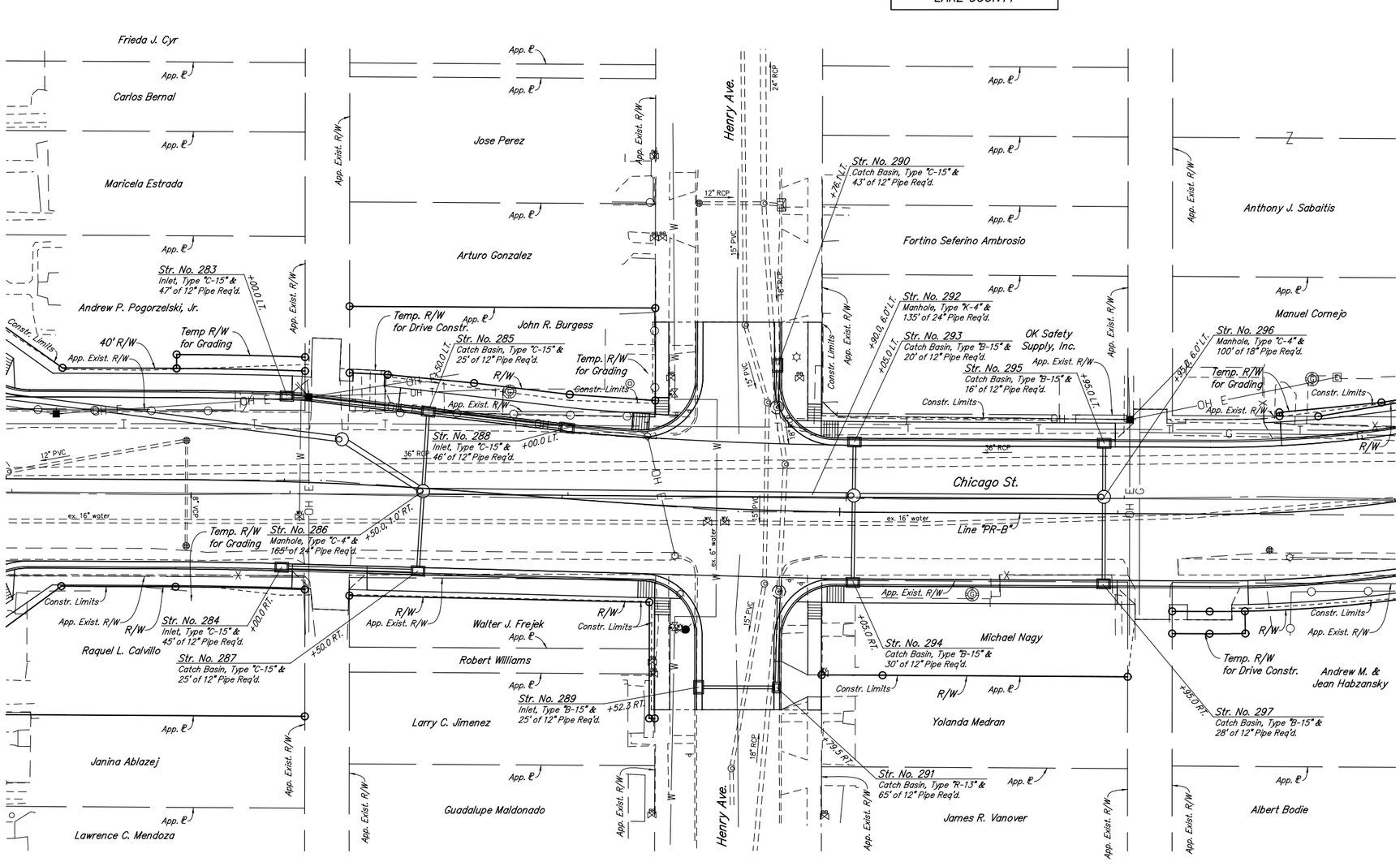
SEC. 25, T 37 N, R 10 W
NORTH TOWNSHIP
LAKE COUNTY



NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: DLM	DRAINAGE DETAILS LINE "PR-B"	SURVEY BOOK N/A	SHEETS 43 of 102
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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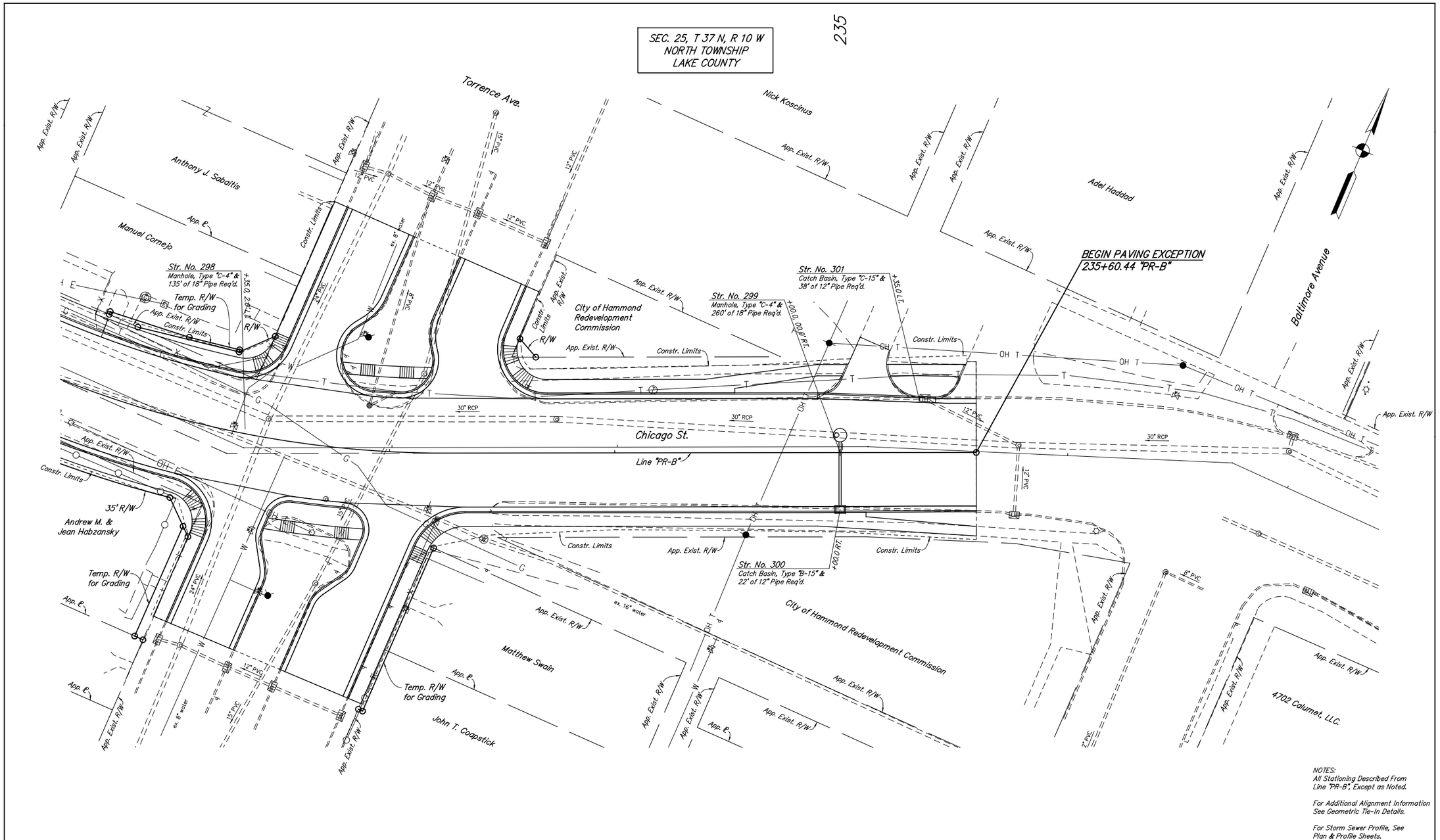
SEC. 25, T 37 N, R 10 W
NORTH TOWNSHIP
LAKE COUNTY



NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A	
			VERTICAL SCALE N/A	DESIGNATION NO. 1297017	
DESIGNED: BAR	DRAWN: DLM	DRAINAGE DETAILS LINE "PR-B"	SURVEY BOOK N/A	SHEETS 44 of 102	
CHECKED: GTC	CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017	

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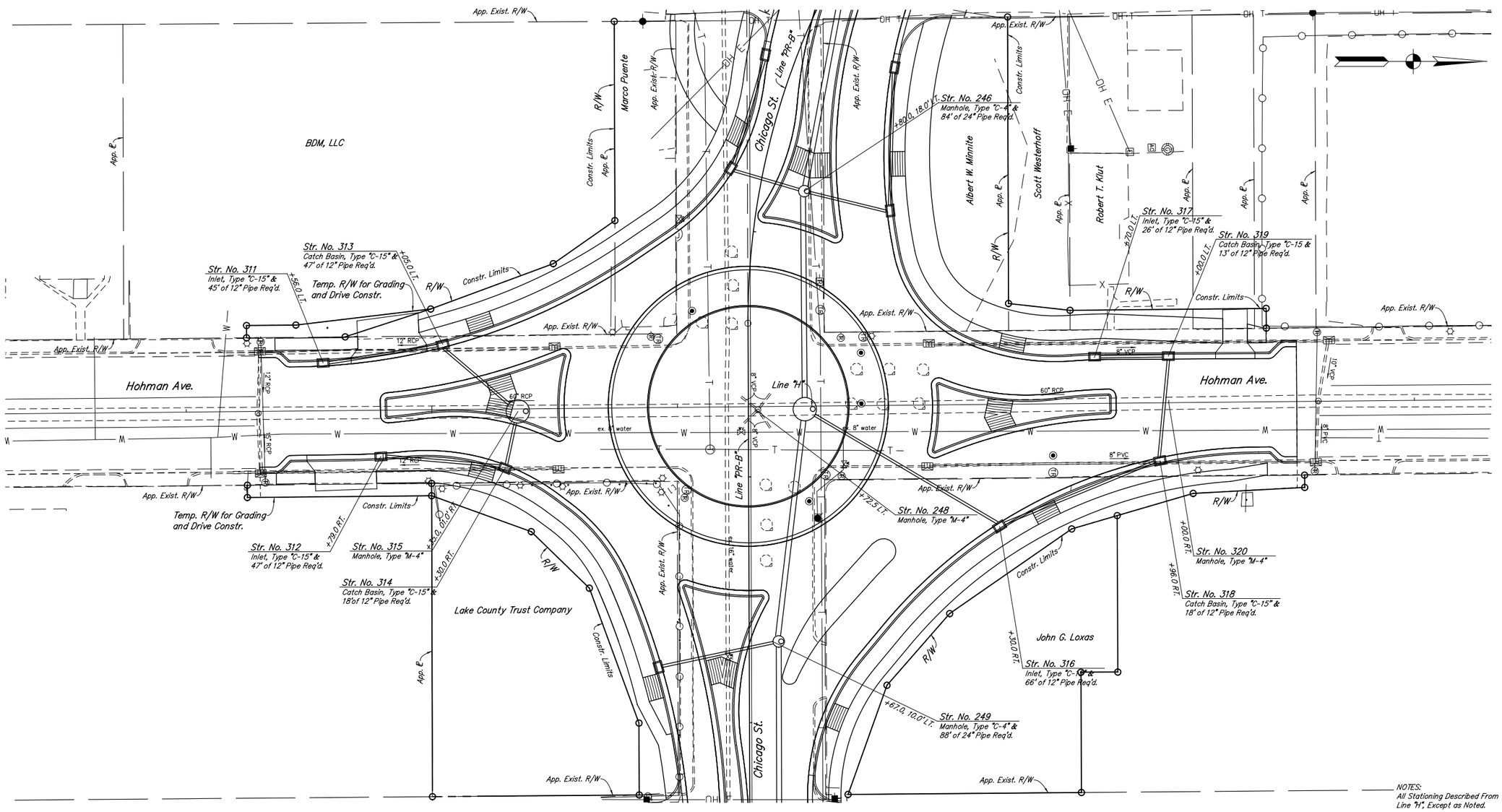

NOTES:
All Stationing Described From Line "H", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: DLM	DRAINAGE DETAILS LINE "H"	SURVEY BOOK N/A	SHEETS 45 of 102
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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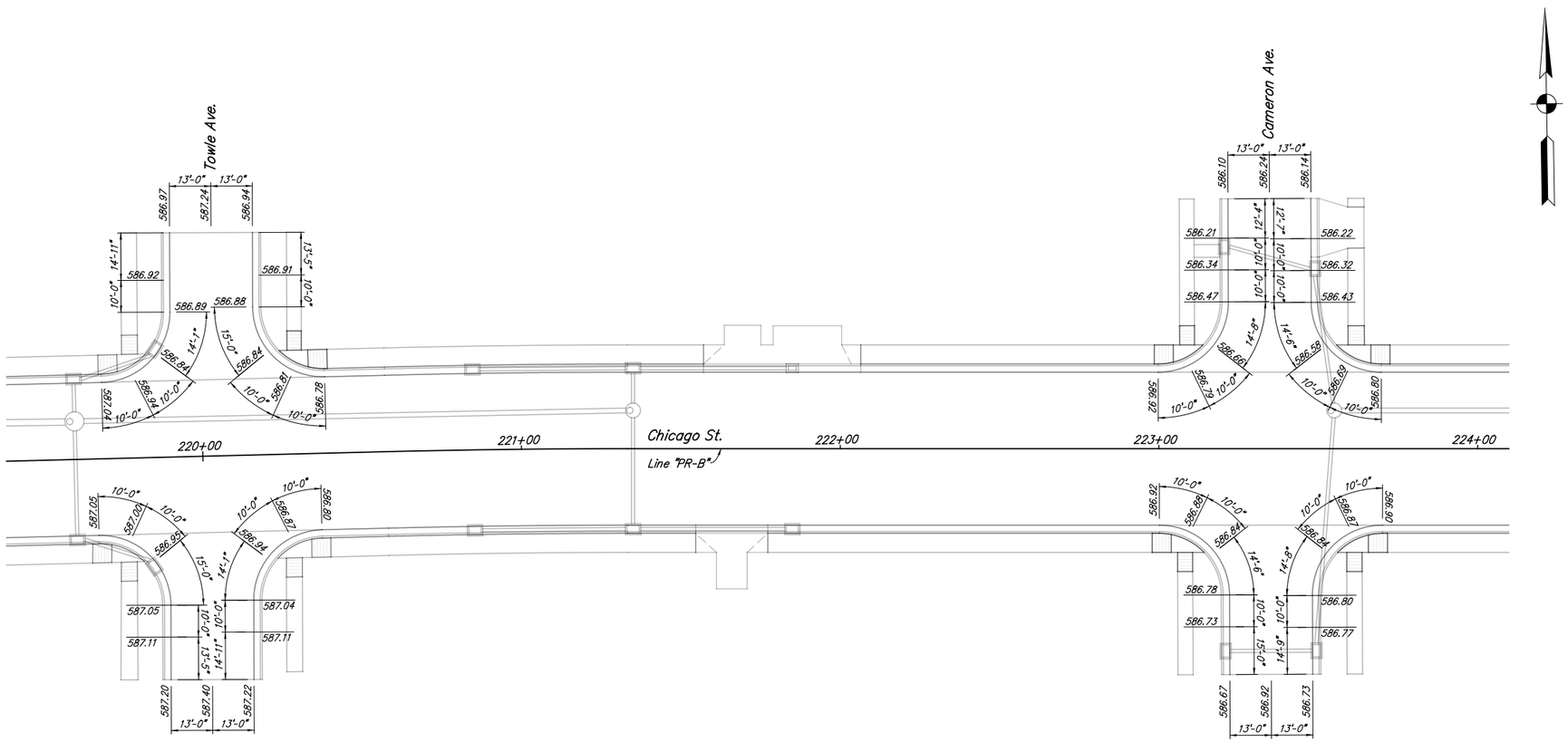

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
			VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR	DRAWN: CAK	SPOT ELEVATION DETAILS	SURVEY BOOK N/A	SHEETS 46 of 102
CHECKED: GTC	CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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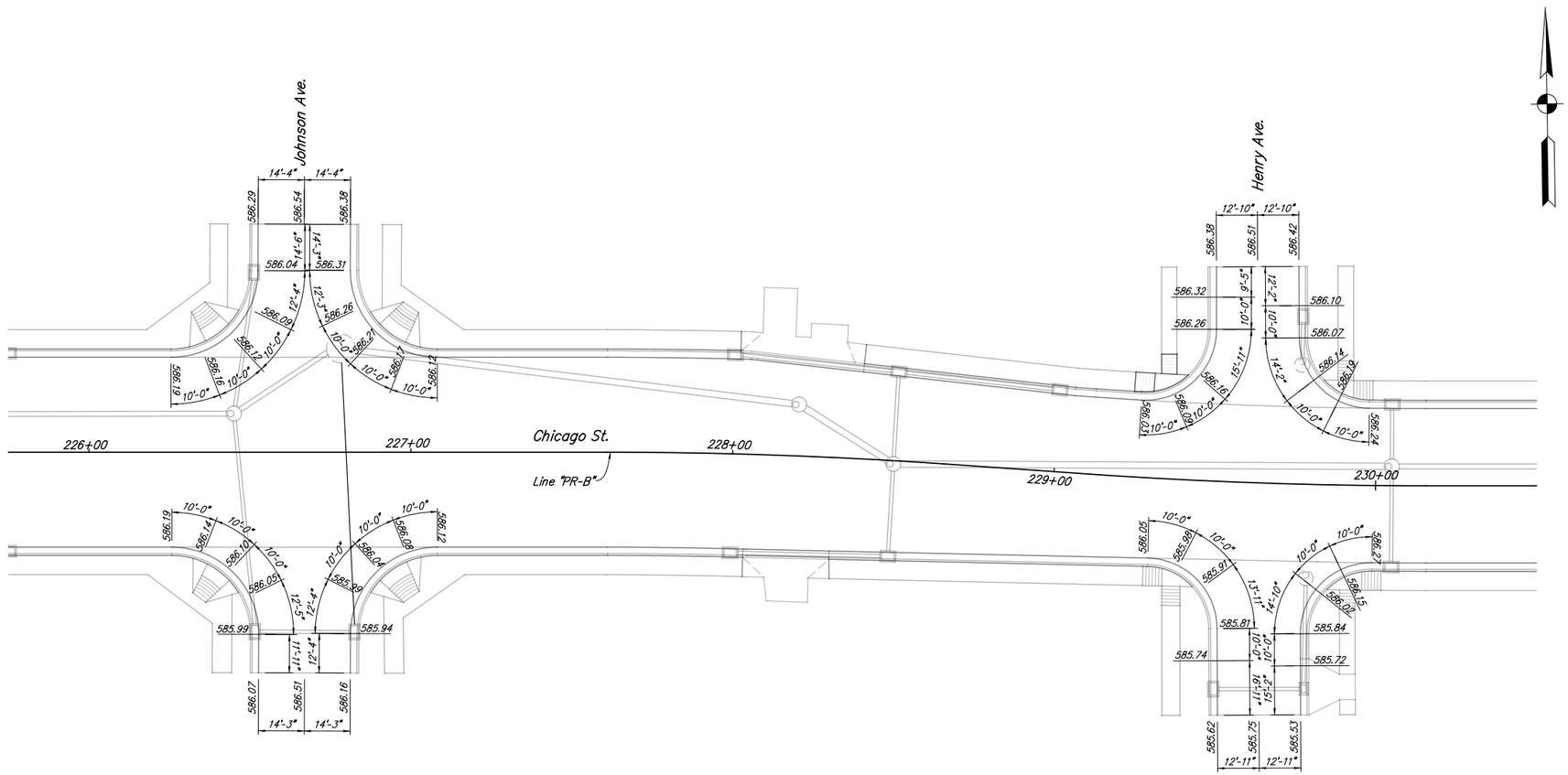

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	SPOT ELEVATION DETAILS	SURVEY BOOK N/A	SHEETS 47 of 102
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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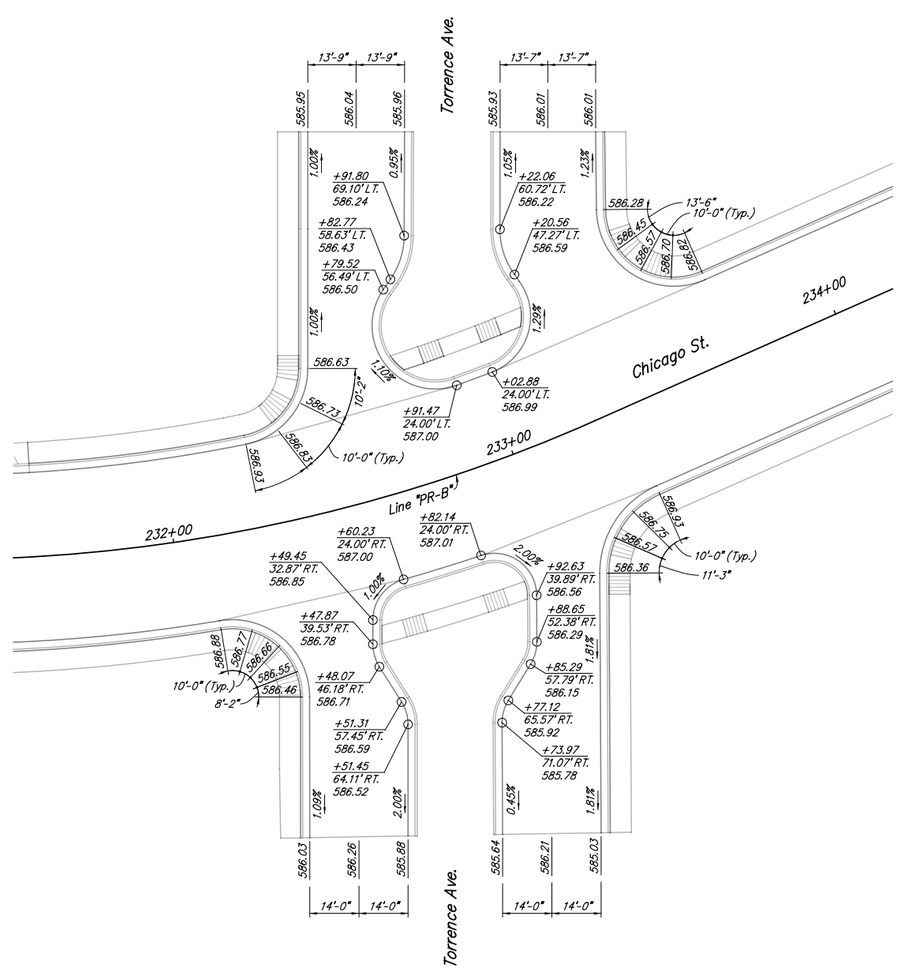

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	SPOT ELEVATION DETAILS	SURVEY BOOK N/A	SHEETS 48 of 102
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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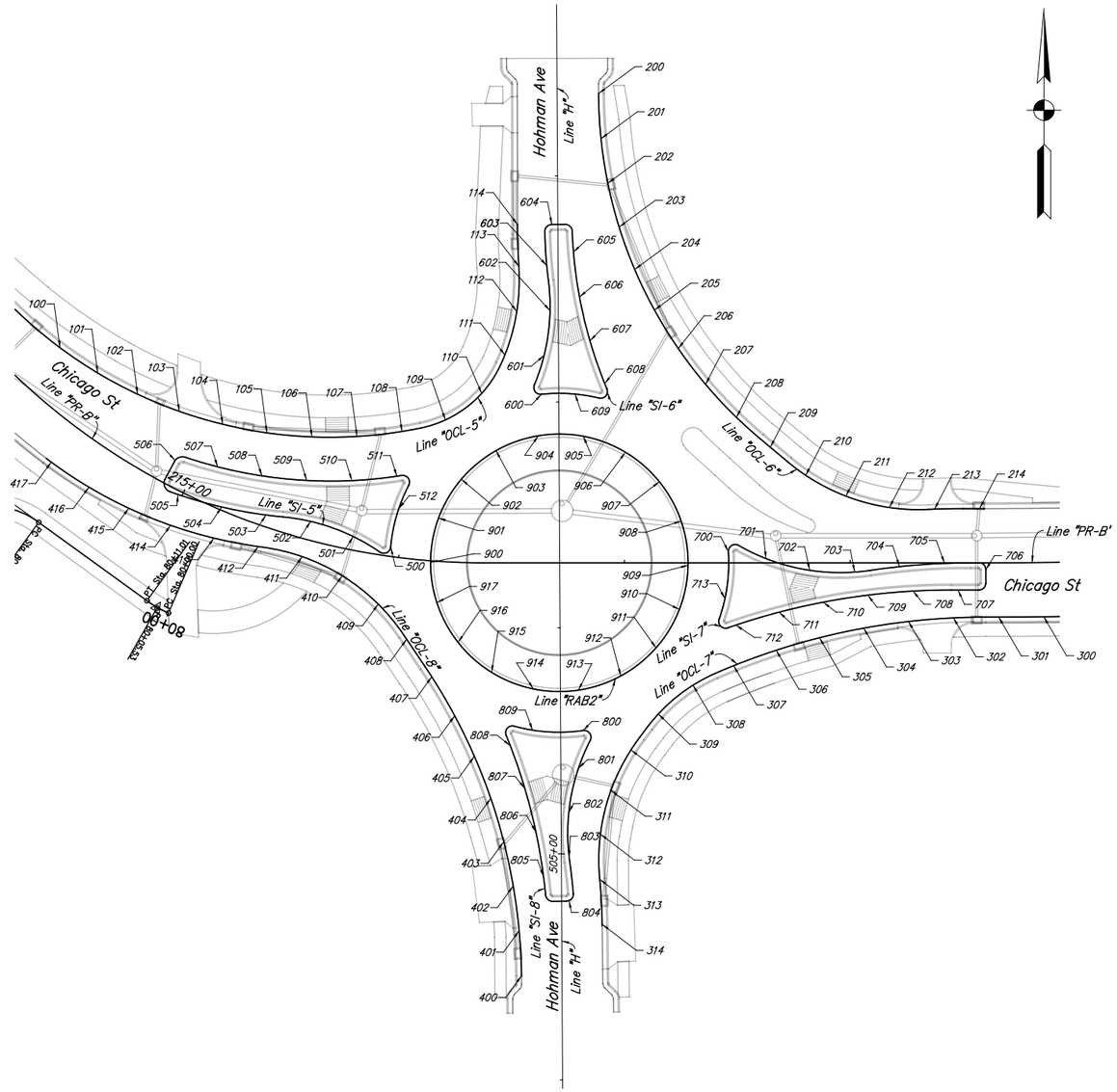
Number	Station	Elevation
Line "OCL-5		
100	50+70.00	586.69
101	50+90.00	586.54
102	51+10.00	586.39
103	51+30.00	586.21
104	51+50.00	586.06
105	51+70.00	586.10
106	51+90.00	586.24
107	52+10.00	586.38
108	52+30.00	586.51
109	52+50.00	586.75
110	52+70.00	587.05
111	52+90.00	587.24
112	53+10.00	587.17
113	53+30.00	587.10
114	53+50.00	587.04
Line "OCL-6		
200	50+00.00	587.12
201	50+20.00	586.97
202	50+40.00	586.83
203	50+60.00	586.90
204	50+80.00	586.98
205	51+00.00	587.06
206	51+20.00	587.13
207	51+40.00	587.35
208	51+60.00	587.58
209	51+80.00	587.81
210	52+00.00	587.74
211	52+20.00	587.66
212	52+40.00	586.59
213	52+60.00	687.51
214	52+80.00	587.47
Line "OCL-7		
300	50+50.00	587.33
301	50+70.00	587.40
302	50+90.00	587.46
303	51+10.00	587.52
304	51+30.00	587.58
305	51+50.00	587.64
306	51+70.00	586.70
307	51+90.00	587.76
308	52+10.00	587.83
309	52+30.00	587.62
310	52+50.00	587.29
311	52+70.00	587.21
312	52+90.00	587.14
313	53+10.00	587.06
314	53+30.00	587.07
Line "OCL-8		
400	50+00.00	586.70
401	50+20.00	586.78
402	50+40.00	587.03
403	50+60.00	587.10
404	50+80.00	587.17

Number	Station	Elevation
405	51+00.00	587.24
406	51+20.00	587.07
407	51+40.00	586.98
408	51+60.00	586.89
409	51+80.00	586.68
410	52+00.00	586.59
411	52+20.00	586.50
412	52+40.00	586.40
413	52+60.00	586.37
414	52+80.00	586.44
415	53+00.00	586.50
416	53+20.00	586.56
417	53+40.00	586.62
Line "SI-5		
500	10+00.00	586.80
501	10+20.00	586.81
502	10+40.00	586.68
503	10+60.00	586.63
504	10+80.00	586.65
505	11+00.00	586.74
506	11+20.00	586.57
507	11+40.00	586.44
508	11+60.00	586.41
509	11+80.00	586.44
510	12+00.00	586.55
511	12+20.00	586.74
512	12+40.00	586.86
Line "SI-6		
600	10+00.00	x
601	10+20.00	587.46
602	10+40.00	587.40
603	10+60.00	587.34
604	10+80.00	587.29
605	11+00.00	587.31
606	11+20.00	587.37
607	11+40.00	587.43
608	11+60.00	587.49
609	11+80.00	x
Line "SI-7		
700	10+00.00	x
701	10+20.00	588.18
702	10+40.00	588.12
703	10+60.00	588.06
704	10+80.00	588.00
705	11+00.00	587.94
706	11+20.00	587.82
707	11+40.00	587.68
708	11+60.00	587.74
709	11+80.00	587.80
710	12+00.00	587.86
711	12+20.00	587.92
712	12+40.00	587.92
713	12+60.00	x

Number	Station	Elevation
"Line "SI-8		
800	10+10.00	x
801	10+30.00	587.46
802	10+50.00	587.40
803	10+70.00	587.34
804	10+90.00	587.29
805	11+10.00	587.31
806	11+30.00	587.37
807	11+50.00	587.43
808	11+70.00	587.49
809	11+90.00	x
Line "RAB1"		
900	75+00.00	587.18
901	75+20.00	587.12
902	75+40.00	587.15
903	75+60.00	587.35
904	75+80.00	587.70
905	76+00.00	587.93
906	76+20.00	588.07
907	76+40.00	588.20
908	76+60.00	588.33
909	76+80.00	588.38
910	77+00.00	588.31
911	77+20.00	588.18
912	77+40.00	588.05
913	77+60.00	587.91
914	77+80.00	586.71
915	78+00.00	587.47
916	78+20.00	587.29
917	78+40.00	587.23



RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	SPOT ELEVATION DETAILS	SURVEY BOOK N/A	SHEETS 49 of 102
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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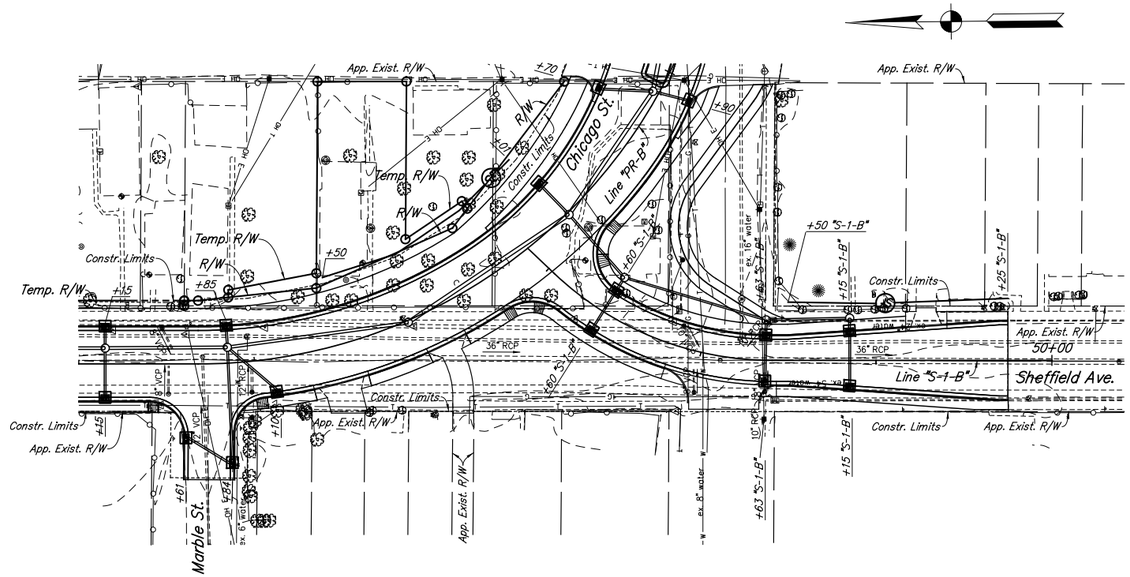

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

LEGEND

SF — Temporary Silt Fence

CIP — Curb Inlet Protection

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINE "PR-B" & "S-1-B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	50 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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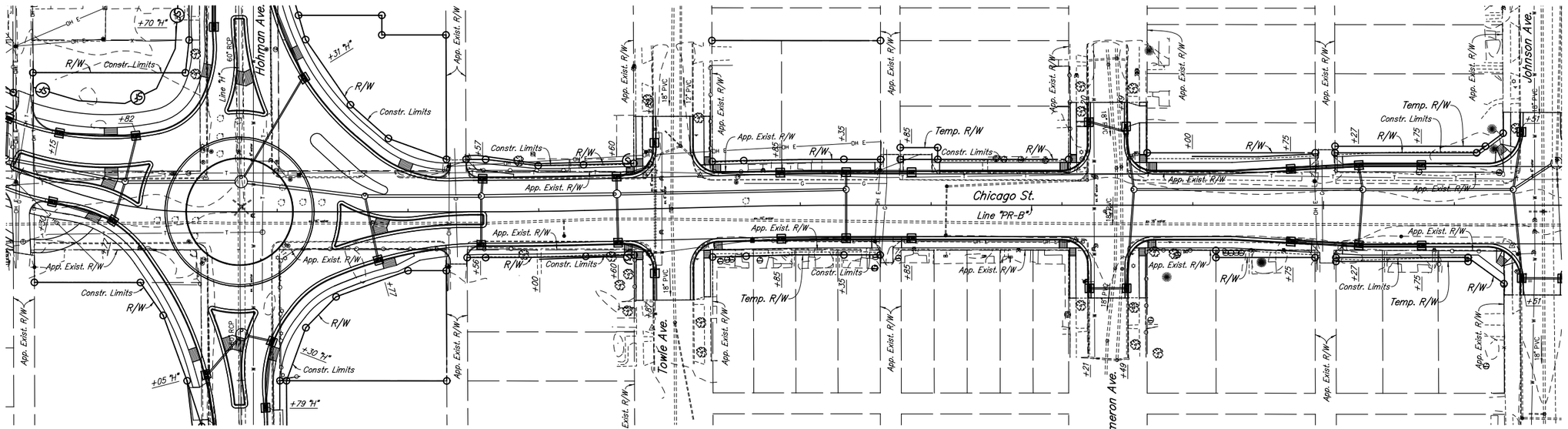

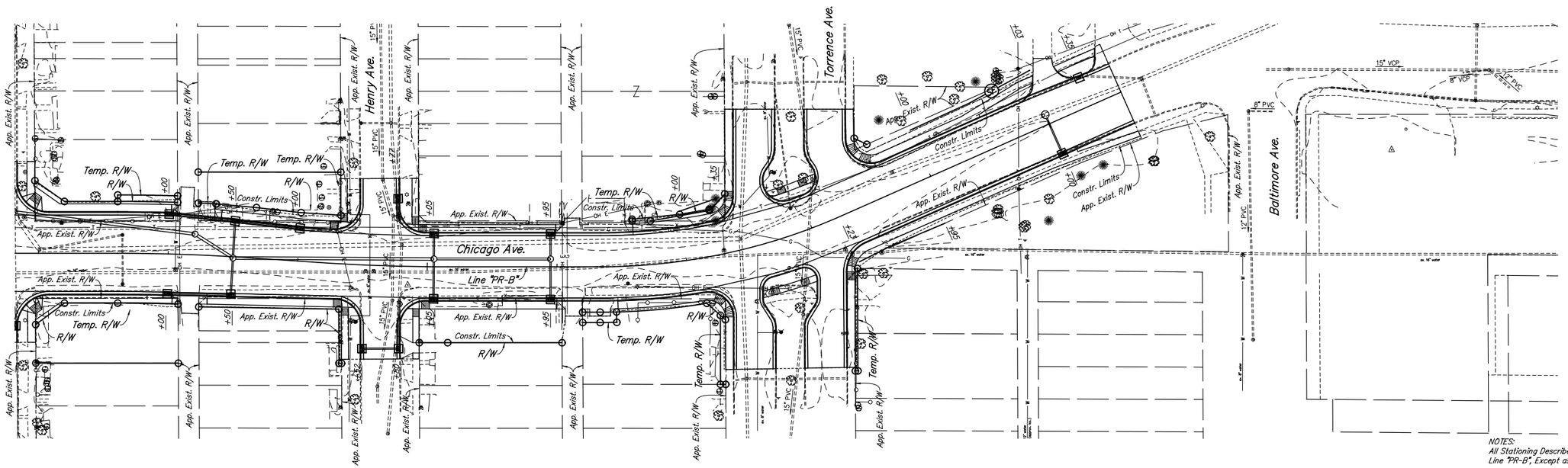

NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

LEGEND

SF — Temporary Silt Fence

CIP — Curb Inlet Protection

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017

SURVEY BOOK	SHEETS
N/A	51 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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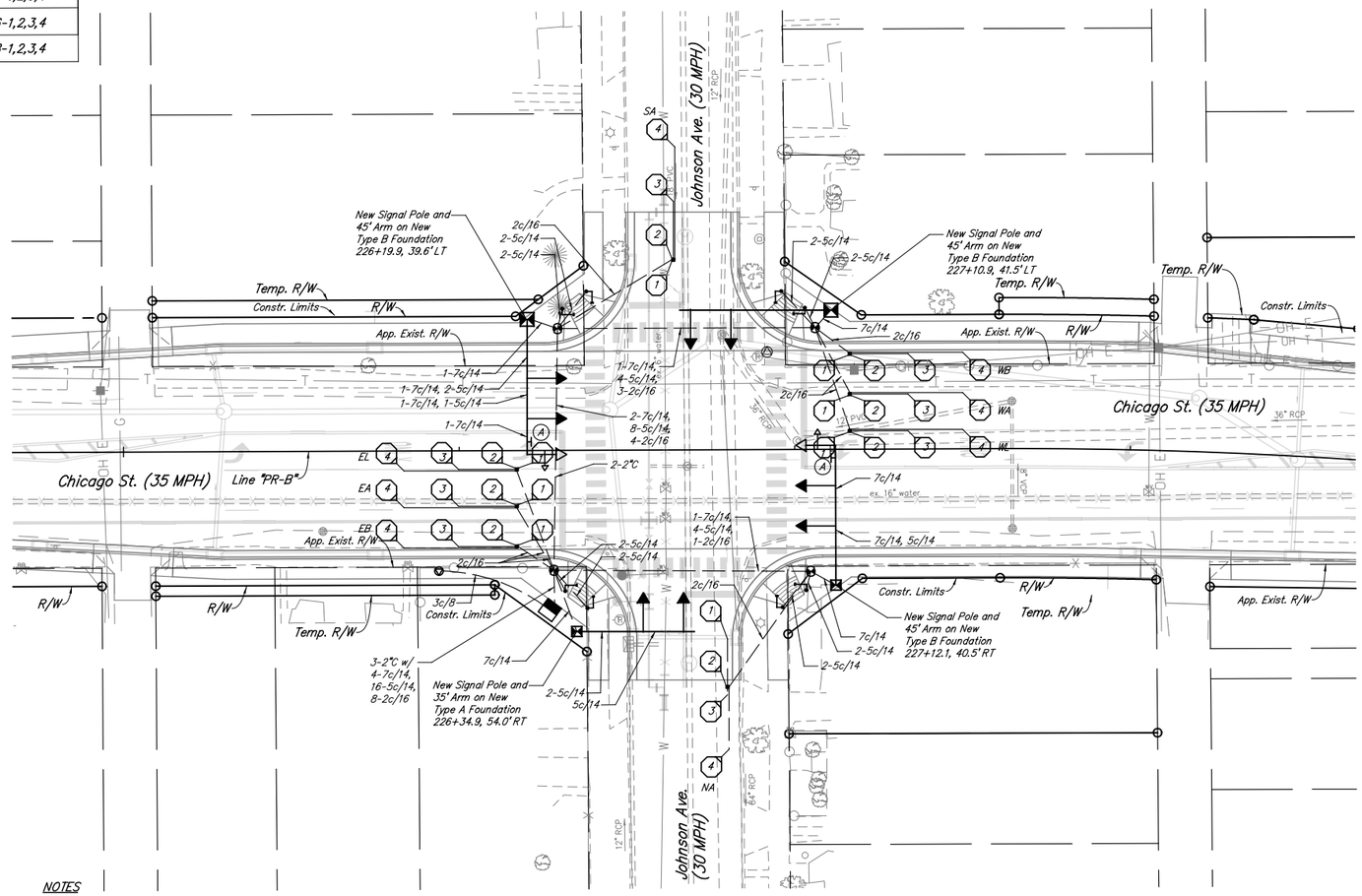
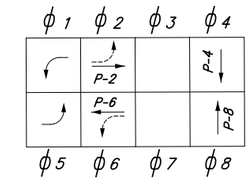
LOOP TAGGING TABLE

LANE	TAG NUMBER
EL	EL5-1,2,3,4
EA	EA2-1,2,3,4
EB	EB2-1,2,3,4
SA	SA4-1,2,3,4
WL	WL1-1,2,3,4
WA	WA6-1,2,3,4
WB	WB6-1,2,3,4
NA	NA8-1,2,3,4



PHASE DIAGRAM



All approaches flash red.

LEGEND

- Existing Signal Handhole
- Existing Signal Strain Pole & Foundation
- Existing Service Point
- Existing Traffic Loop
- New 2" Galvanized Steel Conduit
- New 18" Countdown Capable Accessible Pedestrian Indication
- New 10' Traffic Signal Pedestal on "A" Foundation
- New 3 Section (12 in. Red, 12 in. Amber, 12 in. Green) LED Signal Indication
- New 4 Section (12 in. Red Arrow, 12 in. Amber Arrow, 12 in. Flashing Amber Arrow, 12 in. Green Arrow) LED Signal Indication
- New Signal Pole, Mast Arm, and Foundation
- New 16-Phase Controller and P-1 Cabinet on New P-1 Foundation
- New Signal Handhole
- New Mast Arm Mounted Sign
- New Loop Detector
- New Detector Housing
- New Service Point

NOTES

1. Pavement markings and intersection dimensions are shown here for informational purposes only. See applicable sheets for construction details.
2. All stationing & offsets referenced from Line "PR-B", unless otherwise noted.
3. One pedestrian push button and an R10-3e pedestrian sign shall accompany each pedestrian signal indication.
4. Signal pole foundations, pedestal foundations, and cabinet footpad shall be constructed with a finished surface that is flush with the proposed sidewalk.
5. Handhole and signal pole removal shall be performed in a manner that allows the signal to remain operable at all times.
6. All existing signal equipment, wiring, and signs shall be removed unless idetified to remain. Exisitng signal pole foundations shall be removed to 2' below existing grade.
7. All conduit runs shall be 1-2" conduit unless otherwise noted.
8. Contractor is responsible for field verifications of all utility locations prior to any excavation associated with signal construction.
9. Contractor shall coordinate with electric utility company to confirm the feed for electrical service to the signal controller cabinet as shown on this plan.

(A)

LEFT TURN YIELD ON FLASHING YELLOW ARROW

R10-27 (mod) 30"x36"

INDIANA DEPARTMENT OF TRANSPORTATION

DESIGN ENGINEER — DATE: AAA

TRAFFIC SIGNAL DETAIL
JOHNSON AVE. & CHICAGO ST.

SCALE: 1" = 20'

CONTRACT NO.	DRAWN BY	YEAR	SHEET	TOTAL
R-34740	CRH	2015	52	AAA

COMM. NO.	DES. NO	PROJECT NO.
AAA	1297017	1297017

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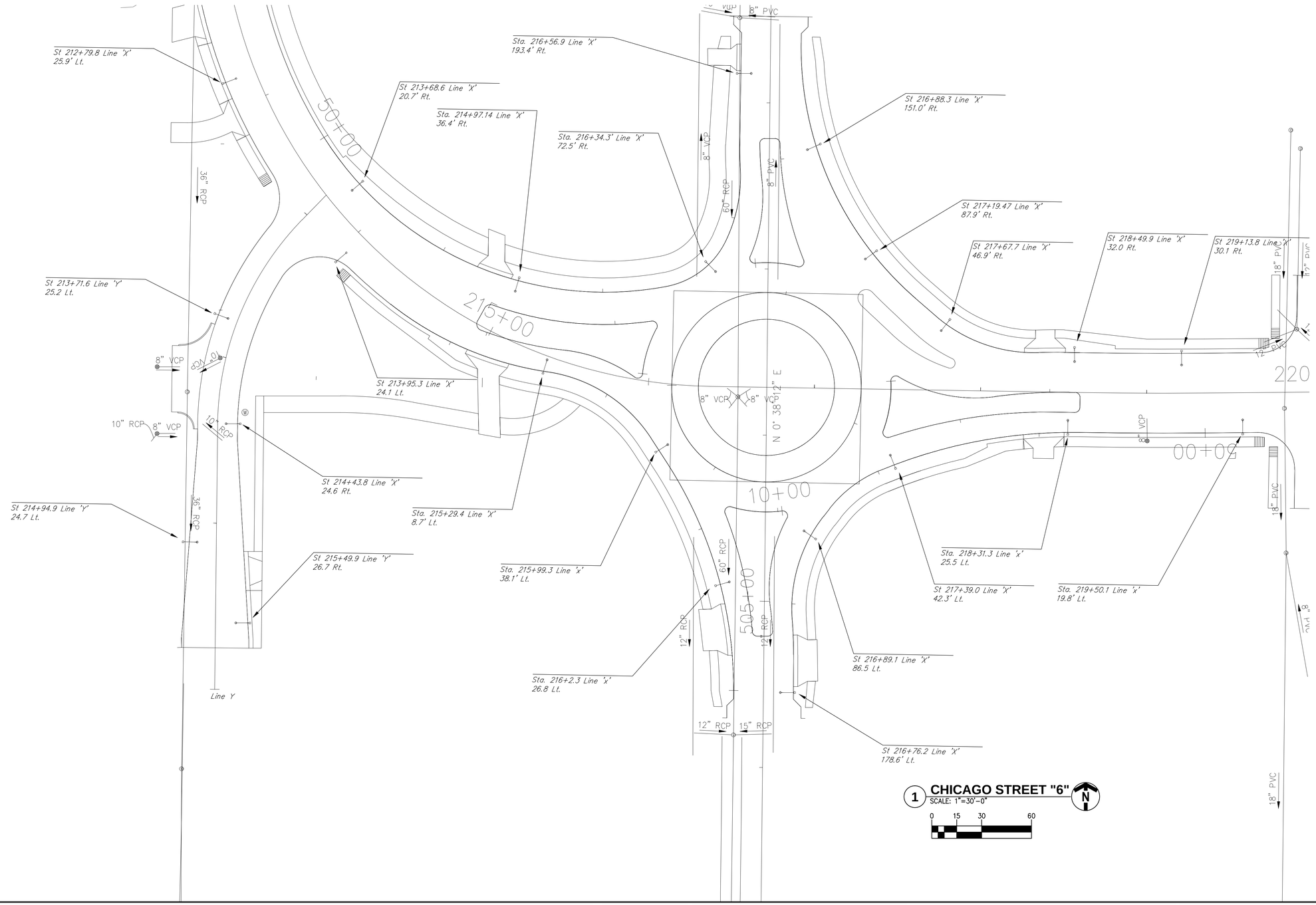


☼	250W LED Cobra Head Luminaries of IES Type V Distribution.	
□	40' Pole.	
▶	Lighting Service Point, Type II, 120 / 240 V, Single Phase.	
✖	Handhole, type as indicated.	
———	4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)	
═══	4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit	
A-1	Lighting Circuit Number	
No. 4	Lighting Circuit Conductor Size	

RECOMMENDED FOR APPROVAL _____ AAA
DESIGN ENGINEER DATE

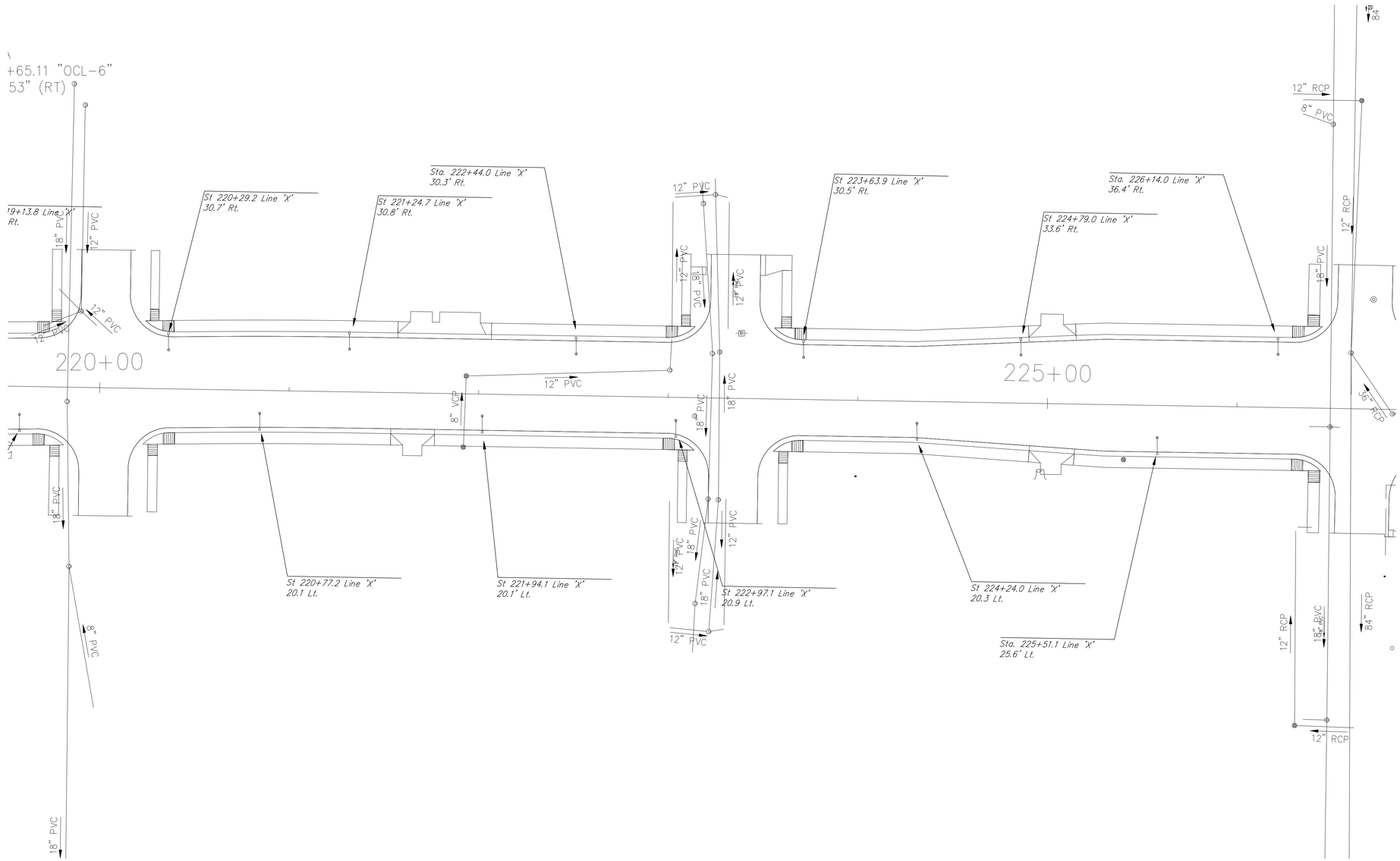
DESIGNED: GL DRAWN: GL
CHECKED: JS CHECKED: JS

INDIANA DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	xxx
SURVEY BOOK	SHEETS
N/A	SN of AAA
CONTRACT	PROJECT NO.
R-xxx	xxx

$USER $DATE$ $TIME$ $FILEA$



1 CHICAGO STREET "7"

SCALE: 1"=30'-0"

0 15 30 60

✲	250W LED Cobra Head Luminaries of IES Type V Distribution.
□	40' Pole.
▶	Lighting Service Point, Type II, 120 / 240 V, Single Phase.
⊠	Handhole, type as indicated.
———	4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)
═══	4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit
A-1	Lighting Circuit Number
No. 4	Lighting Circuit Conductor Size

RECOMMENDED FOR APPROVAL _____ AAA
DESIGN ENGINEER DATE

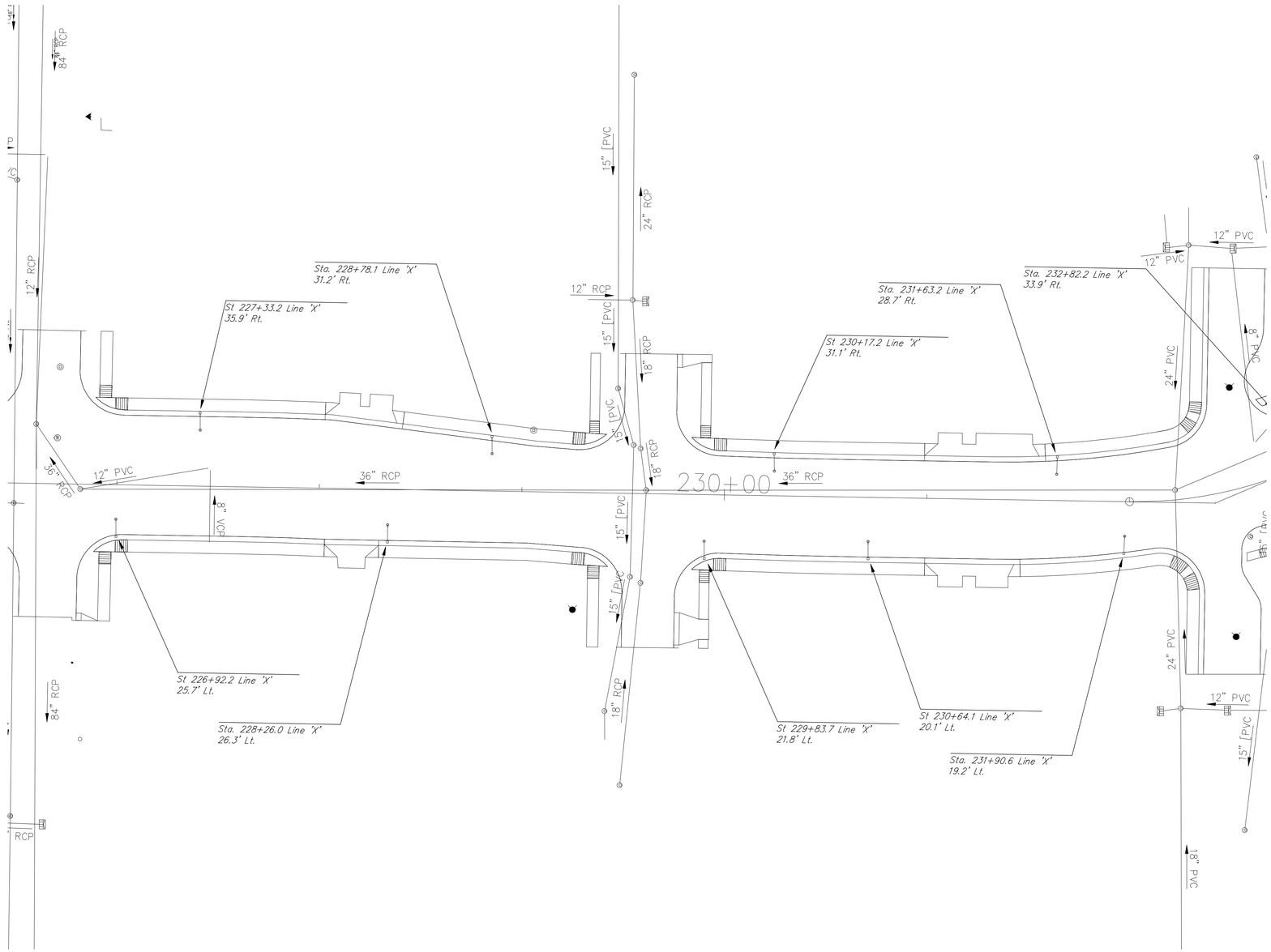
DESIGNED: GL DRAWN: GL
CHECKED: JS CHECKED: JS

INDIANA DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	xxx
SURVEY BOOK	SHEETS
N/A	SN of AAA
CONTRACT	PROJECT NO.
R-xxx	xxx

$USER $DATE$ $TIME$ $FILEA$



1 **CHICAGO STREET "8"**
SCALE: 1"=30'-0"

0 15 30 60

N

250W LED Cobra Head Luminaries of IES Type V Distribution.

40' Pole.

Lighting Service Point, Type II, 120 / 240 V, Single Phase.

Handhole, type as indicated.

4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)

4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit

4-7 Lighting Circuit Number

No. 4 Lighting Circuit Conductor Size

RECOMMENDED FOR APPROVAL _____ AAA
DESIGN ENGINEER DATE

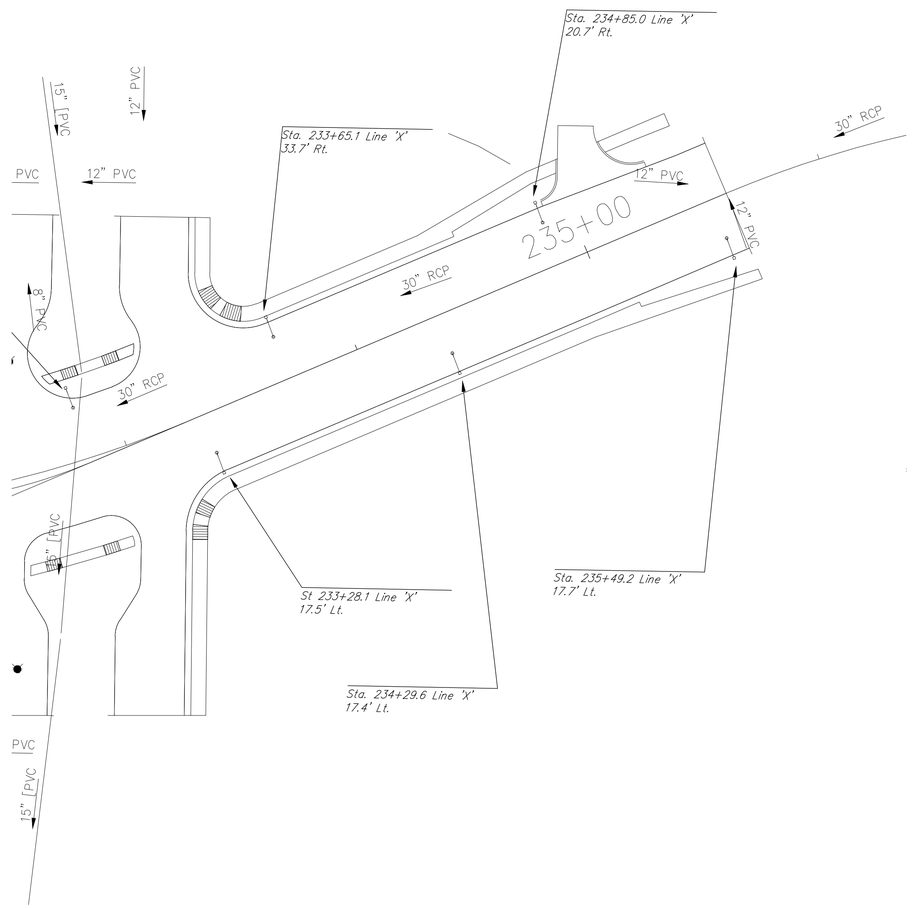
DESIGNED: GL DRAWN: GL
CHECKED: JS CHECKED: JS

INDIANA
DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	xxx
SURVEY BOOK	SHEETS
N/A	SN of AAA
CONTRACT	PROJECT NO.
R-xxx	xxx

$USER $DATE$ $TIME$ $FILEA$



1 **CHICAGO STREET "9"**
SCALE: 1"=30'-0"

0 15 30 60

N

250W LED Cobra Head Luminaries of IES Type V Distribution.

40' Pole.

Lighting Service Point, Type II, 120 / 240 V, Single Phase.

Handhole, type as indicated.

4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)

4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit

A-1 Lighting Circuit Number

No. 4 Lighting Circuit Conductor Size

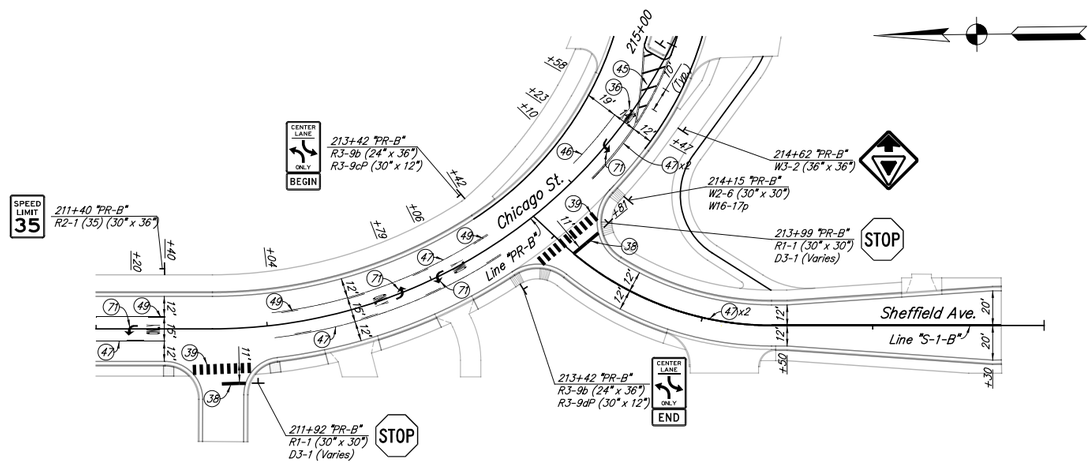
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	AAA DATE
DESIGNED: GL	DRAWN: GL	
CHECKED: JS	CHECKED: JS	

INDIANA
DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	xxx
SURVEY BOOK	SHEETS
N/A	SN of AAA
CONTRACT	PROJECT NO.
R-xxx	xxx

$USER $DATE$ $TIME$ $FILEA$



LEGEND

(36) Pavement Message Markings, Thermoplastic, Word (ONLY)	(41) Line, Thermoplastic, Solid, White, 12in., 3' Line, 3' Gap	(46A) Line, Thermoplastic, Solid, White, 6in.
(37) Pavement Message Markings, Thermoplastic, Word (RxR)	(43) Tranverse Marking, Thermoplastic - "Sharks Teeth"	(47) Line, Thermoplastic, Solid, Yellow, 4in.
(38) Transverse Markings, Thermoplastic, Stop Line, White, 24in.	(44) Line, Thermoplastic, Solid, White, 12in.	(48) Line, Thermoplastic, Broken, White, 4in.
(39) Transverse Markings, Thermoplastic, Crosswalk Line, White, 24in.	(45) Line, Thermoplastic, Solid, Yellow, 12in.	(49) Line, Thermoplastic, Broken, Yellow, 4in.
(40) Transverse Markings, Thermoplastic, Yield Line, White, 24in.	(46) Line, Thermoplastic, Solid, White, 4in.	(71) Pavement Message Markings, Thermoplastic, Lane Indication Arrow

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	57 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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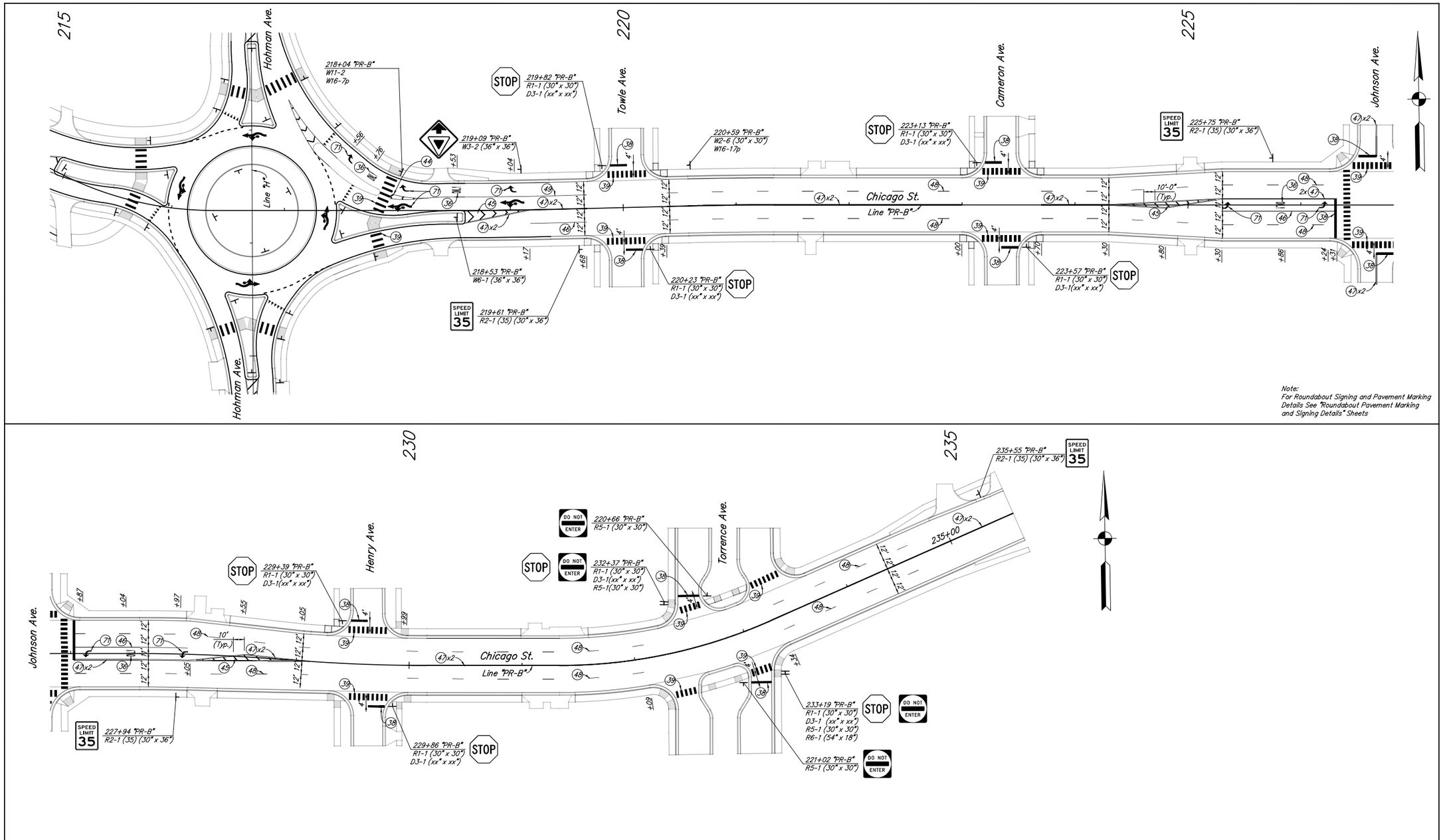

Note:
For Roundabout Signing and Pavement Marking Details See "Roundabout Pavement Marking and Signing Details" Sheets

LEGEND

- (36) Pavement Message Markings, Thermoplastic, Word (ONLY)
- (37) Pavement Message Markings, Thermoplastic, Word (RxR)
- (38) Transverse Markings, Thermoplastic, Stop Line, White, 24in.
- (39) Transverse Markings, Thermoplastic, Crosswalk Line, White, 24in.
- (40) Transverse Markings, Thermoplastic, Yield Line, White, 24in.
- (41) Line, Thermoplastic, Solid, White, 12in., 3' Line, 3' Gap
- (43) Tranverse Marking, Thermoplastic - "Sharks Teeth"
- (44) Line, Thermoplastic, Solid, White, 12in.
- (45) Line, Thermoplastic, Solid, Yellow, 12in.
- (46) Line, Thermoplastic, Solid, White, 4in.
- (46A) Line, Thermoplastic, Solid, White, 6in.
- (47) Line, Thermoplastic, Solid, Yellow, 4in.
- (48) Line, Thermoplastic, Broken, White, 4in.
- (49) Line, Thermoplastic, Broken, Yellow, 4in.
- (71) Pavement Message Markings, Thermoplastic, Lane Indication Arrow

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 40"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	58 of 102
CONTRACT	PROJECT NO.
R-34740	1297017

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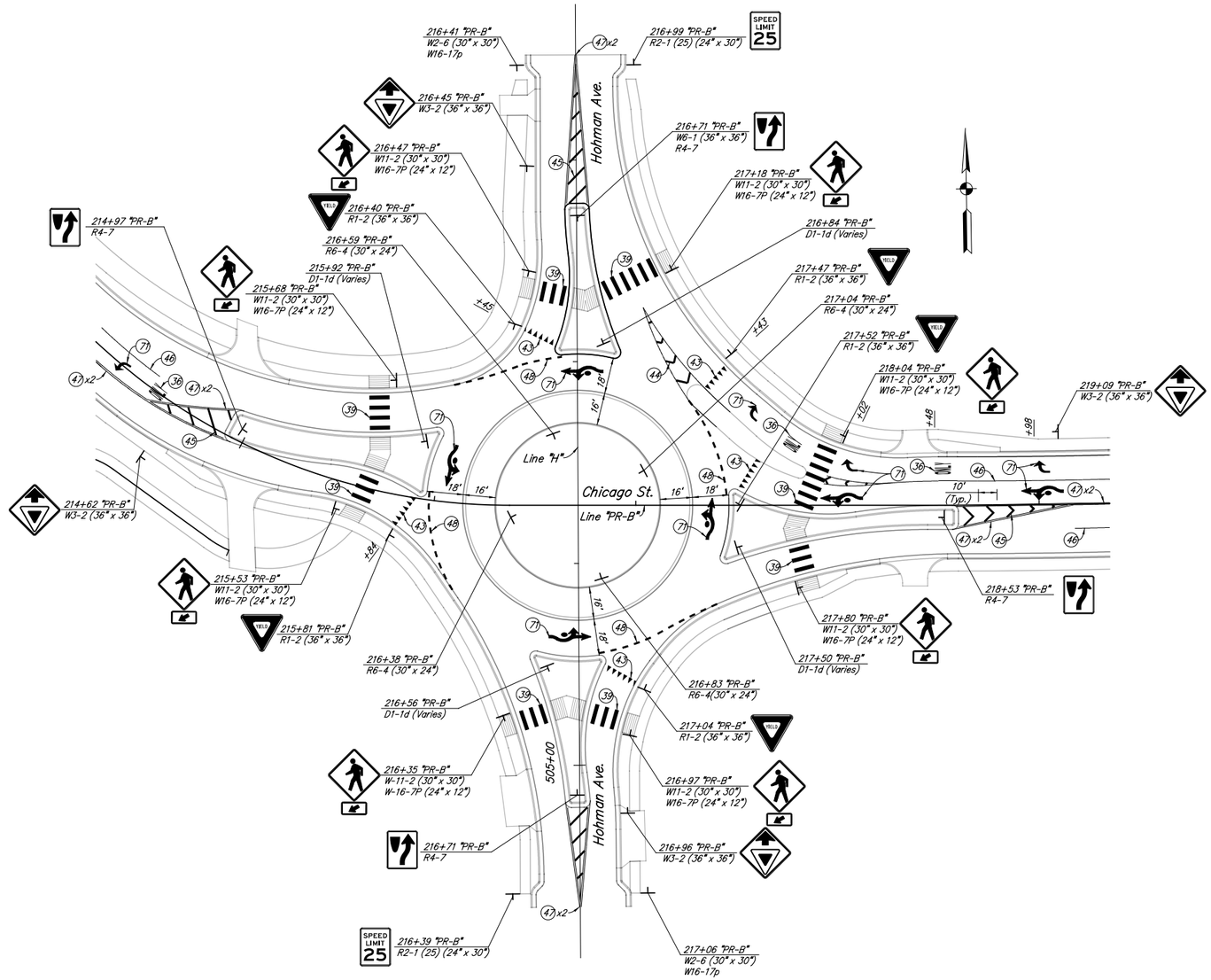

LEGEND

- (36) Pavement Message Markings, Thermoplastic, Word (ONLY)
- (37) Pavement Message Markings, Thermoplastic, Word (RxR)
- (38) Transverse Markings, Thermoplastic, Stop Line, White, 24in.
- (39) Transverse Markings, Thermoplastic, Crosswalk Line, White, 24in.
- (40) Transverse Markings, Thermoplastic, Yield Line, White, 24in.
- (41) Line, Thermoplastic, Solid, White, 12in., 3' Line, 3' Gap
- (43) Tranverse Marking, Thermoplastic - "Sharks Teeth"
- (44) Line, Thermoplastic, Solid, White, 12in.
- (45) Line, Thermoplastic, Solid, Yellow, 12in.
- (46) Line, Thermoplastic, Solid, White, 4in.
- (46A) Line, Thermoplastic, Solid, White, 6in.
- (47) Line, Thermoplastic, Solid, Yellow, 4in.
- (48) Line, Thermoplastic, Broken, White, 4in.
- (49) Line, Thermoplastic, Broken, Yellow, 4in.
- (71) Pavement Message Markings, Thermoplastic, Lane Indication Arrow

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE

DESIGNED: BAR	DRAWN: CAK
CHECKED: GTC	CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

ROUNDABOUT PAVEMENT MARKING & SIGNING DETAILS

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 59 of 102
CONTRACT R-34740	PROJECT NO. 1297017

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PROJECT	DESIGNATION
1297017	1297017
CONTRACT	BRIDGE FILE
R-34740	N/A

INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS

CHICAGO STREET WIDENING & RECONSTRUCTION

CITY OF HAMMOND

APPROVED BY:

BOARD OF PUBLIC WORKS & SAFETY

Robert Lendi	President
Stanley J. Dostatni	Vice President
Jeffery C. Smith	Member

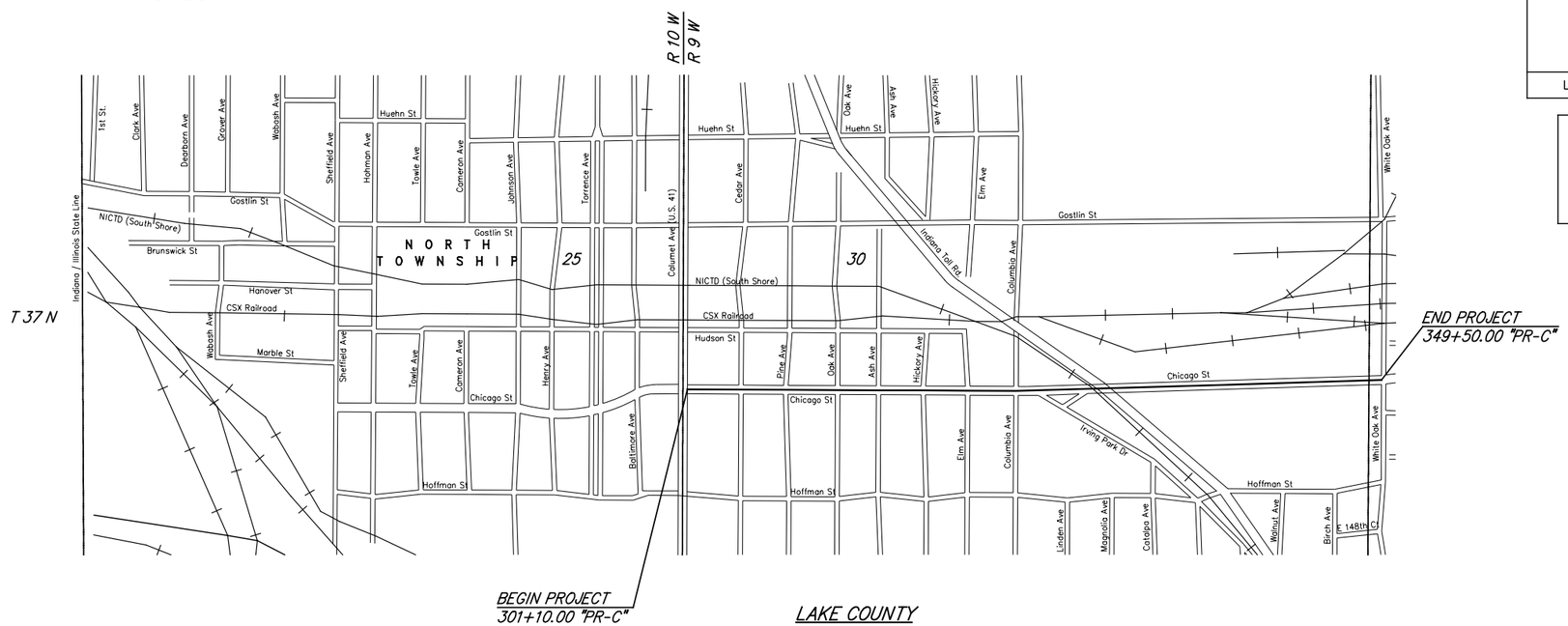
PROJECT NO.	**1297017**	**P.E.**
PROJECT NO.	**1297017**	**R/W**
PROJECT NO.	**1297017**	**CONST.**

Project Description *The Project is Located Along Former S.R. 312, Beginning at the Intersection of Gostlin Street and Brainard Avenue (Illinois / Indiana Stateline), Continuing Easterly Approximately 0.37 Miles to the Intersection of Gostlin Street and Sheffield Avenue, Continuing Southerly Approximately 0.25 Miles to the Intersection of Sheffield Avenue and Chicago Street, and Continuing Easterly Approximately 1.4 Miles to a Point Terminating at the Intersection of Chicago Street and White Oak Avenue (Hammond / East Chicago Corporate Boundary). Within Lake County, the Project is Located Within the City Limits of Hammond, Indiana in Sections 25 & 30, T-37-N, R-10-W & R-9-W, North Township.*

PROJECT LOCATION SHOWN BY

LATITUDE: 41° 38' 40" N LONGITUDE: 87° 31' 56" W

BRIDGE LENGTH :	N/A	Mile
ROADWAY LENGTH :	0.917	Mile
TOTAL LENGTH :	0.917	Mile
MAX. GRADE :	0.73	%



Scale: 1" = 500'

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2012
TO BE USED WITH THESE PLANS

AMERICAN STRUCTUREPOINT INC.
7260 SHADELAND STATION
INDIANAPOLIS, IN 46256-3957
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER

CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION DATE

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	1 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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UTILITIES

TELEPHONE
AT&T
5858 N. College Ave.
Indianapolis, IN 46220
(317) 252-4007

CABLE TV
Comcast Cable
5330 E. 65th St.
Indianapolis, IN 46220
(317) 275-6355

GAS & ELECTRIC
NIPSCO
801 E. 86th Ave.
Merrillville, IN 46410
(219) 647-4299

FIBER OPTIC
Level 3 Communications
1025 Eldorado Blvd.
Broomfield, CO 80602
(720) 888-2294

MCI Communications
730 W. Henry St.
Indianapolis, IN 46225
(317) 685-8050

PIPELINE
BP Pipeline
150 W. Warrenville Rd.
Bldg. 605 3rd Floor
Naperville, IL 60653
(630) 961-7782

Buckeye Pipeline
Five Tek Park
9999 Hamilton Blvd.
Breiningsville, PA 18031
(610) 904-4418

Wolverine Pipeline
8075 Creekside Dr. Ste. 210
Portage, MI 49024
(269) 323-2491

ONEOK
Midwestern Gas Transmissions
P.O. Box 388
Potomac, IL 61865
(217) 776-2222

Premcor Refining Group
Bought by Buckeye Pipeline

SEWER
Hammond Sanitary District
5143 Columbia Ave.
Hammond, IN 46320
(219) 853-6412

WATER
Hammond Water Works
6505 Columbia Ave.
Hammond, IN 46320
(219) 853-6421

LIGHTING
Hammond Street Lighting Dept.
5925 Calumet Ave.
Hammond, IN 46320
(219) 853-6336
Contact: Frank Sarang

RAILROADS

Northern Indiana Commuter Transportation District
601 N. Roeske Avenue
Michigan City, IN 46360
(219) 874-4221
Contact: Christopher M. Beck

Indiana Harbor Belt
2721 161st Street
Hammond, IN 46323
(219) 989-4933
Contact: Phil Buckingham, Jr.

CSX Transportation
500 Water Street
Jacksonville, FL 32202
(859) 426-6924
Contact: Amanda J. DeCesare

TRAFFIC DATA		CHICAGO ST. (PR-C)
A.A.D.T.	2012	13,680 V.P.D.
A.A.D.T.	2034	25,120 V.P.D.
D.H.V.		V.P.H.
DIRECTIONAL DISTRIBUTION		50/50 %
TRUCKS		10 % D.H.V.
MAINLINE ESAL's		
DESIGN DATA		
DESIGN SPEED		35 M.P.H.
PROJECT DESIGN CRITERIA		4R Reconstruction (Non-Freeway)
FUNCTIONAL CLASSIFICATION		Principle Arterial
RURAL/URBAN		Urban (Intermediate)
TERRAIN		Level
ACCESS CONTROL		None

GENERAL NOTES

**	All earth shoulders, median areas, and cut and fill slopes shall be plain or mulch seeded except where sodding is specified
	The final cross sections of the grading contract will be the original cross sections of the paving contract. However, partial or complete cross sections shall be taken if necessary to determine the actual excavation quantities.
	The paper relocation will be cross sectioned by the Engineer before construction.
	Existing asphalt pavement located outside the construction limits, between Sta. _____ and Sta. _____, shall be removed as directed.
	The quantity of peat excavation shown on the plans has been estimated on the basis of theoretical cross sections by using treatment of existing fills, treatment by removal, or treatment by displacement, where each treatment applies.
	All limited access right-of-way (L.A. R/W) is to be fenced with chain link type fence (CLTF) or farm field type fence (FFTF) where specified in the plans.

** REPRESENTS GENERAL NOTES REQUIRED

INDEX TO SHEETS

SHEET NO.	DRAWING INDEX
1	Title Sheet
2	Index & General Notes
3-5	Typical Cross Sections
6-7	Plat No. 1
8	Geometric Tie-Ups
9-10	Geometric Tie-In Detail
11-14	Maintenance of Traffic - Typical Sections
15	Maintenance of Traffic - Detour Route
16-22	Maintenance of Traffic Details
23-27	Plan & Profiles
28-36	Plan & Profiles - Sanitary Sewer
37-47	Plan & Profiles - Water Main
48-56	Construction Details
57-65	Drainage Details
66-69	Spot Elevation Details
70-71	Erosion Control Details
72-73	Traffic Signal Details
74-79	Lighting Details
80-81	Pavement Marking & Signing Details
82-83	Summary of Quantities & Approach Table
84-87	Structure Data Tables
88-185	Cross Sections

REVISIONS

SHEET NO.	DATE	REVISED

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

INDEX AND GENERAL NOTES

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	2 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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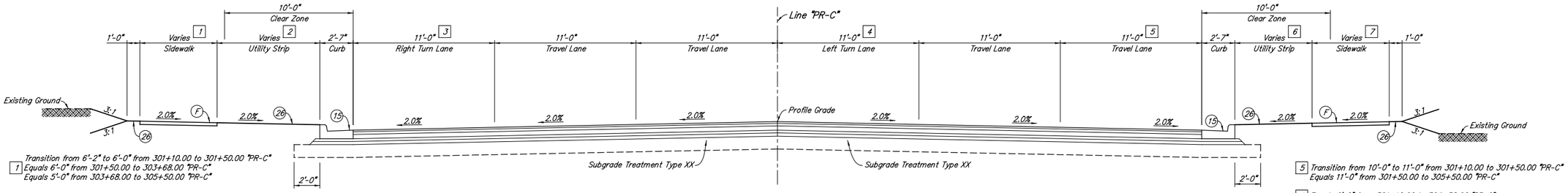


1 Transition from 6'-2" to 6'-0" from 301+10.00 to 301+50.00 "PR-C"
Equals 6'-0" from 301+50.00 to 303+68.00 "PR-C"
Equals 5'-0" from 303+68.00 to 305+50.00 "PR-C"

2 Equals 0'-0" from 301+10.00 to 303+73.63 "PR-C"
Transition from 0'-0" to 8'-0" from 303+73.63 to 304+50.00 "PR-C"
Equals 8'-0" from 304+50.00 to 305+50.00 "PR-C"

3 Transition from 10'-0" to 11'-0" from 301+10.00 to 301+50.00 "PR-C"
Equals 11'-0" from 301+50.00 to 303+10.00 "PR-C"
Transition from 11'-0" to 0'-0" from 303+10.00 to 304+50.00 "PR-C"
Equals 0'-0" from 304+50.00 to 305+50.00 "PR-C"

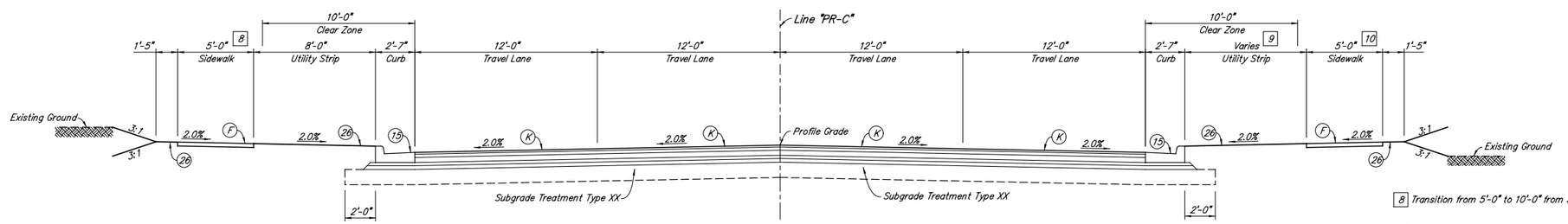
4 Equals 11'-0" from 301+10.00 to 303+10.00 "PR-C"
Transition from 11'-0" to 0'-0" from 303+10.00 to 305+50.00 "PR-C"

5 Transition from 10'-0" to 11'-0" from 301+10.00 to 301+50.00 "PR-C"
Equals 11'-0" from 301+50.00 to 305+50.00 "PR-C"

6 Equals 0'-0" from 301+10.00 to 304+58.00 "PR-C"
Transition from 2'-6" to 6'-0" from 304+58.00 to 305+50.00 "PR-C"

7 Transition from 4'-6" to 6'-0" from 301+10.00 to 301+35.00 "PR-C"
Equals 6'-0" from 301+35.00 to 305'+50.00 "PR-C"

CHICAGO STREET
301+10.00 "PR-C" TO 305+50.00 "PR-C"

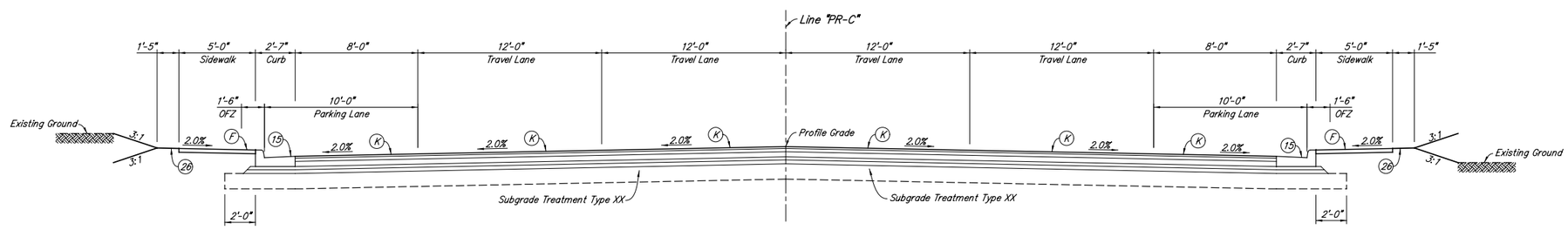


8 Transition from 5'-0" to 10'-0" from 319+74.00 to 319+90.00 "PR-C"

9 Equals 6'-0" from 305+50.00 to 305+80.00 "PR-C"
Transition from 6'-0" to 8'-0" from 305+80.00 to 306+30.00 "PR-C"
Equals 8'-0" from 306+30.00 to 307+60.00 "PR-C"
Equals 8'-0" from 319+74.00 to 319+90.00 "PR-C"

10 Equals 6'-0" from 305+50.00 to 307+60.00 "PR-C"

CHICAGO STREET
305+50.00 "PR-C" TO 307+60.00 "PR-C"
319+74.00 "PR-C" TO 319+90.00 "PR-C"



CHICAGO STREET
307+60.00 "PR-C" TO 319+74.00 "PR-C"

LEGEND

- (F) Concrete Sidewalk, 4"
- (K) xxx #/Syd. QC/QA-HMA, x, xx, Surface, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Intermediate, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Base, xx
- (13) Concrete Curb, Modified
- (15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR	DRAWN: CAK
CHECKED: GTC	CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "PR-C"

HORIZONTAL SCALE ¼" = 1'-0"	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 3 of 185
CONTRACT R-34740	PROJECT NO. 1297017

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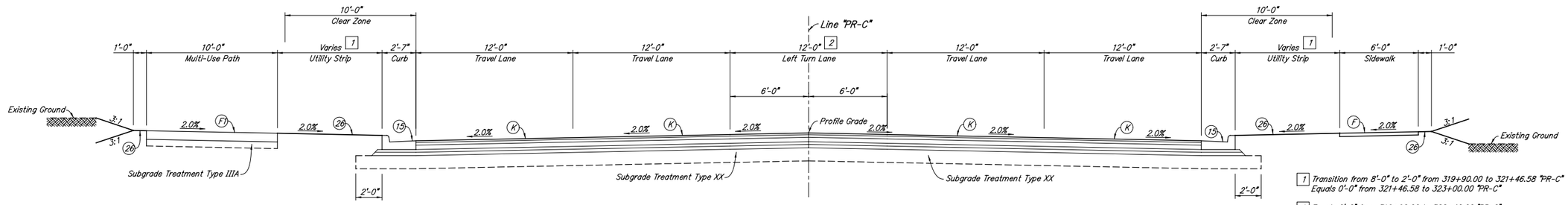
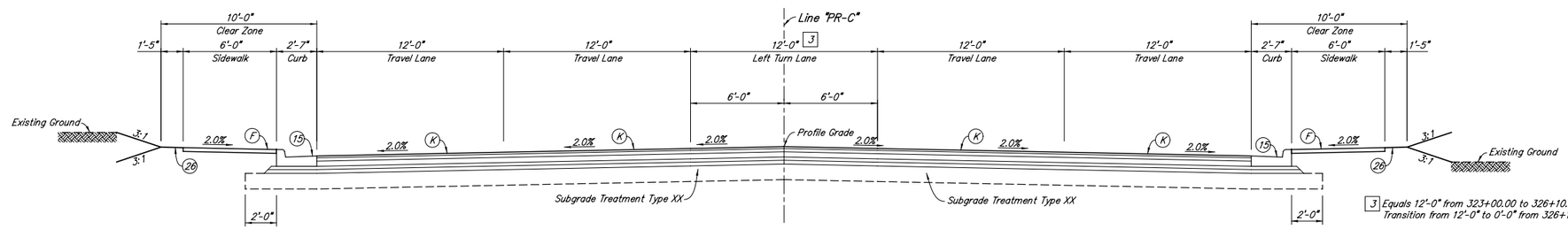


1 Transition from 8'-0" to 2'-0" from 319+90.00 to 321+46.58 "PR-C"
Equals 0'-0" from 321+46.58 to 323+00.00 "PR-C"

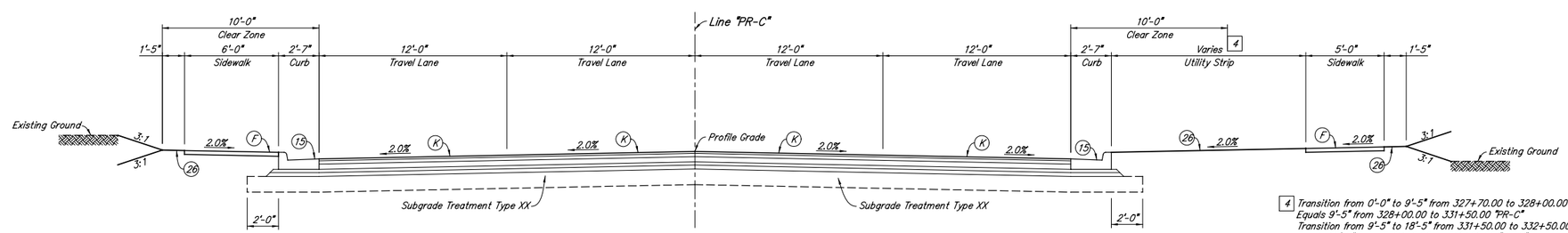
2 Equals 0'-0" from 319+90.00 to 320+40.00 "PR-C"
Transition from 0'-0" to 12'-0" from 320+40.00 to 322+00.00 "PR-C"
Equals 12'-0" from 322+00.00 to 323+00.00 "PR-C"

CHICAGO STREET
319+90.00 "PR-C" TO 323+00.00 "PR-C"



3 Equals 12'-0" from 323+00.00 to 326+10.00 "PR-C"
Transition from 12'-0" to 0'-0" from 326+10.00 to 327+70.00 "PR-C"

CHICAGO STREET
323+00.00 "PR-C" TO 327+70.00 "PR-C"



4 Transition from 0'-0" to 9'-5" from 327+70.00 to 328+00.00 "PR-C"
Equals 9'-5" from 328+00.00 to 331+50.00 "PR-C"
Transition from 9'-5" to 18'-5" from 331+50.00 to 332+50.00 "PR-C"
Equals 18'-5" from 332+50.00 to 341+20.00 "PR-C"

CHICAGO STREET
327+70.00 "PR-C" TO 341+20.00 "PR-C"

LEGEND

- (F) Concrete Sidewalk, 4"
- (K) xxx #/Syd. QC/QA-HMA, x, xx, Surface, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Intermediate, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Base, xx
- (13) Concrete Curb, Modified
- (15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	4 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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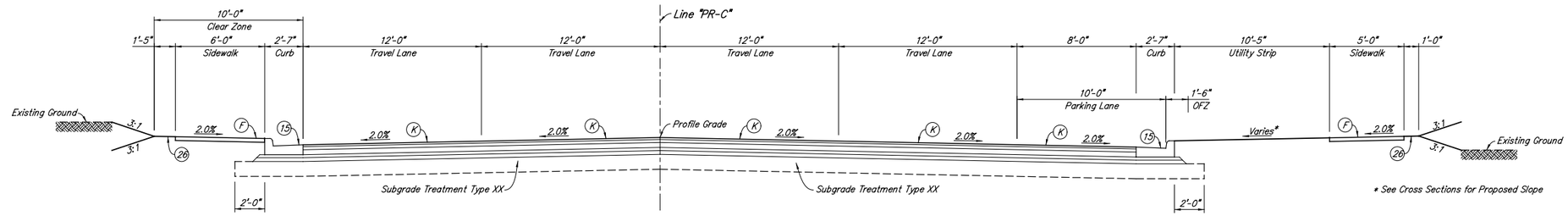
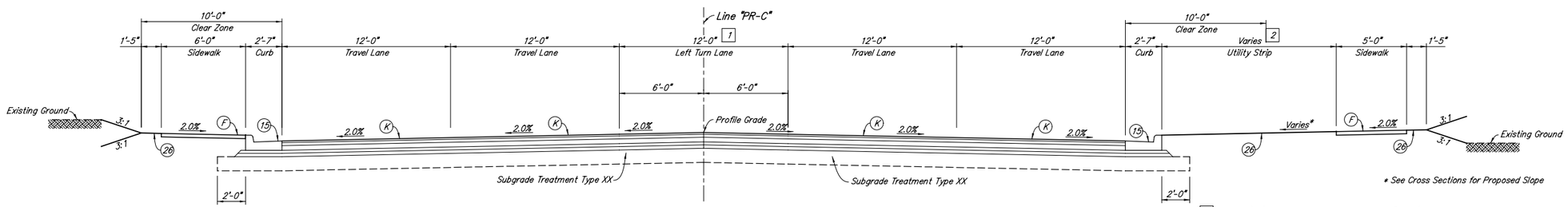


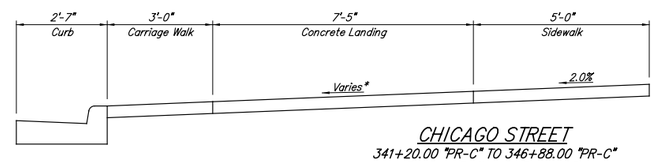
CHICAGO STREET
341+20.00 "PR-C" TO 346+88.00 "PR-C"



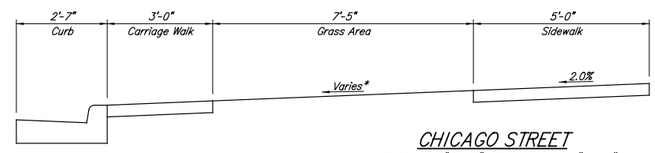
CHICAGO STREET
347+10.00 "PR-C" TO 349+50.00 "PR-C"

1 Equals 0'-0" from 347+00.00 to 347+10.00 "PR-C"
Transition from 0'-0" to 12'-0" from 347+10.00 to 348+70.00 "PR-C"
Equals 12'-0" from 348+70.00 to 349+50.00 "PR-C"

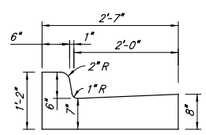
2 Equals 18'-5" from 347+00.00 to 347+10.00 "PR-C"
Transition from 18'-5" to 12'-5" from 347+10.00 to 348+70.00 "PR-C"
Equals 12'-5" from 348+70.00 to 349+50.00 "PR-C"



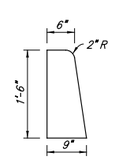
CHICAGO STREET
341+20.00 "PR-C" TO 346+88.00 "PR-C"
* See Cross Sections for Proposed Slope



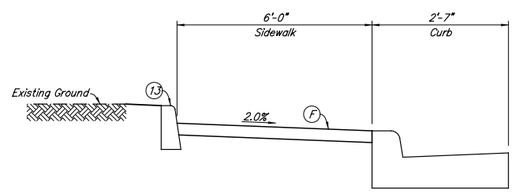
CHICAGO STREET
341+20.00 "PR-C" TO 346+88.00 "PR-C"
* See Cross Sections for Proposed Slope



COMBINED CONCETE CURB AND GUTTER DETAIL
Not To Scale



MOD. CONCRETE CURB DETAIL
Not To Scale



CHICAGO STREET
326+75.00 "PR-C" TO 328+75.00 "PR-C"

LEGEND

- (F) Concrete Sidewalk, 4"
- (K) xxx #/Syd. QC/QA-HMA, x, xx, Surface, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Intermediate, xx, on xxx #/Syd. QC/QA-HMA, x, xx, Base, xx
- (13) Concrete Curb, Modified
- (15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	5 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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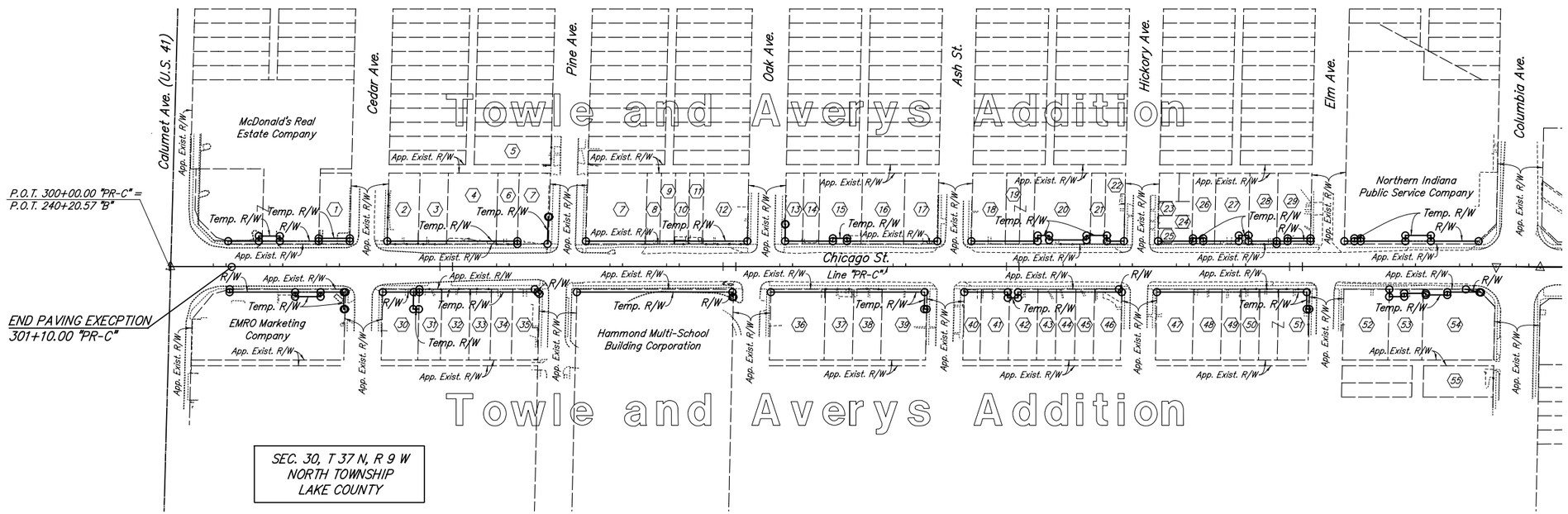
300 305 310 315 320

Towle and Avery's Addition

Section	Index	Owner
30	1	Rodney D. Lubeznik
30	2	Antonia Moreno
30	3	Centier Bank
30	4	Antonia Moreno
30	5	Juan Serrano
30	6	Alicia Margaret Zelanik
30	7	Indiana Association of Seventh-Day Adventists, Inc.
30	8	Luz Alvarez
30	9	Dixon Ortiz
30	10	Jorge Jaramillo
30	11	Arturo Landeros
30	12	Pedro Aguila
30	13	Francis R. Bannister
30	14	Mario G. Lara
30	15	Daniel Maldonado
30	16	Joann Baggett
30	17	Good Shepherd Apostolic Church
30	18	Victor M. Torres
30	19	Norman C. Foley, Jr.
30	20	Gillermo Fabela
30	21	Benjamin Gonzalez
30	22	Gerardo Soto
30	23	Carol A. Wilczak
30	24	Juanita M. Nance
30	25	C.J. Turner Ministry
30	26	Richard D. Leser
30	27	David Palmerin
30	28	Steven M. Szczygiel
30	29	Veronica Villa



Towle and Avery's Addition

Section	Index	Owner
30	30	City of Hammond Department of Redevelopment of Lake County
30	31	Sergio Juarez
30	32	One Source 4 Homes, LLC
30	33	Harmony Plus, LLC
30	34	Rusinek, Inc.
30	35	Maria E. Payan
30	36	Marco A. Tamayo
30	37	Consuelo Garcia
30	38	Robert L. Montalbano
30	39	Guillermo Ortiz-Aranda
30	40	Francisco Javier Gomez
30	41	Ramon Jimenez
30	42	Jose Andrade
30	43	One Source 4 Homes, LLC
30	44	Jose Andrade
30	45	August Mervin Best
30	46	David Hubbard
30	47	Luis R. Robles
30	48	Jesse S. Diaz
30	49	Sherman Wilder
30	50	Thomas Burda
30	51	Victor Torres
30	52	John L. Stock
30	53	Gabriel Santiago
30	54	Lake County Trust Company
30	55	Jesus H. Solis

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	6 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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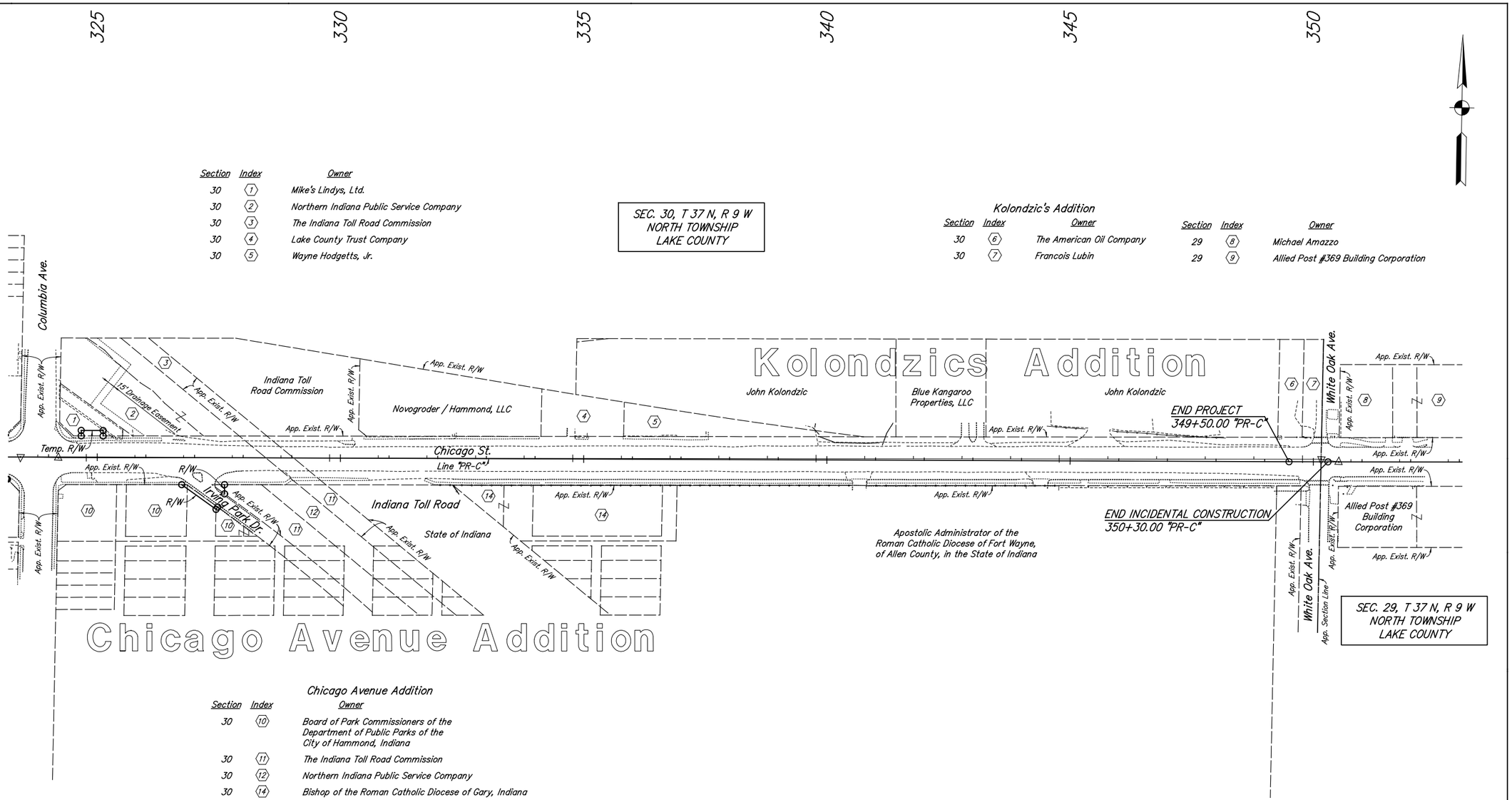

SEC. 30, T 37 N, R 9 W
NORTH TOWNSHIP
LAKE COUNTY

Section	Index	Owner
30	1	Mike's Lindys, Ltd.
30	2	Northern Indiana Public Service Company
30	3	The Indiana Toll Road Commission
30	4	Lake County Trust Company
30	5	Wayne Hodgetts, Jr.

Kolondzic's Addition

Section	Index	Owner
30	6	The American Oil Company
30	7	Francois Lubin
29	8	Michael Amazzo
29	9	Allied Post #369 Building Corporation

Chicago Avenue Addition

Section	Index	Owner
30	10	Board of Park Commissioners of the Department of Public Parks of the City of Hammond, Indiana
30	11	The Indiana Toll Road Commission
30	12	Northern Indiana Public Service Company
30	14	Bishop of the Roman Catholic Diocese of Gary, Indiana

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	7 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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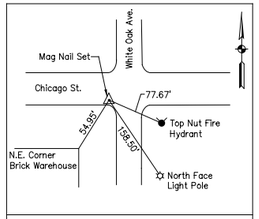

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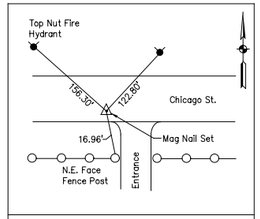

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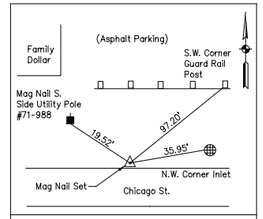

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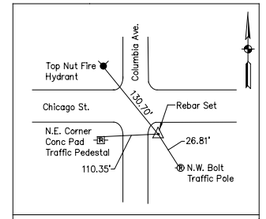

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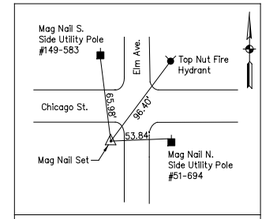

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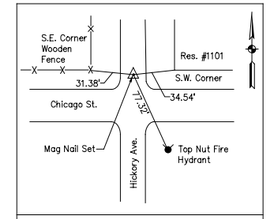

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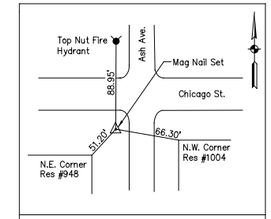

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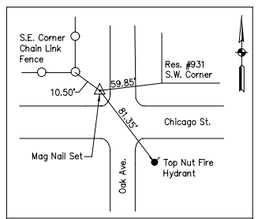

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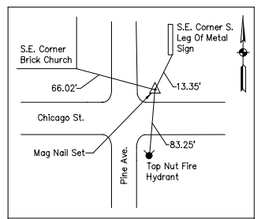

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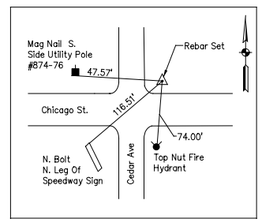

MNS #810
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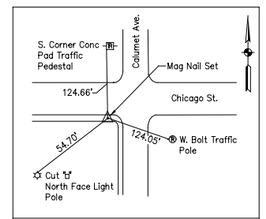

MNS #811
N: 24,349.11 / E: 36,358.52

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: N/A	BRIDGE FILE: N/A
		VERTICAL SCALE: N/A	DESIGNATION NO.: 1297017
DESIGNED: BAR / DRAWN: CAK	GEOMETRIC TIE-UPS	SURVEY BOOK: N/A	SHEETS: 8 of 185
CHECKED: GTC / CHECKED: GTC		CONTRACT: R-34740	PROJECT NO.: 1297017

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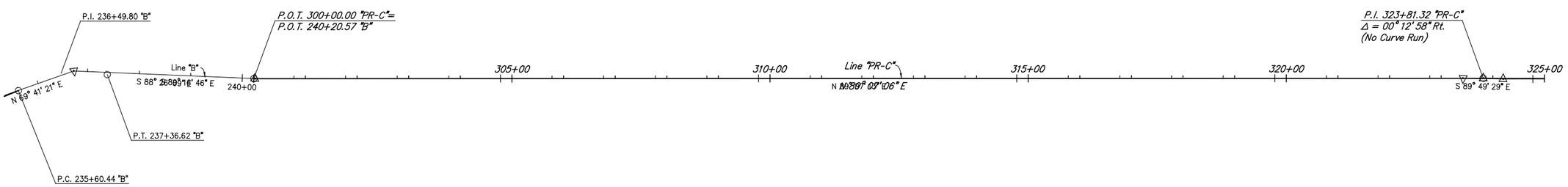
CURVE DATA
P.I. 236+49.80 "B"
Δ = 23° 40' 00" (Rt.)
T = 89.36'
L = 176.17'
R = 426.51'
E = 9.26'
S.E. = N.C.



RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 100'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	GEOMETRIC TIE-IN DETAIL	SURVEY BOOK N/A	SHEETS 9 of 185
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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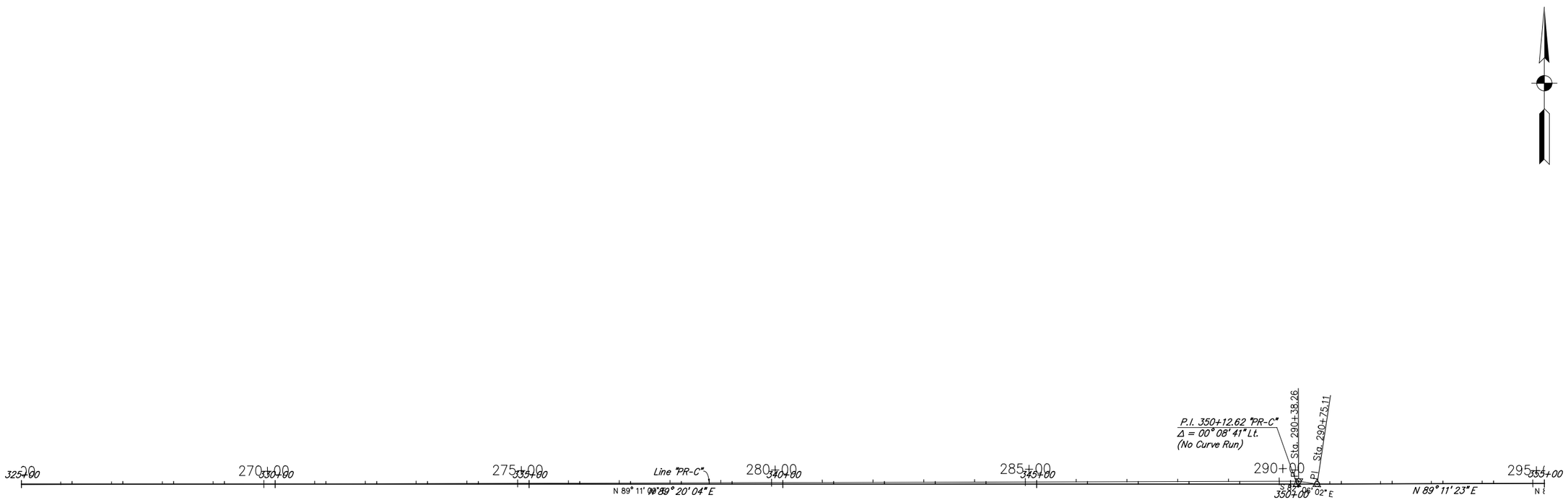

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1" = 100'	BRIDGE FILE: N/A
		VERTICAL SCALE: N/A	DESIGNATION NO.: 1297017
DESIGNED: BAR / DRAWN: CAK	GEOMETRIC TIE-IN DETAIL	SURVEY BOOK: N/A	SHEETS: 10 of 185
CHECKED: GTC / CHECKED: GTC		CONTRACT: R-34740	PROJECT NO.: 1297017

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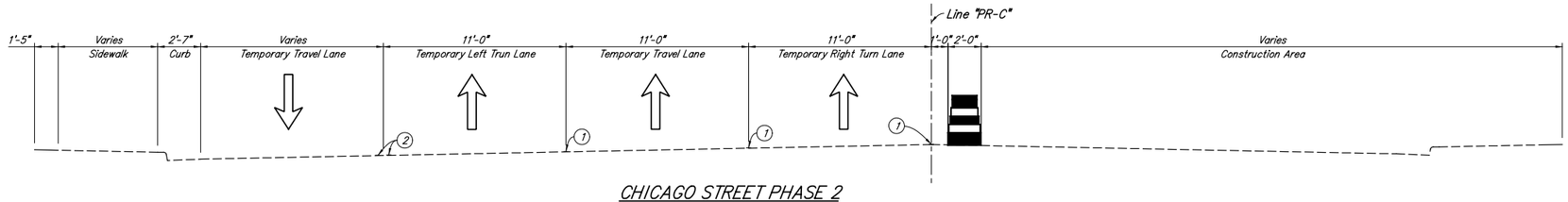
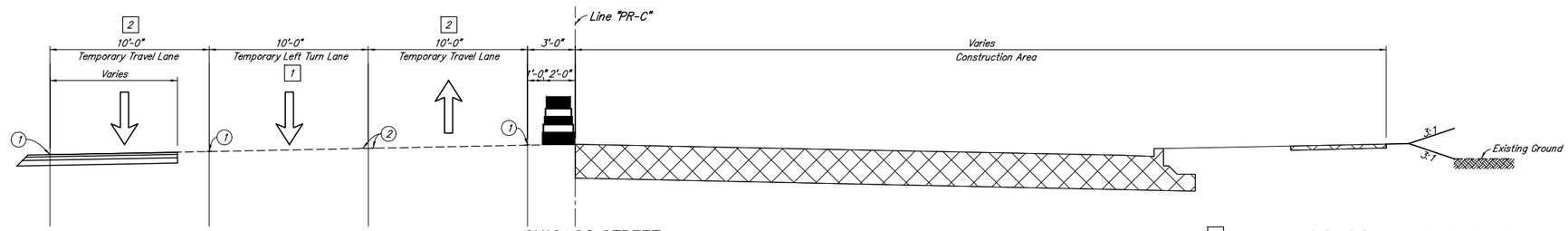


CHICAGO STREET PHASE 2

235+60.00 "PR-B" TO 300+55.00 "PR-C"

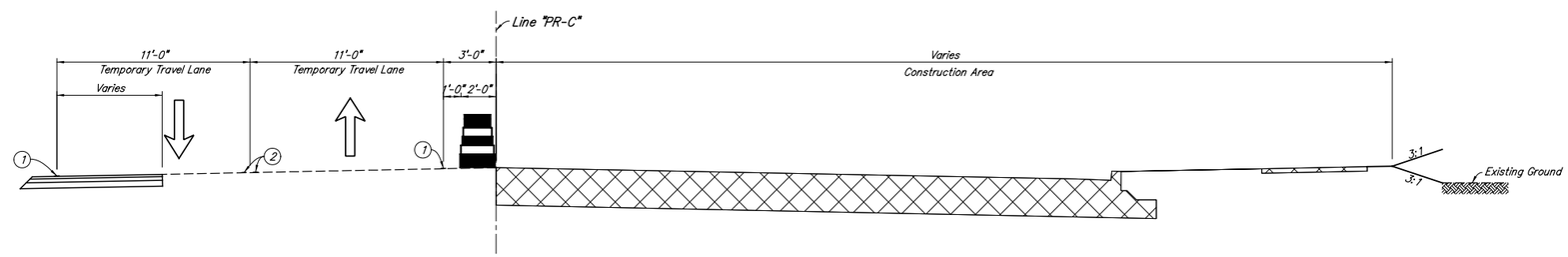


CHICAGO STREET

300+55.00 "PR-C" TO 303+80.00 "PR-C"

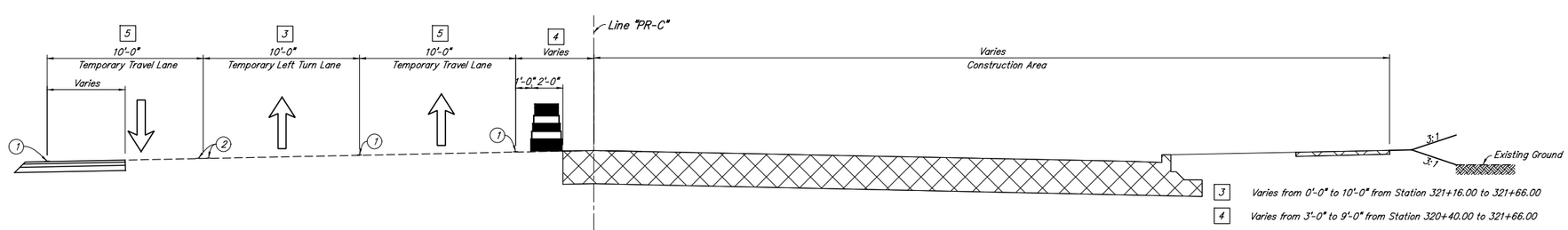
1 Varies from 10'-0" to 0'-0" from Station 302+80.00 to 303+80.00

2 Varies from 10'-0" to 11'-0" from Station 302+80.00 to 303+80.00



CHICAGO STREET

303+80.00 "PR-C" TO 320+40.00 "PR-C"
327+70.00 "PR-C" TO 350+30.00 "PR-C"



CHICAGO STREET

320+40.00 "PR-C" TO 323+80.00 "PR-C"

3 Varies from 0'-0" to 10'-0" from Station 321+16.00 to 321+66.00

4 Varies from 3'-0" to 9'-0" from Station 320+40.00 to 321+66.00

5 Varies from 11'-0" to 10'-0" from Station 320+40.00 to 321+66.00

LEGEND

Direction of Traffic

Standard Drum

1 Temp. Pavm't. Marking, Removable, White, 4 in.

2 Temp. Pavm't. Marking, Removable, Yellow, 4 in.

3 Temp. Pavm't. Marking, Removable, Broken, White, 4 in.

S Saw Cut Req'd (Not a Pay Item)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: TJB DRAWN: TJB

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
MAINTENANCE OF TRAFFIC

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	11 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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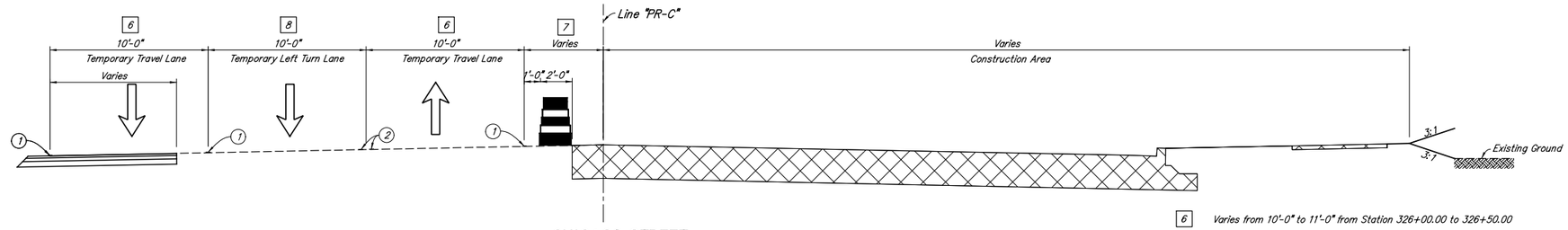


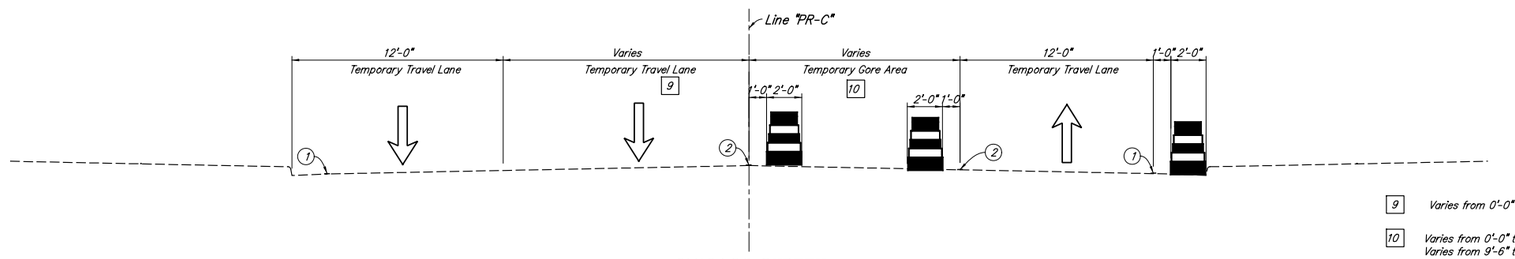
CHICAGO STREET

323+80.00 "PR-C" TO 327+70.00 "PR-C"

6 Varies from 10'-0" to 11'-0" from Station 326+00.00 to 326+50.00

7 9'-0" from Station 323+80.00 to 326+50.00
Varies from 9'-0" to 3'-0" from Station 326+50.00 to 327+70.00

8 10'-0" from Station 323+80.00 to 326+00.00
Varies from 10'-0" to 0'-0" from Station 326+00.00 to 326+50.00



CHICAGO STREET

350+30.00 "PR-C" TO 355+30.00 "PR-C"

9 Varies from 0'-0" to 12'-0" from Station 352+00.00 to 355+30.00

10 Varies from 0'-0" to 9'-6" from Station 351+00.00 to 352+00.00
Varies from 9'-6" to 18'-4" from Station 352+00.00 to 354+00.00
Varies from 18'-4" to 12'-0" from Station 354+00.00 to 355+30.00

LEGEND

Direction of Traffic

Standard Drum

(1) Temp. Pavm't. Marking, Removable, White, 4 in.

(2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.

(3) Temp. Pavm't. Marking, Removable, Broken, White, 4 in.

(S) Saw Cut Req'd (Not a Pay Item)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: TJB DRAWN: TJB

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS MAINTENANCE OF TRAFFIC

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	12 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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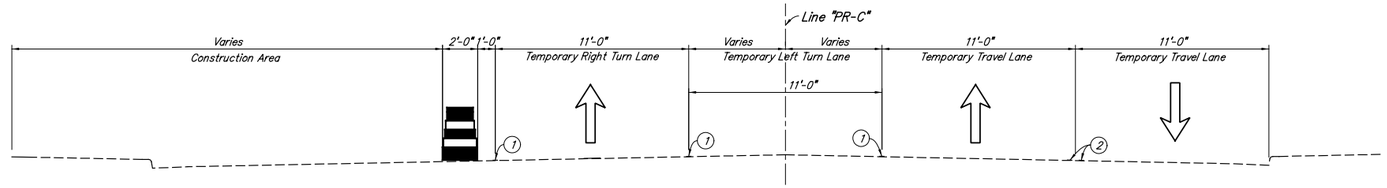
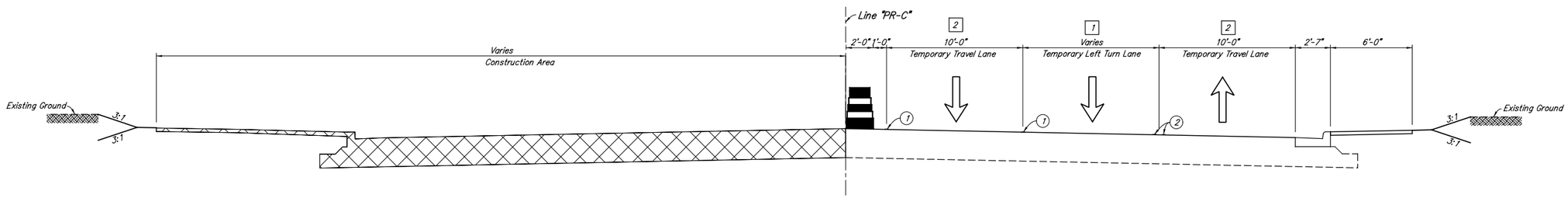


CHICAGO STREET PHASE 2

235+60.00 "PR-B" TO 300+50.00 "PR-C"

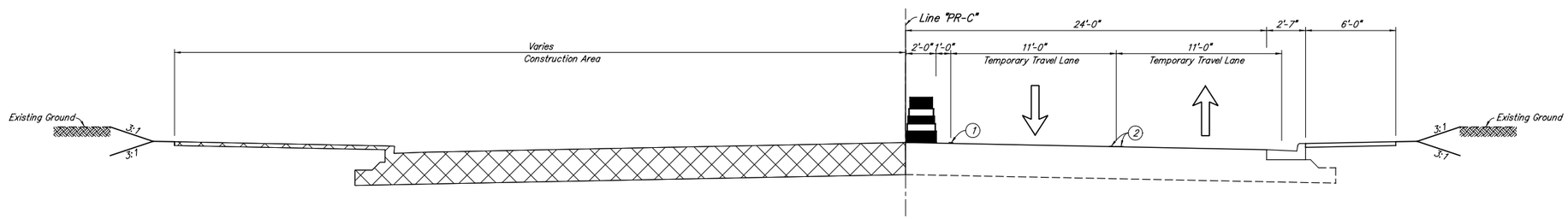


CHICAGO STREET

300+55.00 "PR-C" TO 305+50.00 "PR-C"
321+50.00 "PR-C" TO 326+15.00 "PR-C"

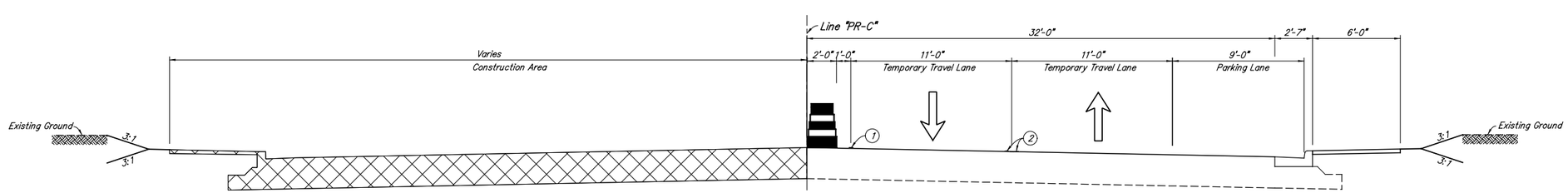
1 10'-0" from Station 301+10 to 303+10.00
Varies from 10'-0" to 0'-0" from Station 303+10.00 to 305+50.00
Varies from 11'-0" to 0'-0" from Station 325+65.00 to 326+15.00

2 Varies from 10'-0" to 11'-0" from Station 303+10.00 to 305+50.00



CHICAGO STREET

305+50.00 "PR-C" TO 307+60.00 "PR-C"
319+74.00 "PR-C" TO 320+40.00 "PR-C"
327+70.00 "PR-C" TO 341+20.00 "PR-C"



CHICAGO STREET

307+60.00 "PR-C" TO 319+74.00 "PR-C"
341+20.00 "PR-C" TO 346+88.00 "PR-C"

RECOMMENDED FOR APPROVAL ____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE ¼" = 1'-0"	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: TJB / DRAWN: TJB	TYPICAL CROSS SECTIONS MAINTENANCE OF TRAFFIC	SURVEY BOOK N/A	SHEETS 13 of 185
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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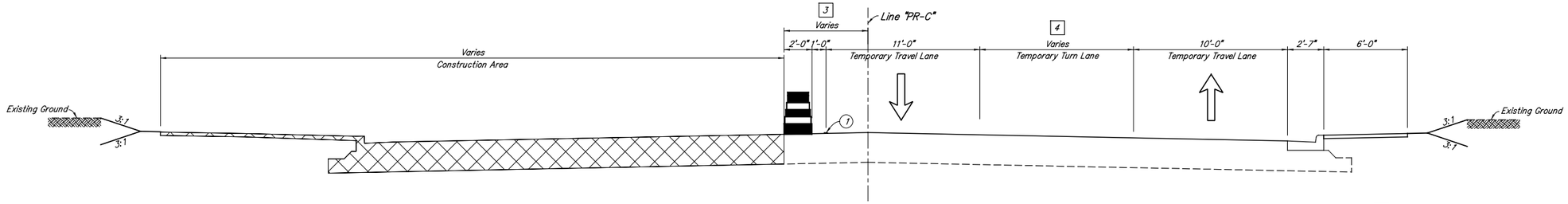
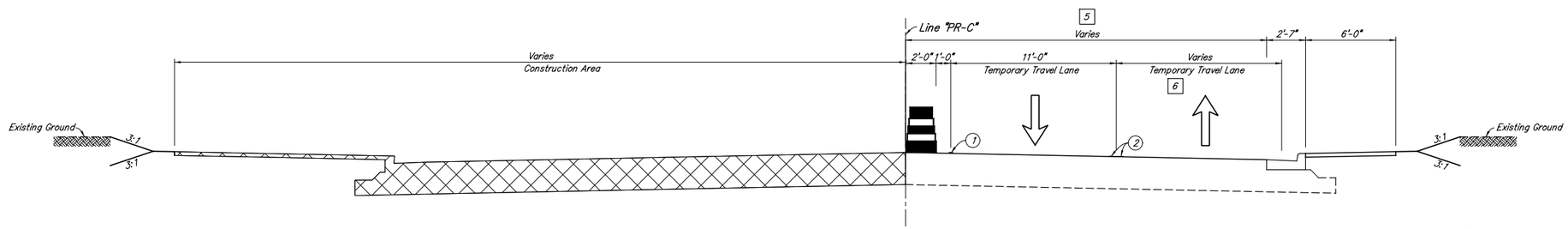


CHICAGO STREET
320+40.00 "PR-C" TO 327+70.00 "PR-C"

3 Varies from 0'-0" to 6'-0" from Station 320+40.00 to 321+66.00
Varies from 6'-0" to 0'-0" from Station 326+50.00 to 327+70.00

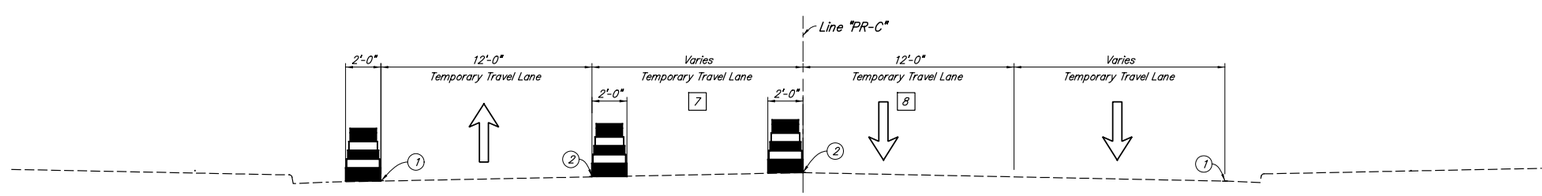
4 Varies from 0'-0" to 11'-0" from Station 320+40.00 to 321+66.00
Varies from 11'-0" to 0'-0" from Station 326+10.00 to 327+70.00



CHICAGO STREET
346+88.00 "PR-C" TO 352+00.00 "PR-C"

5 Varies from 24'-0" to 30'-0" from Station 347+10.00 to 348+70.00

6 Varies from 11'-0" to 16'-0" from Station 347+10.00 to 348+70.00



CHICAGO STREET
352+00.00 "PR-C" TO 355+30.00 "PR-C"

7 Varies from 0'-0" to 12'-0" from Station 352+70.00 to 355+30.00

8 Varies from 0'-0" to 12'-0" from Station 352+00.00 to 355+30.00

LEGEND

Direction of Traffic

Standard Drum

1 Temp. Pavm't. Marking, Removable, White, 4 in.

2 Temp. Pavm't. Marking, Removable, Yellow, 4 in.

3 Temp. Pavm't. Marking, Removable, Broken, White, 4 in.

5 Saw Cut Req'd (Not a Pay Item)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: TJB DRAWN: TJB

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
MAINTENANCE OF TRAFFIC

HORIZONTAL SCALE	BRIDGE FILE
¼" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	14 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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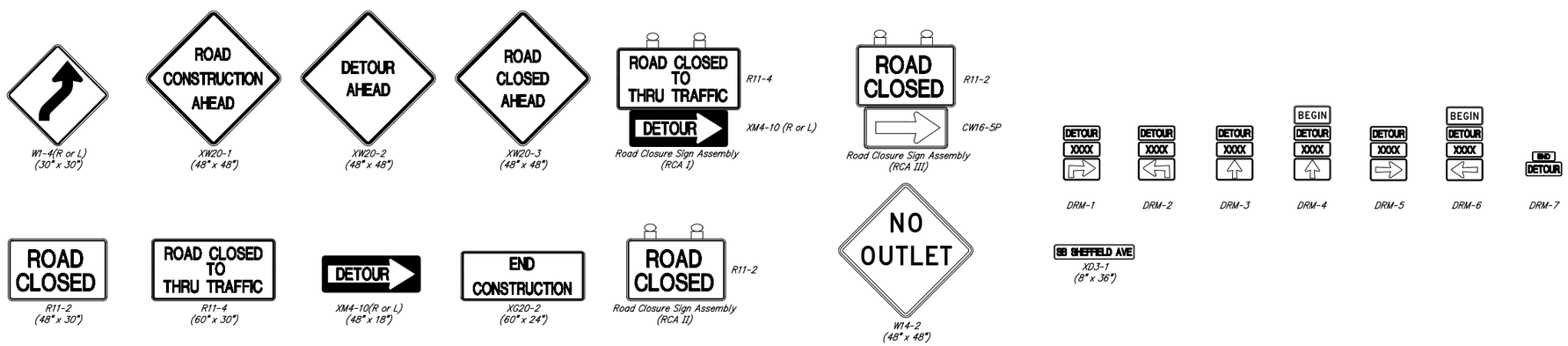

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 500'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	DETOUR PLAN	SURVEY BOOK N/A	SHEETS 15 of 185
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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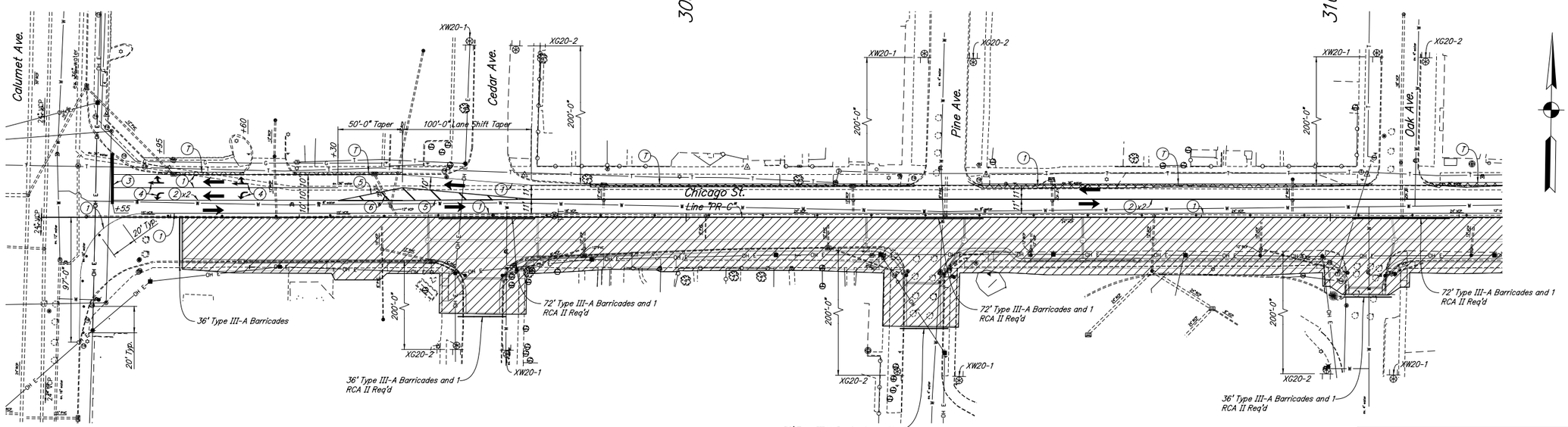
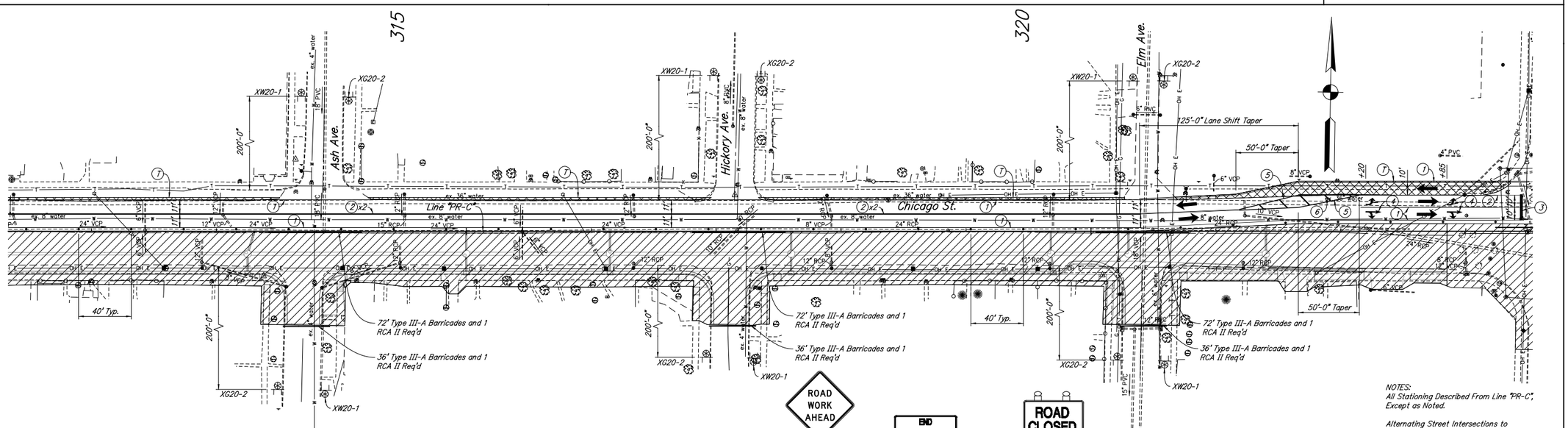


Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"



NOTES:
All Stationing Described From Line "PR-C", Except as Noted.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (5) Temp. Pavm't. Marking, Removable, Yellow, 8 in.
- (6) Temp. Pavm't. Marking, Removable, Yellow, 12 in.
- (X) Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE I

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	16 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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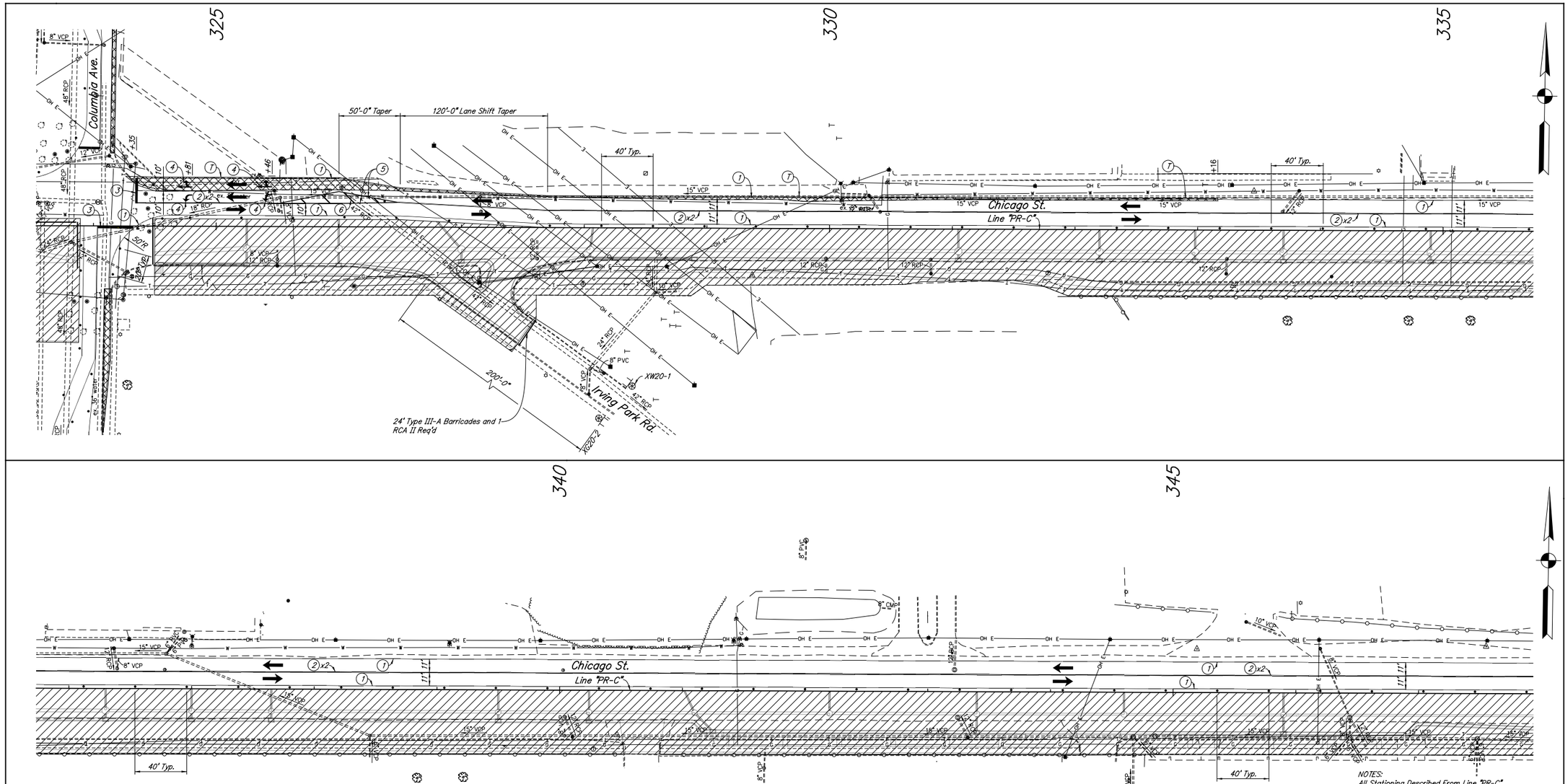

NOTES:
All Stationing Described From Line "PR-C", Except as Noted.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

For Additional MOT Details on Columbia Ave. See Columbia Ave. MOT Detail Sheet.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (5) Temp. Pavm't. Marking, Removable, Yellow, 8 in.
- (6) Temp. Pavm't. Marking, Removable, Yellow, 12 in.
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE I

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	17 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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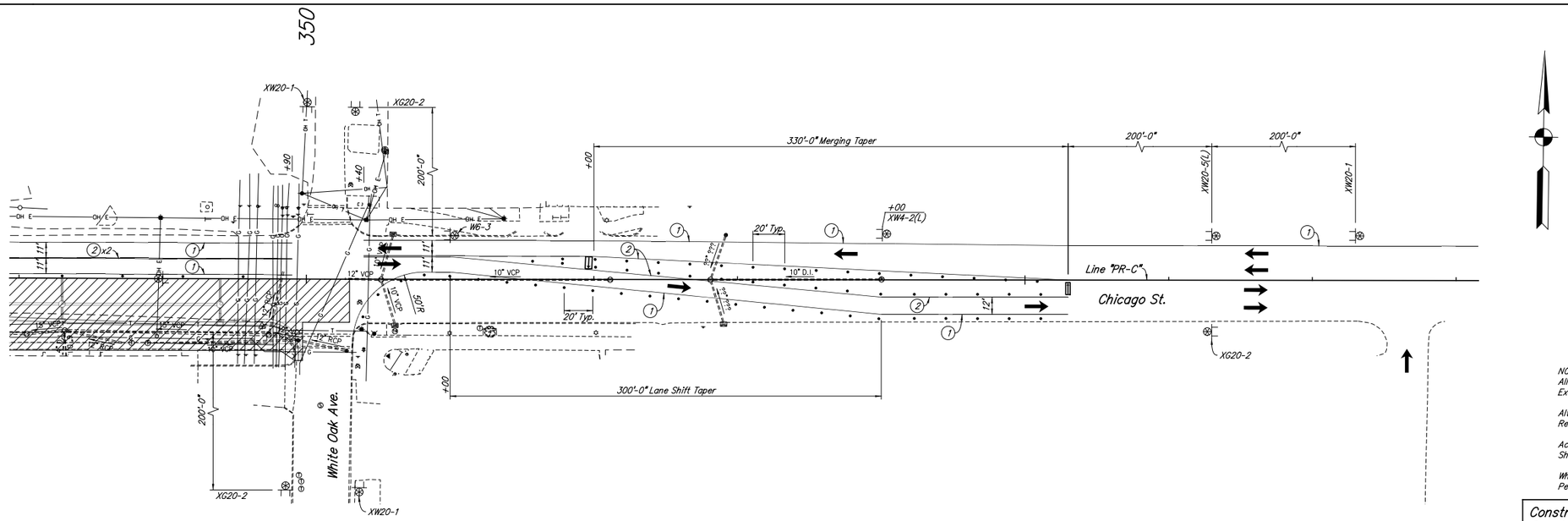


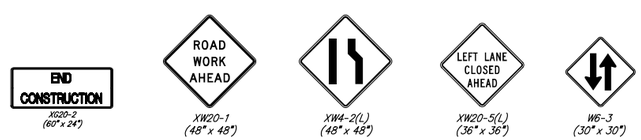
NOTES:
All Stationing Described From Line "PR-C", Except as Noted.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

White Oak Avenue Resurface Operations Performed When Surface Course is Laid.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"



LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (5) Temp. Pavm't. Marking, Removable, Yellow, 8 in.
- (6) Temp. Pavm't. Marking, Removable, Yellow, 12 in.
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE I

HORIZONTAL SCALE 1" = 40"	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 18 of 185
CONTRACT R-34740	PROJECT NO. 1297017

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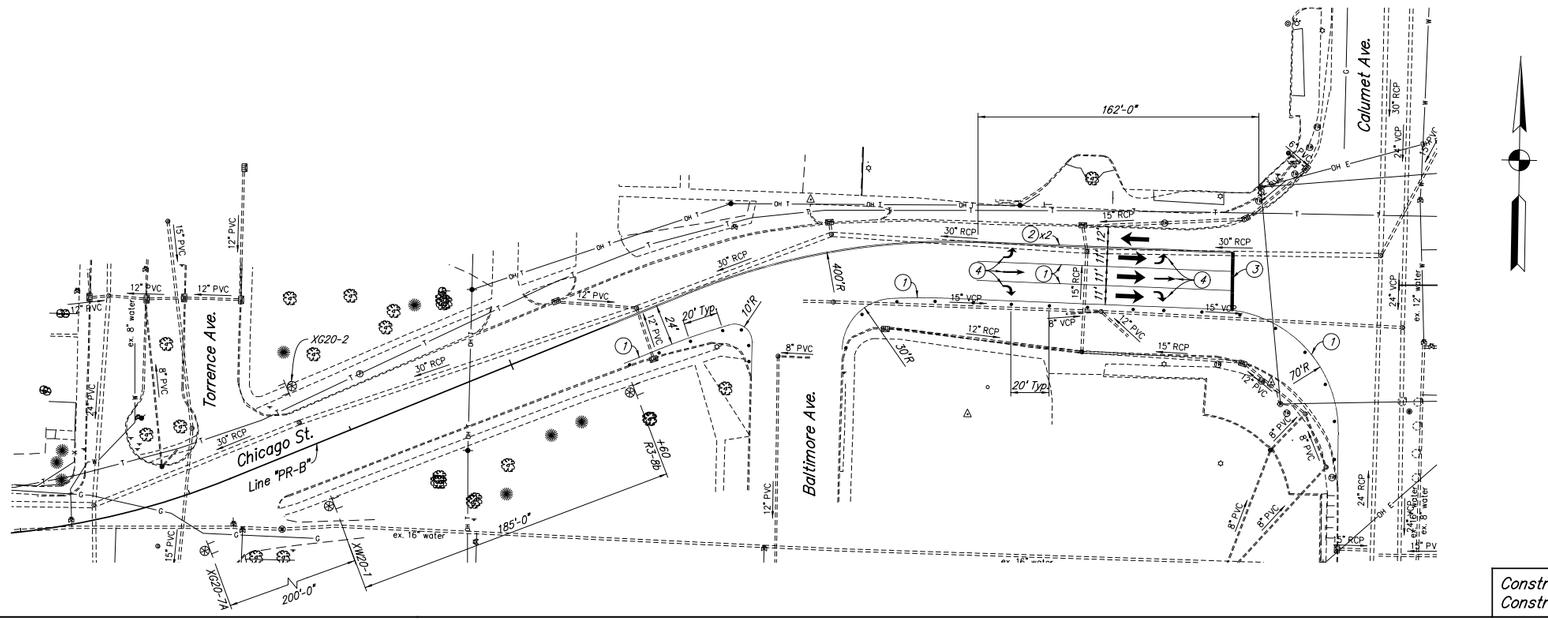
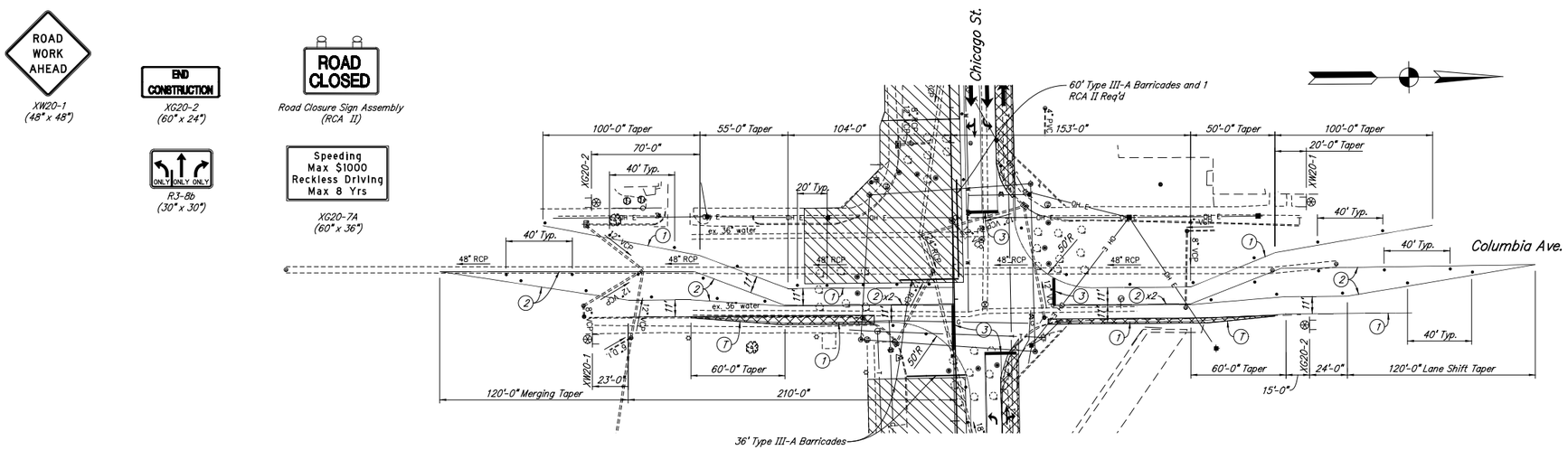


Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"



NOTES:
All Stationing Described From Line "PR-B", Except as Noted.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (5) Temp. Pavm't. Marking, Removable, Yellow, 8 in.
- (6) Temp. Pavm't. Marking, Removable, Yellow, 12 in.
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE I

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	19 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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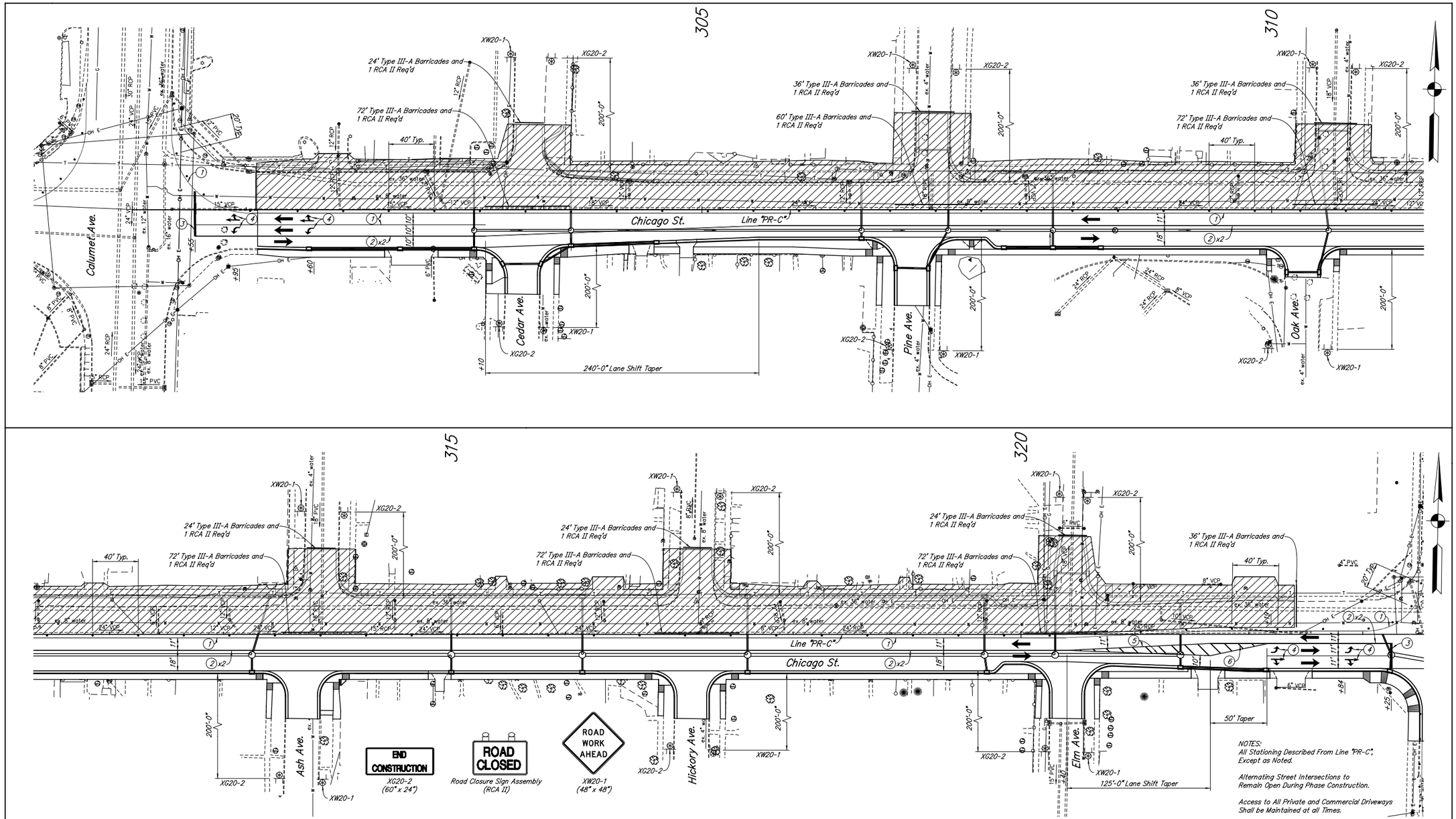

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (5) Temp. Pavm't. Marking, Removable, Yellow, 8 in.
- (6) Temp. Pavm't. Marking, Removable, Yellow, 12 in.
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE II

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017

SURVEY BOOK	SHEETS
N/A	20 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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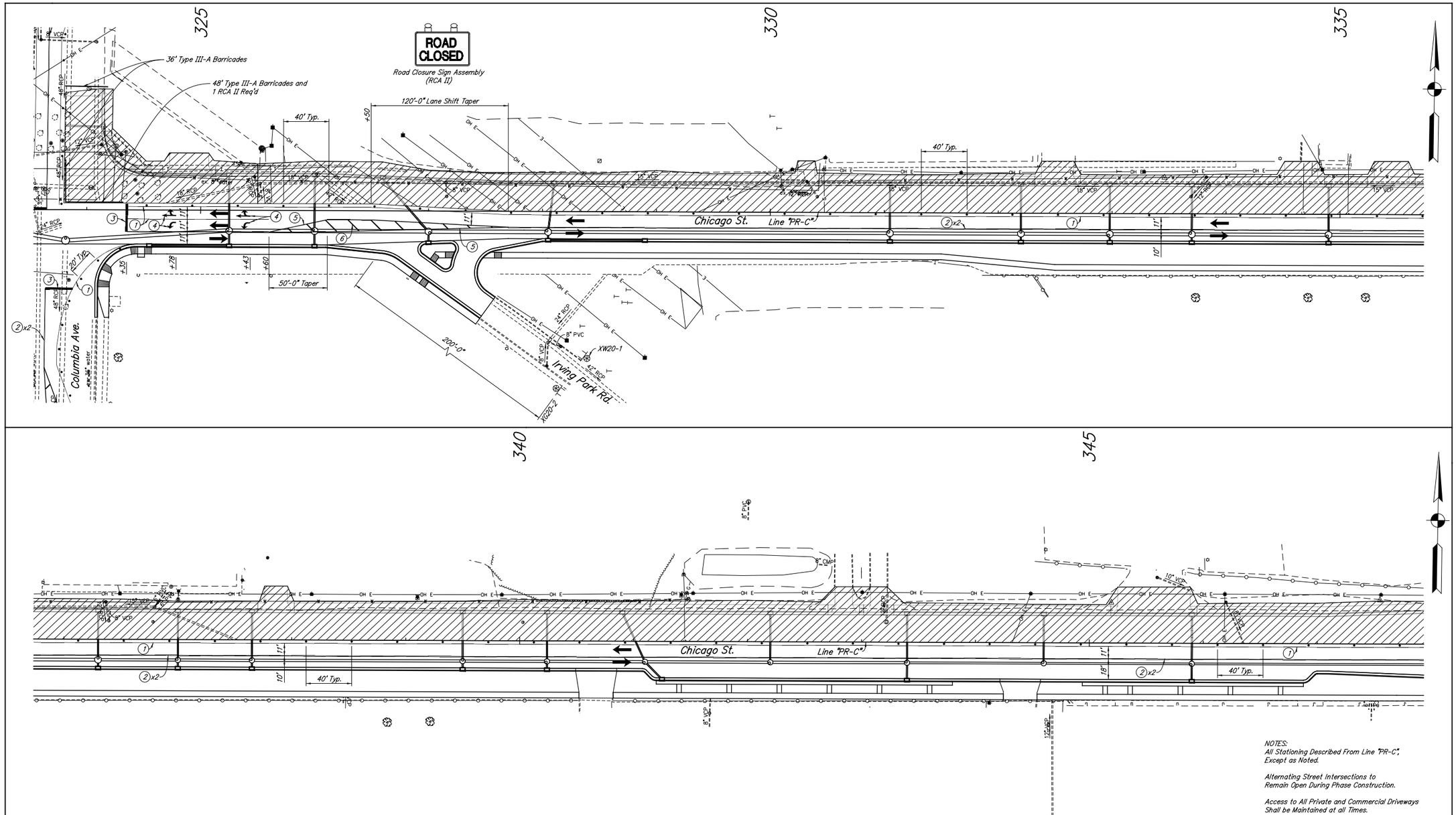

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (5) Temp. Pavm't. Marking, Removable, Yellow, 8 in.
- (6) Temp. Pavm't. Marking, Removable, Yellow, 12 in.
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE II

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	21 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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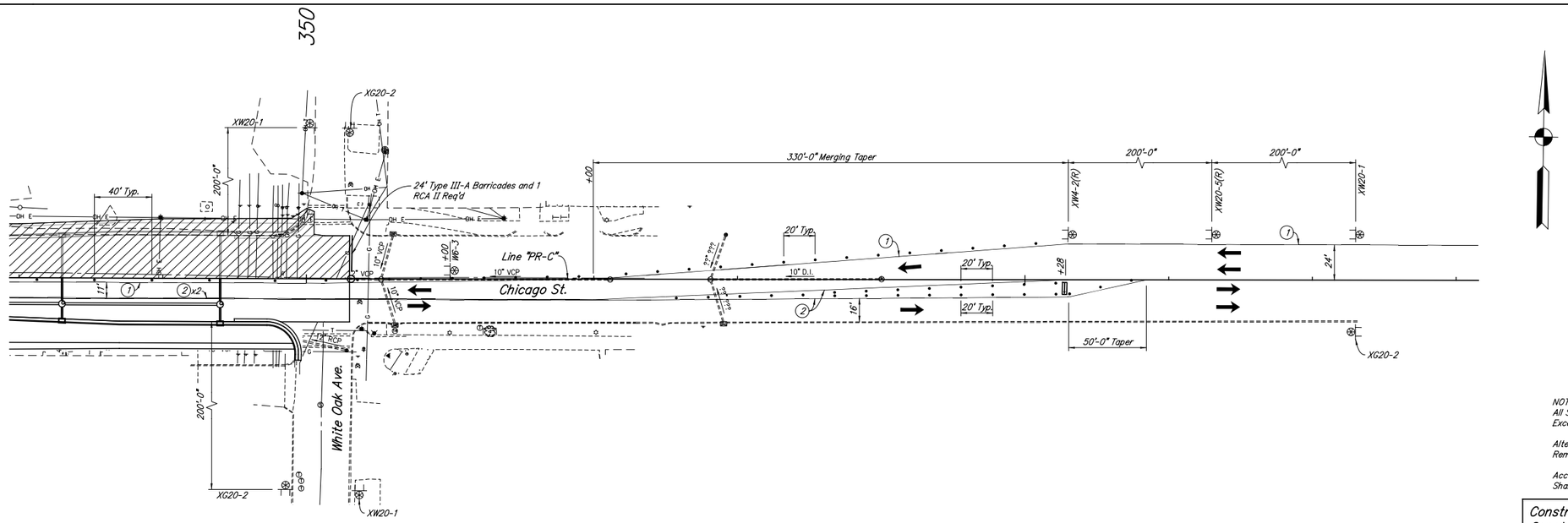

NOTES:
All Stationing Described From Line "PR-C", Except as Noted.

Alternating Street Intersections to Remain Open During Phase Construction.

Access to All Private and Commercial Driveways Shall be Maintained at all Times.

Construction Zone Design Speed = 25 MPH
Construction Clear Zone = 8'-0"

XW20-1 (48" x 48")
XG20-2 (60" x 24")
Road Closure Sign Assembly (RCA II)
XW4-2(R) (48" x 48")
XW20-5(R) (36" x 36")

LEGEND

- Construction Sign, Type A
- Type "A" Construction Warning Light
- Type "B" Construction Warning Light
- Direction of Traffic
- Temporary Widening
- Type III-A/III-B Barricade
- Construction Area
- Flashing Arrow Sign
- Standard Drum
- (1) Temp. Pavm't. Marking, Removable, White, 4 in.
- (2) Temp. Pavm't. Marking, Removable, Yellow, 4 in.
- (3) Temp. Pavm't. Marking, Removable, White, 24 in.
- (4) Temp. Pavm't. Message Marking, Removable, Lane Indication Arrow
- (5) Temp. Pavm't. Marking, Removable, Yellow, 8 in.
- (6) Temp. Pavm't. Marking, Removable, Yellow, 12 in.
- Temp. Pavm't. Message Marking, Removable (RxR)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE II

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	22 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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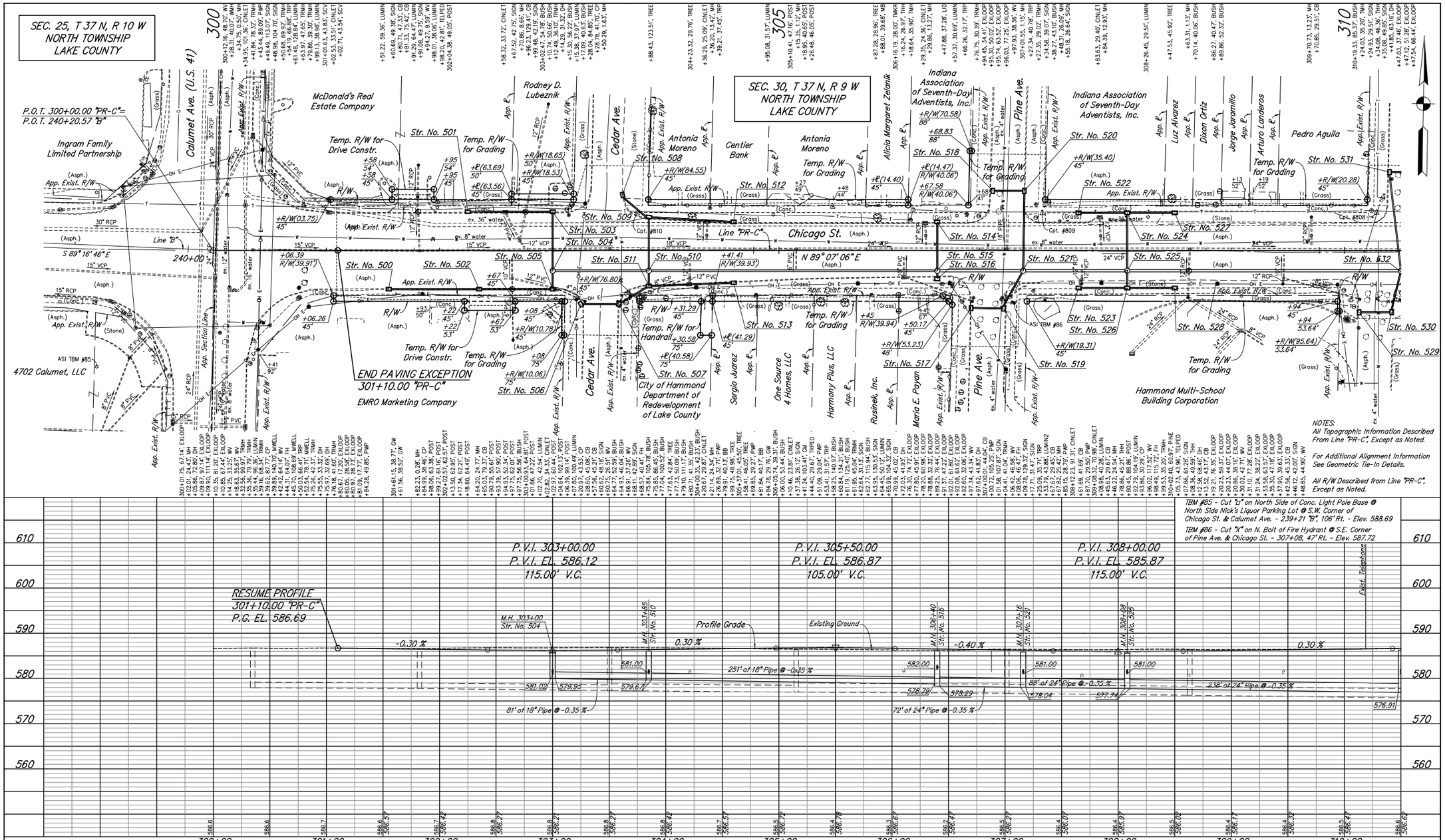

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 40'	BRIDGE FILE N/A
		VERTICAL SCALE 1" = 10'	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	PLAN AND PROFILE LINE "PR-C"	SURVEY BOOK N/A	SHEETS 23 of 185
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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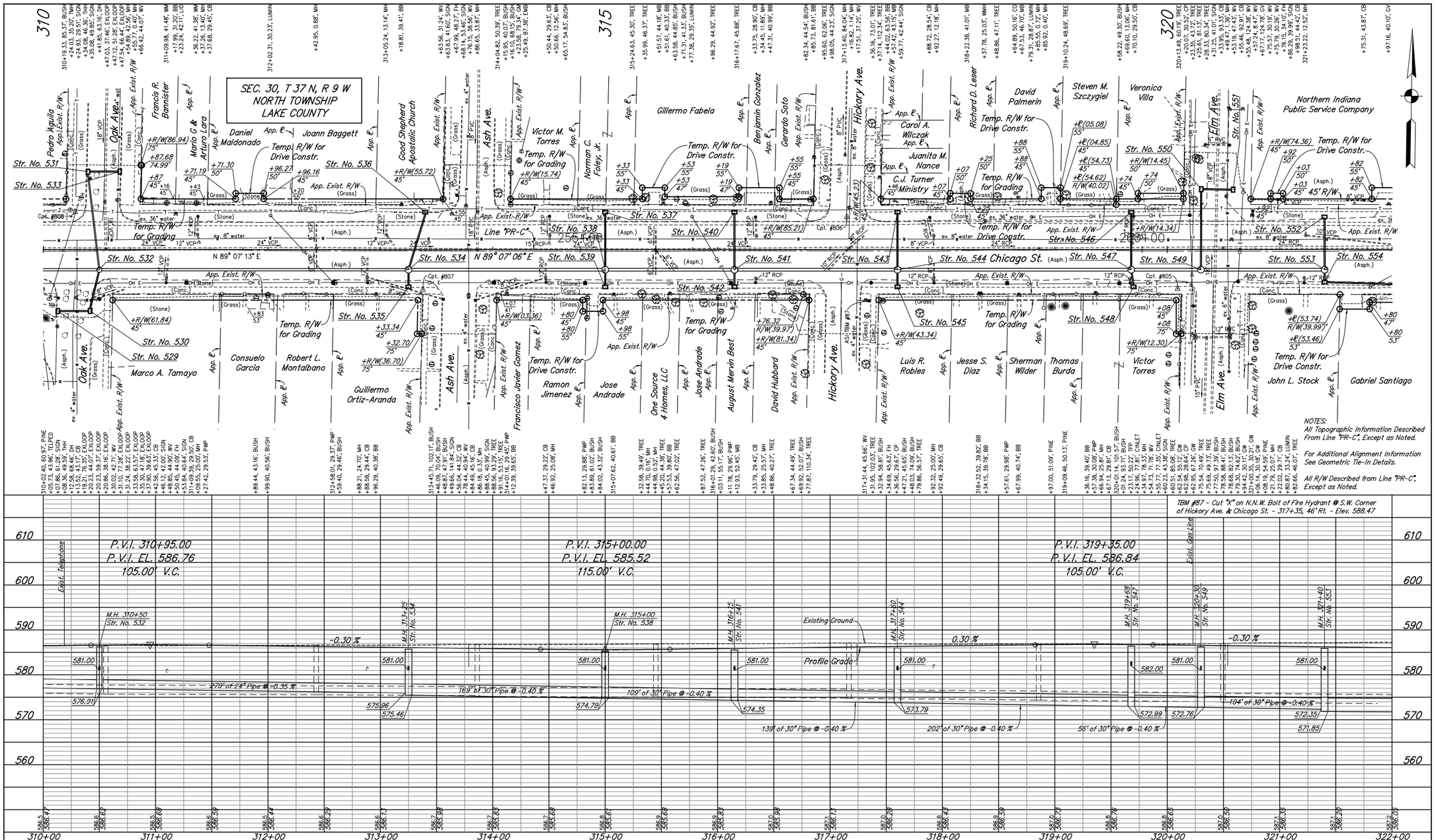

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 40'	BRIDGE FILE N/A
		VERTICAL SCALE 1" = 10'	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	PLAN AND PROFILE LINE "PR-C"	SURVEY BOOK N/A	SHEETS 24 of 185
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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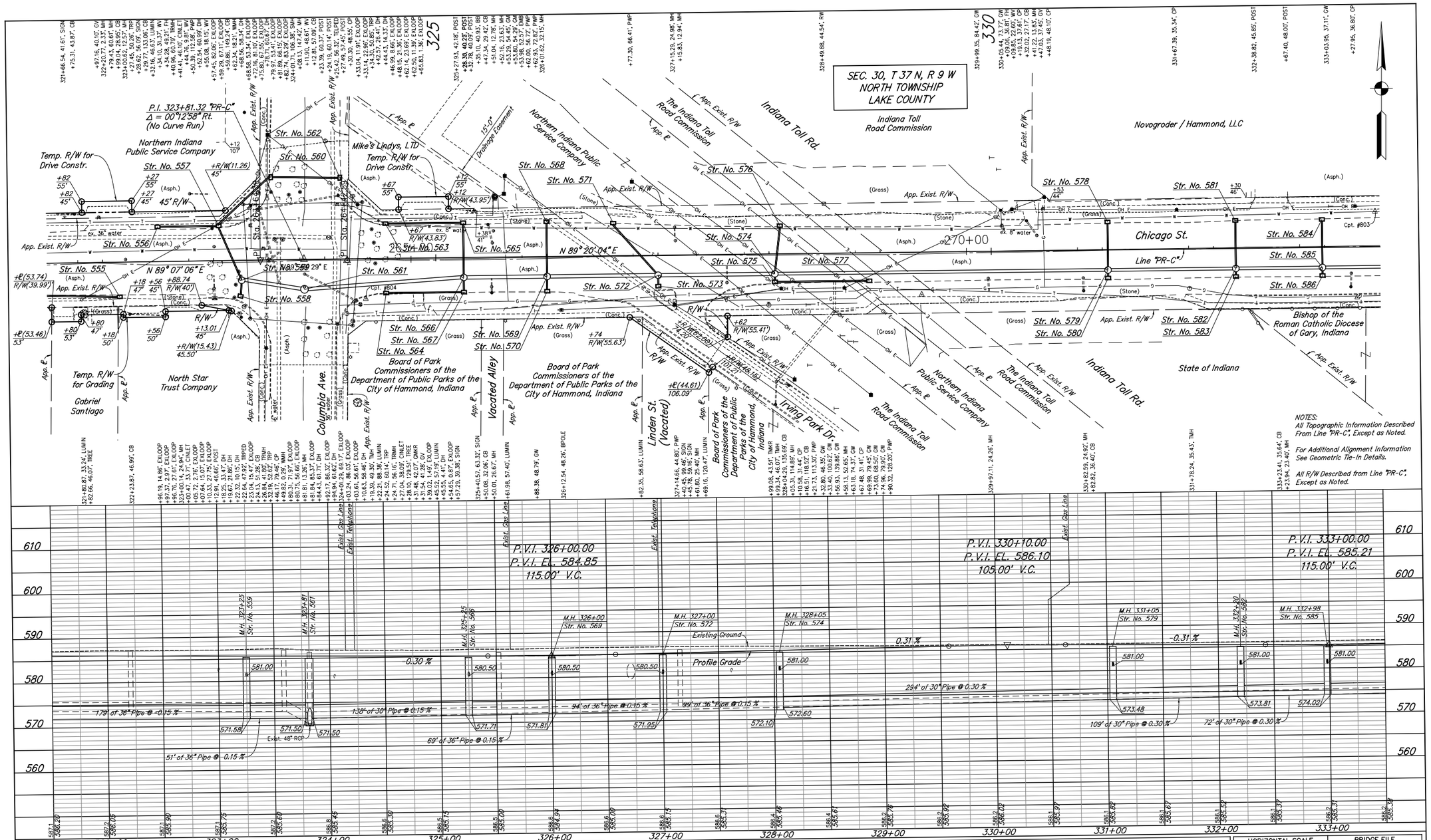

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 10'	1297017
SURVEY BOOK	SHEETS
N/A	25 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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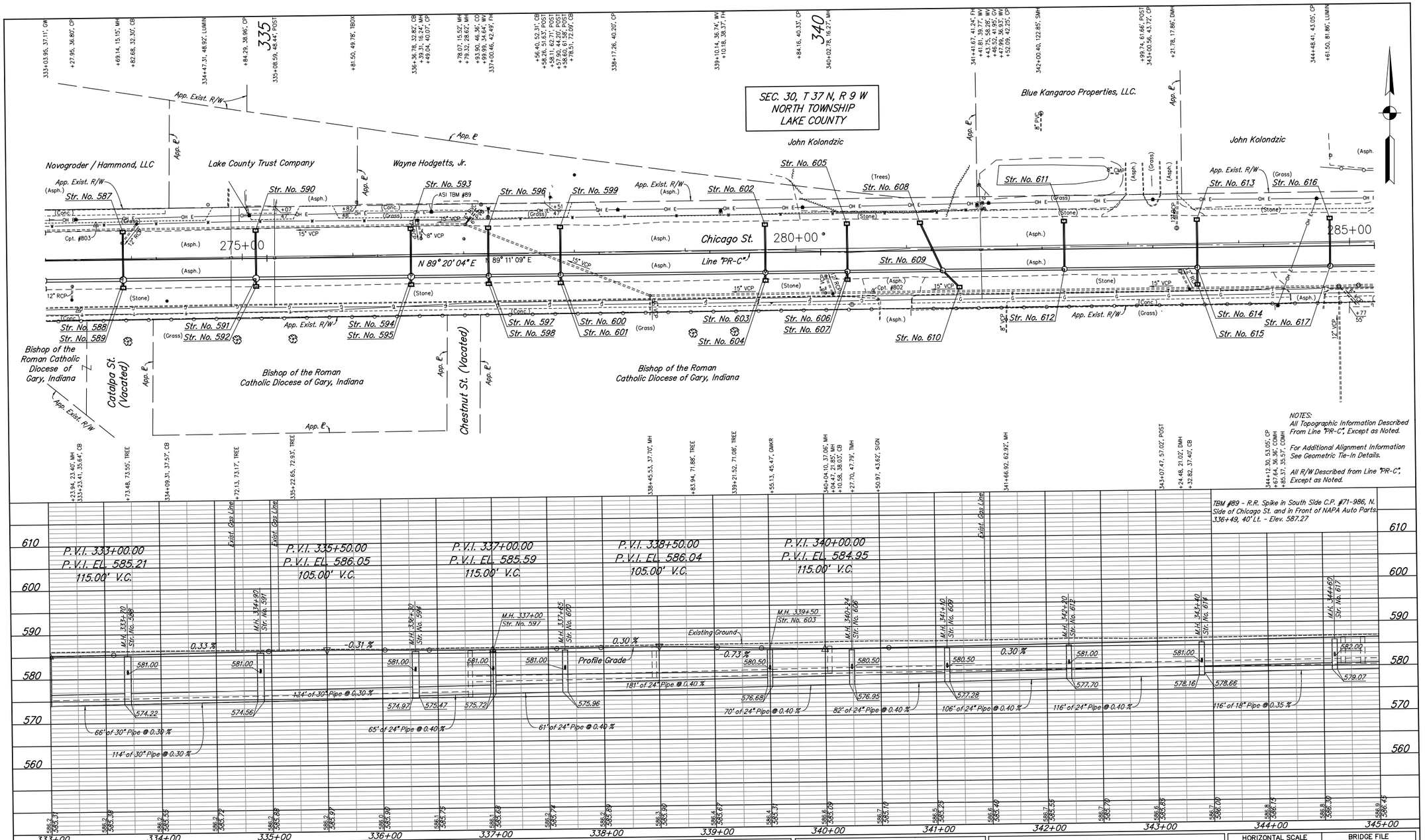

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR | DRAWN: CAK

CHECKED: GTC | CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 10'	1297017
SURVEY BOOK	SHEETS
N/A	26 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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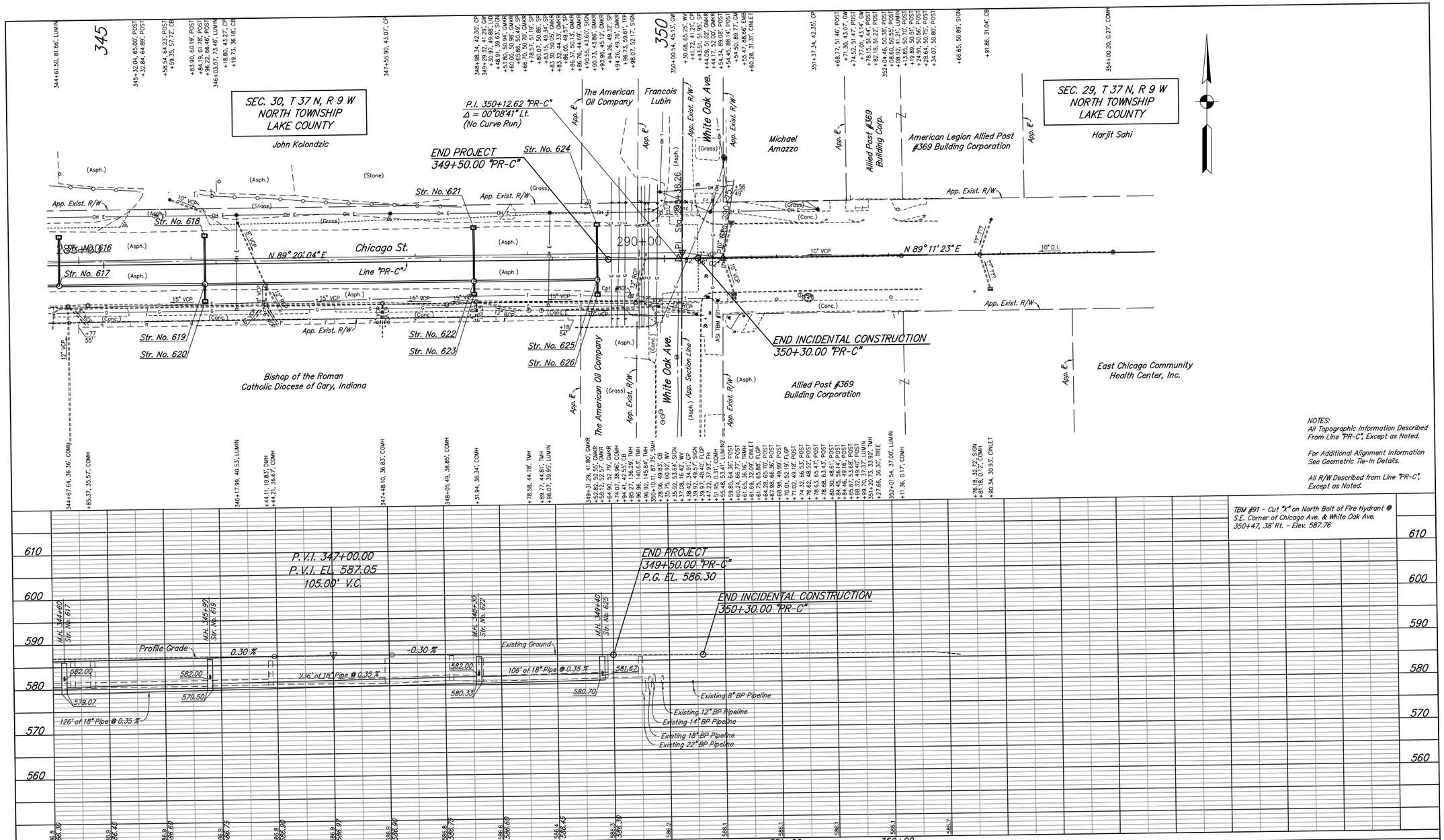

NOTES:
All Topographic Information Described From Line "PR-C", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

All R/W Described from Line "PR-C", Except as Noted.

TBM #91 - Cut "X" on North Bolt of Fire Hydrant @ S.E. Corner of Chicago Ave. & White Oak Ave. 350+47, 38' Rt. - Elev. 587.76

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR | DRAWN: CAK
CHECKED: GTC | CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 10'	1297017
SURVEY BOOK	SHEETS
N/A	27 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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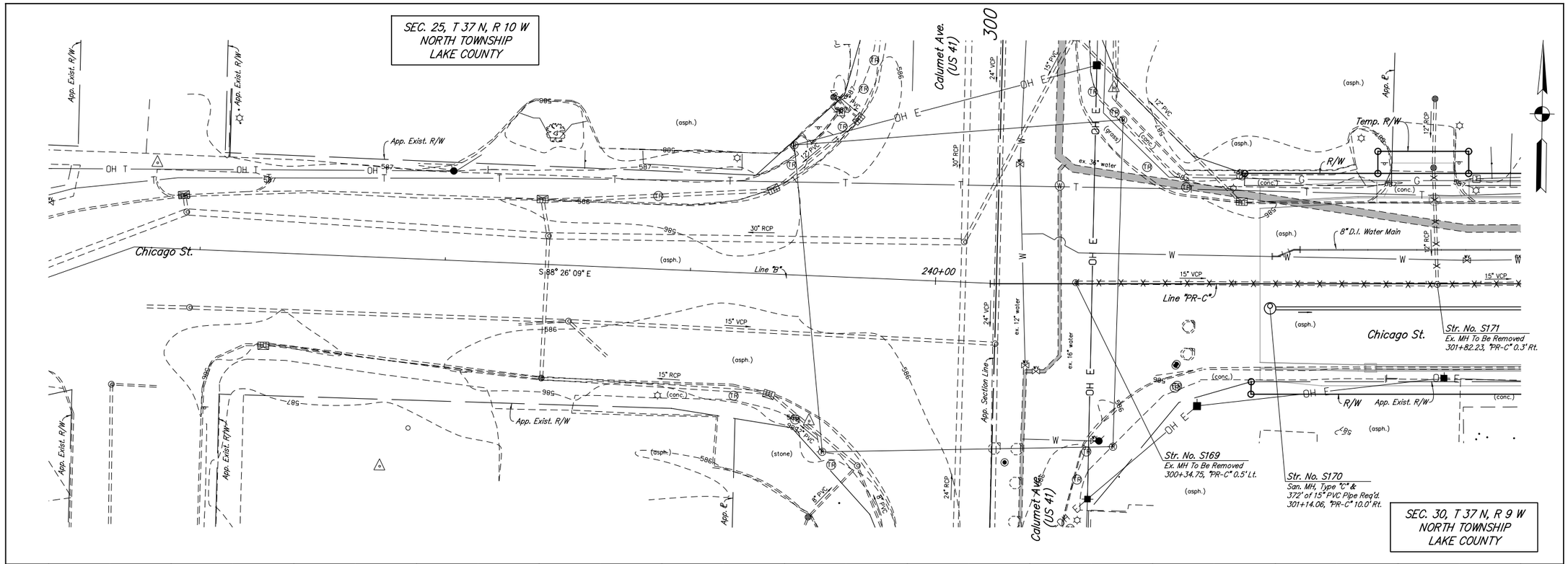

Benchmark:

TBM #85 - Cut "□" on North Side of Conc. Light Pole Base @ North Side Nick's Liquor Parking Lot @ S.W. Corner of Chicago St. & Calumet Ave.

239+21 "B", 106' Rt. - Elev. 588.69

TBM #86 - Cut "X" on N. Bolt of Fire Hydrant @ S.E. Corner of Pine Ave. & Chicago St.

307+08, 47' Rt. - Elev. 587.72

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SANITARY SEWER

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 28 of XX
CONTRACT R-34740	PROJECT NO. 1297017

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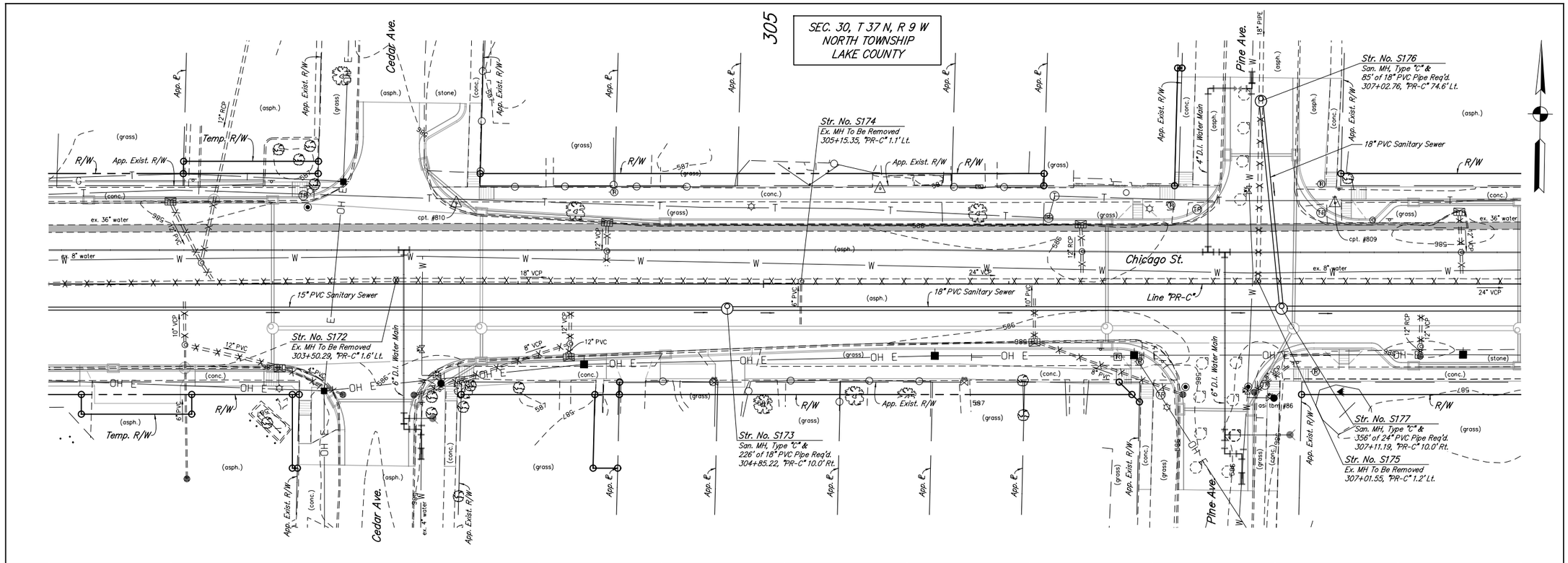

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Benchmark:

TBM #85 - Cut "D" on North Side of Conc. Light Pole Base @ North Side Nick's Liquor Parking Lot @ S.W. Corner of Chicago St. & Calumet Ave.

239+21 "B", 106' Rt. - Elev. 588.69

TBM #86 - Cut "X" on N. Bolt of Fire Hydrant @ S.E. Corner of Pine Ave. & Chicago St.

307+08, 47' Rt. - Elev. 587.72

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	29 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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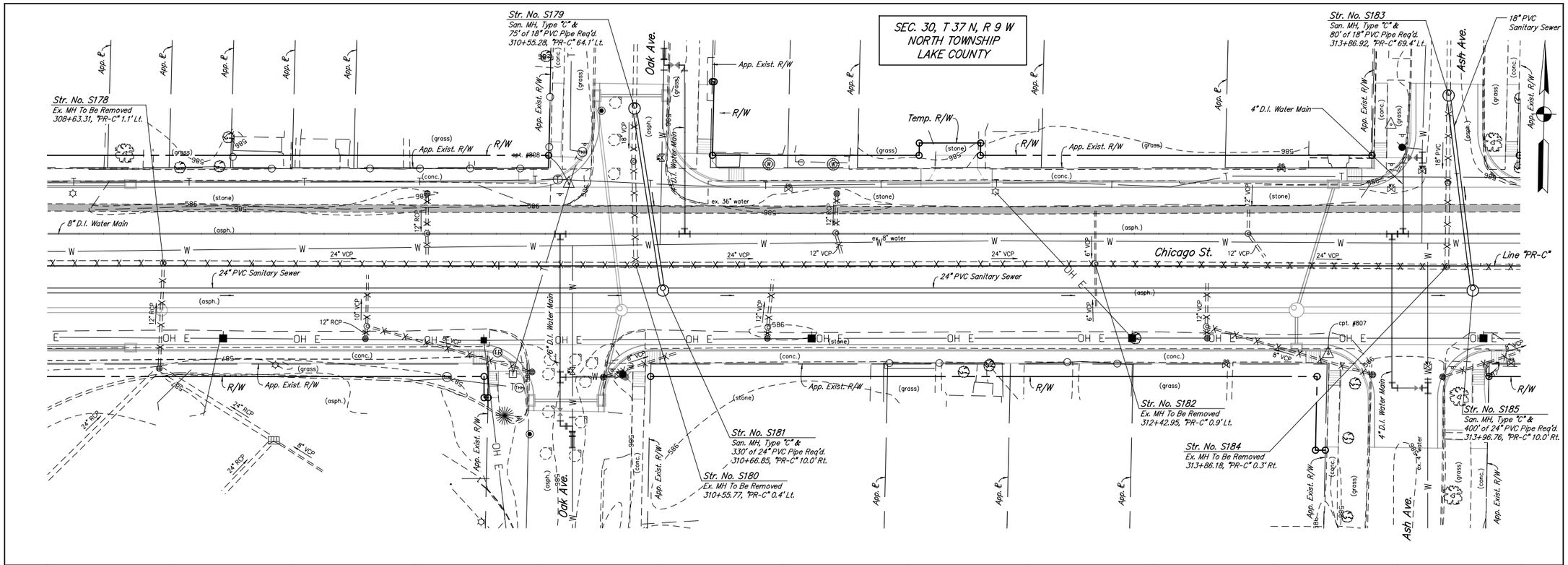

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Benchmark:

TBM #87 - Cut "X" on N.N.W. Bolt of Fire Hydrant @ S.W. Corner of Hickory Ave. & Chicago St.

317+35, 46' Rt. - Elev. 588.47

Legend:

(1) Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box

(2) Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	30 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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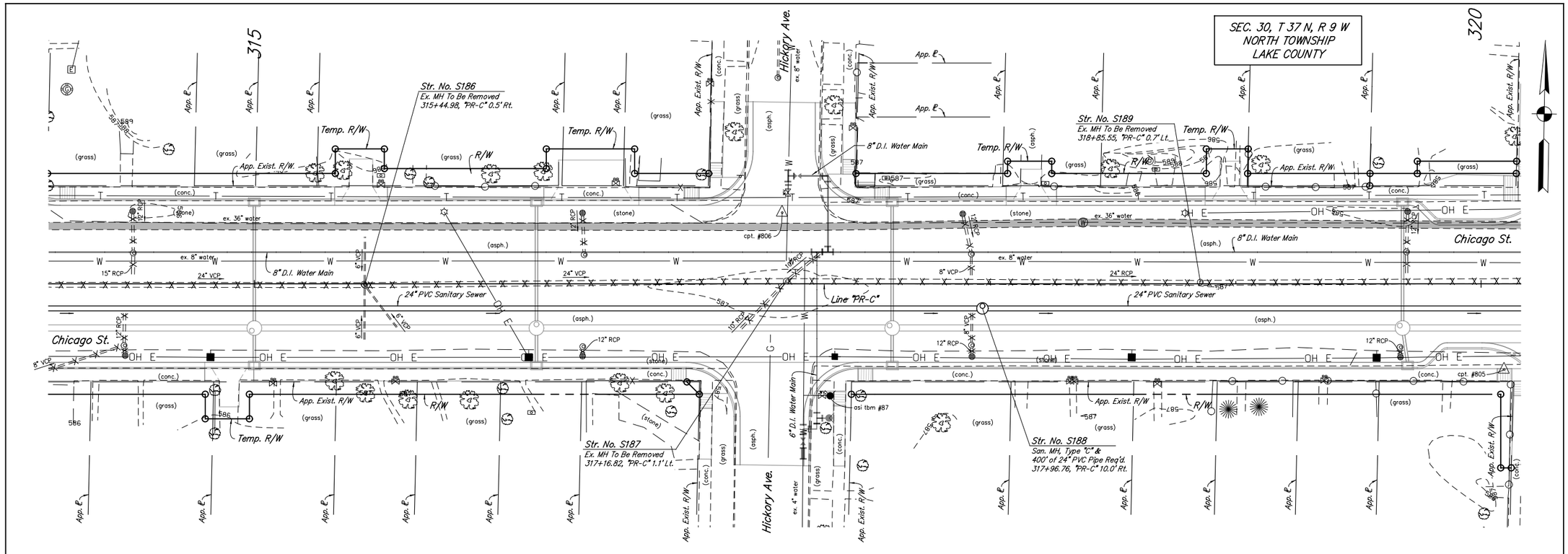

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Benchmark:

TBM #87 - Cut "X" on N.N.W. Bolt of Fire Hydrant @ S.W. Corner of Hickory Ave. & Chicago St.

317+35, 46' Rt. - Elev. 588.47

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	31 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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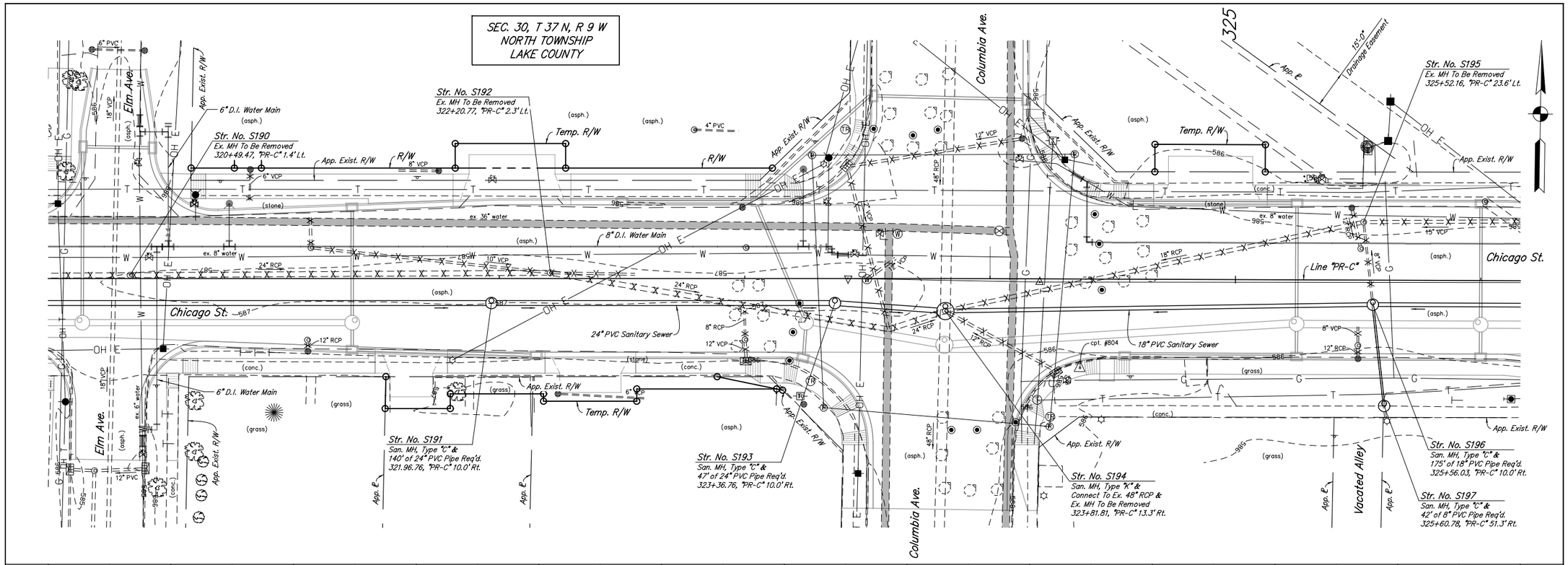

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Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	32 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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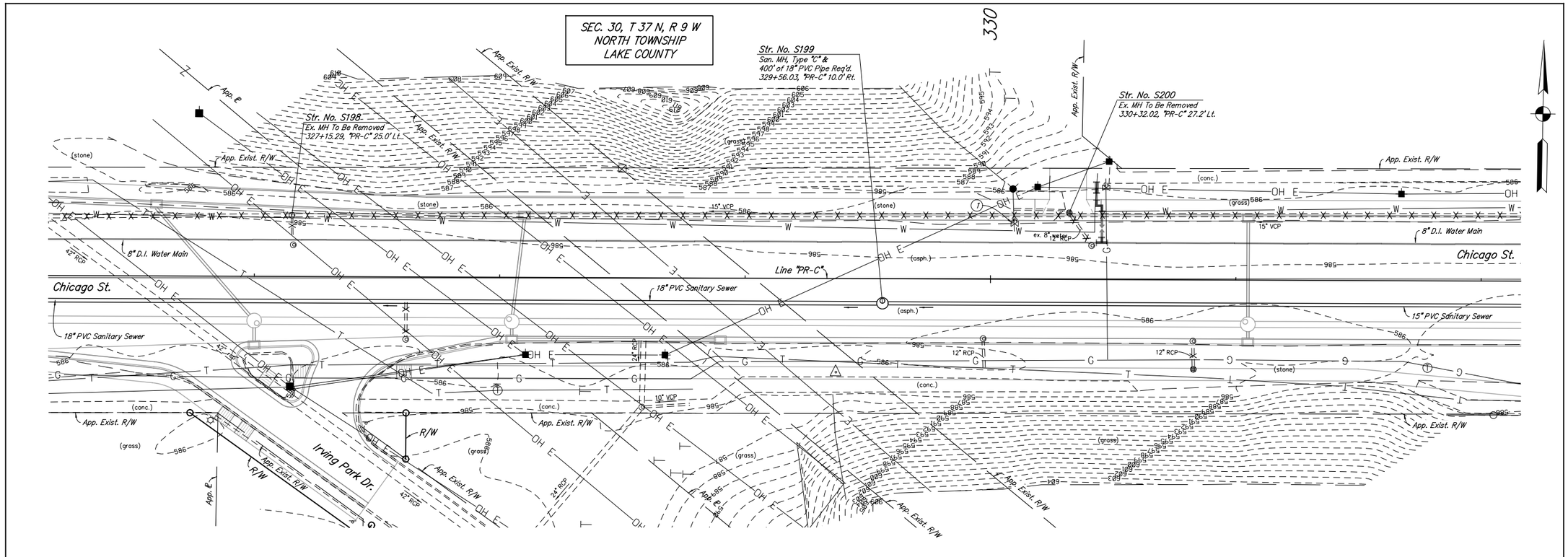

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Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	33 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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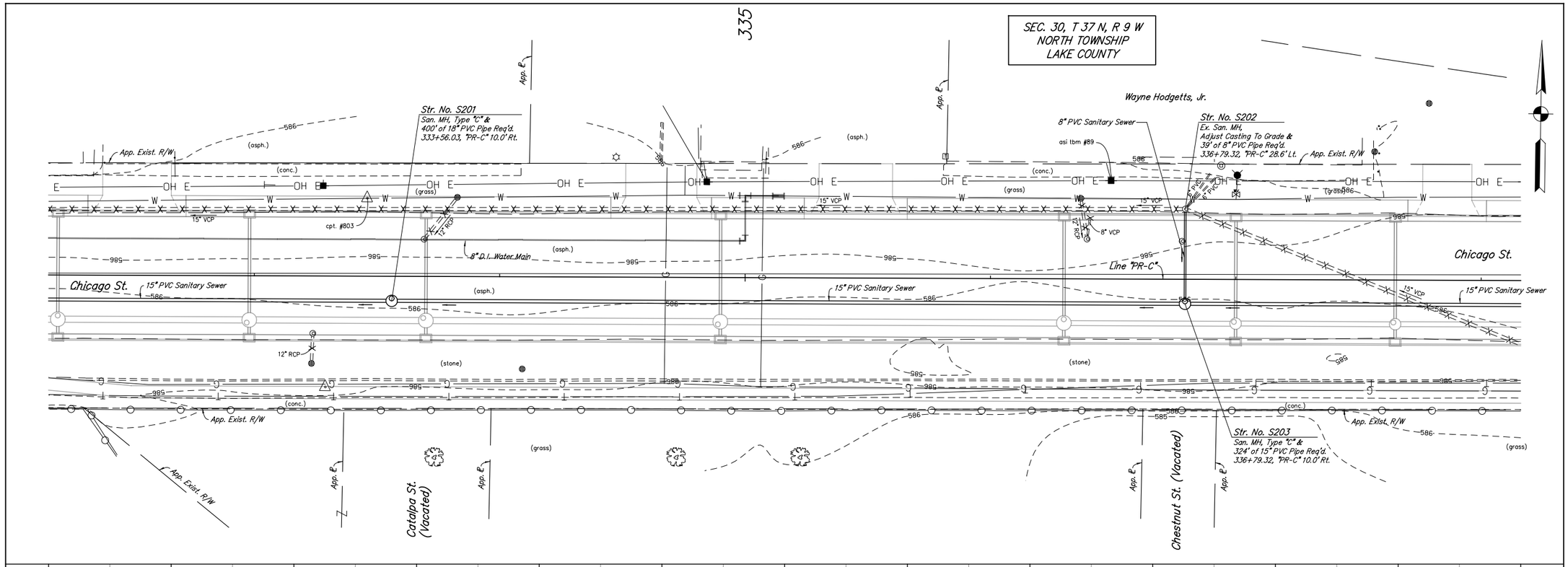

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Benchmark:

TBM #89 - R.R. Spike in South Side C.P. #71-986, N. Side of Chicago St. and in Front of NAPA Auto Parts.

336+49, 40' Lt. - Elev. 587.27

Legend:

(1) Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box

(2) Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	34 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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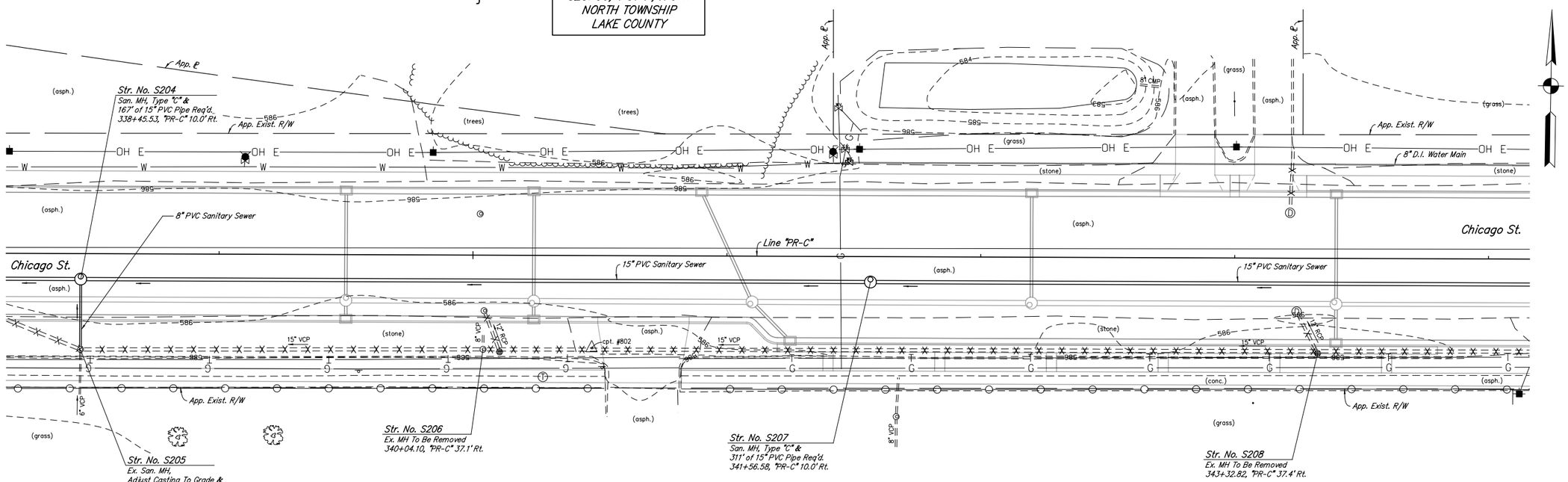
SEC. 30, T 37 N, R 9 W
NORTH TOWNSHIP
LAKE COUNTY



Benchmark:

TBM #89 - R.R. Spike in South Side C.P. #71-986, N. Side of Chicago St. and in Front of NAPA Auto Parts.

336+49, 40' Lt. - Elev. 587.27

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT
CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	35 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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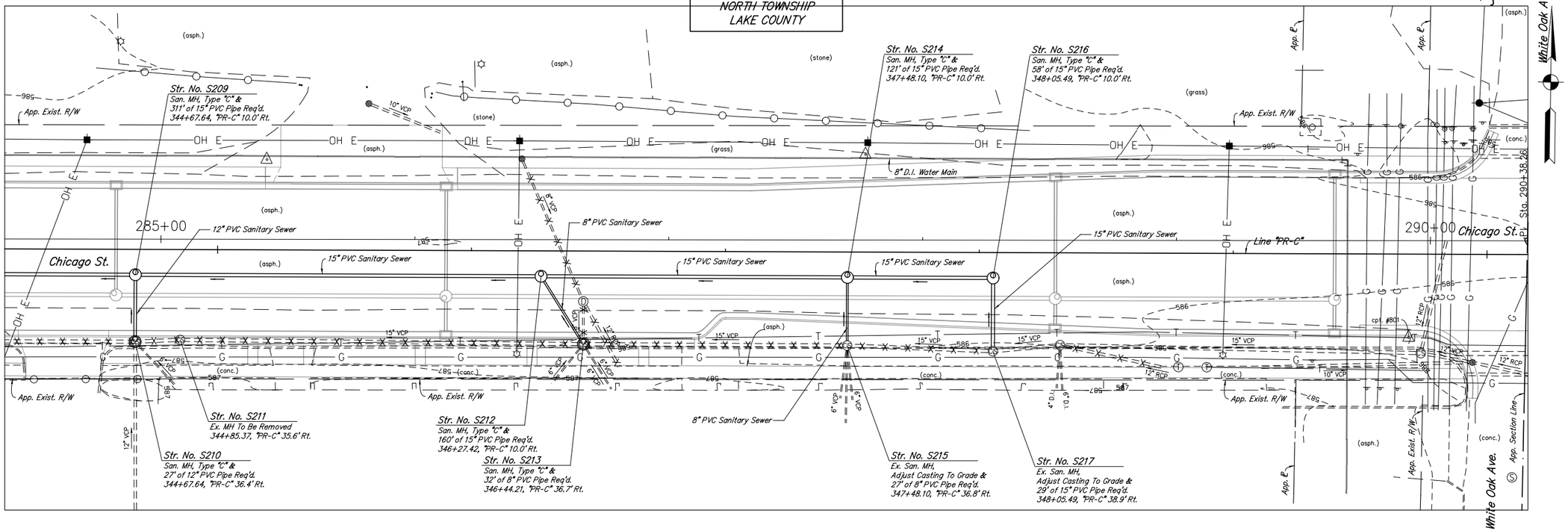
SEC. 30, T 37 N, R 9 W
NORTH TOWNSHIP
LAKE COUNTY



Benchmark:

TBM #91 - Cut "X" on North Bolt of Fire Hydrant @ S.E. Corner of Chicago Ave. & White Oak Ave.

350+47, 38' Rt. - Elev. 587.76

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT
CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SANITARY SEWER

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	36 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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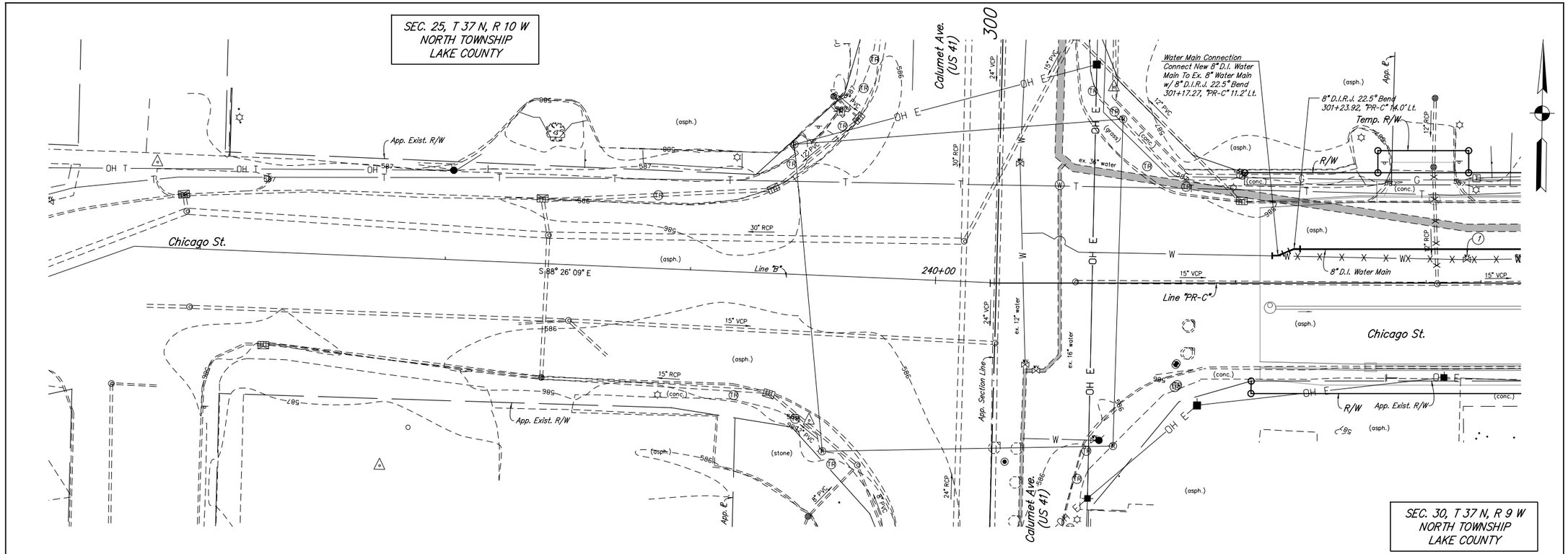

Benchmark:

TBM #85 - Cut "D" on North Side of Conc. Light Pole Base @ North Side Nick's Liquor Parking Lot @ S.W. Corner of Chicago St. & Calumet Ave.

239+21 "B", 106' Rt. - Elev. 588.69

TBM #86 - Cut "X" on N. Bolt of Fire Hydrant @ S.E. Corner of Pine Ave. & Chicago St.

307+08, 47' Rt. - Elev. 587.72

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	37 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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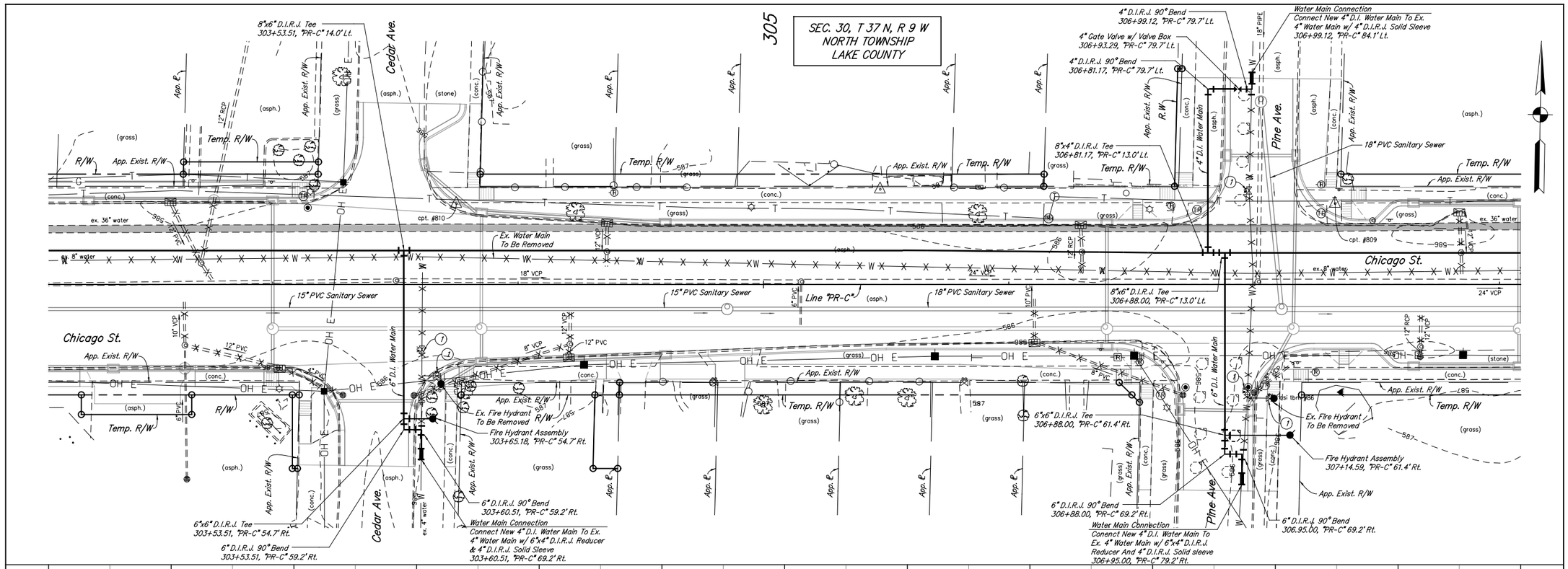

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Benchmark:

TBM #85 - Cut "D" on North Side of Conc. Light Pole Base @ North Side Nick's Liquor Parking Lot @ S.W. Corner of Chicago St. & Calumet Ave.

239+21 "B", 106' Rt. - Elev. 588.69

TBM #86 - Cut "X" on N. Bolt of Fire Hydrant @ S.E. Corner of Pine Ave. & Chicago St.

307+08, 47' Rt. - Elev. 587.72

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	38 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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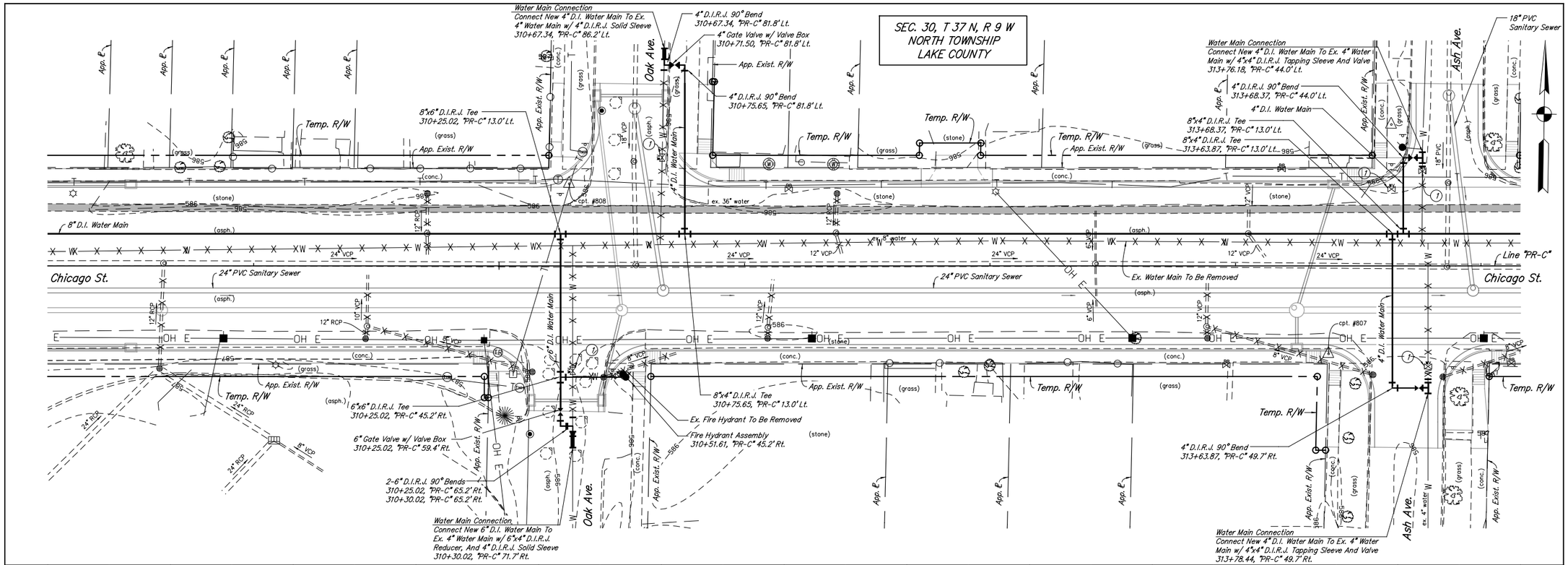

Benchmark:

TBM #87 - Cut "X" on N.N.W. Bolt of Fire Hydrant @ S.W. Corner of Hickory Ave. & Chicago St.

317+35, 46' Rt. - Elev. 588.47

Legend:

(1) Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box

(2) Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	39 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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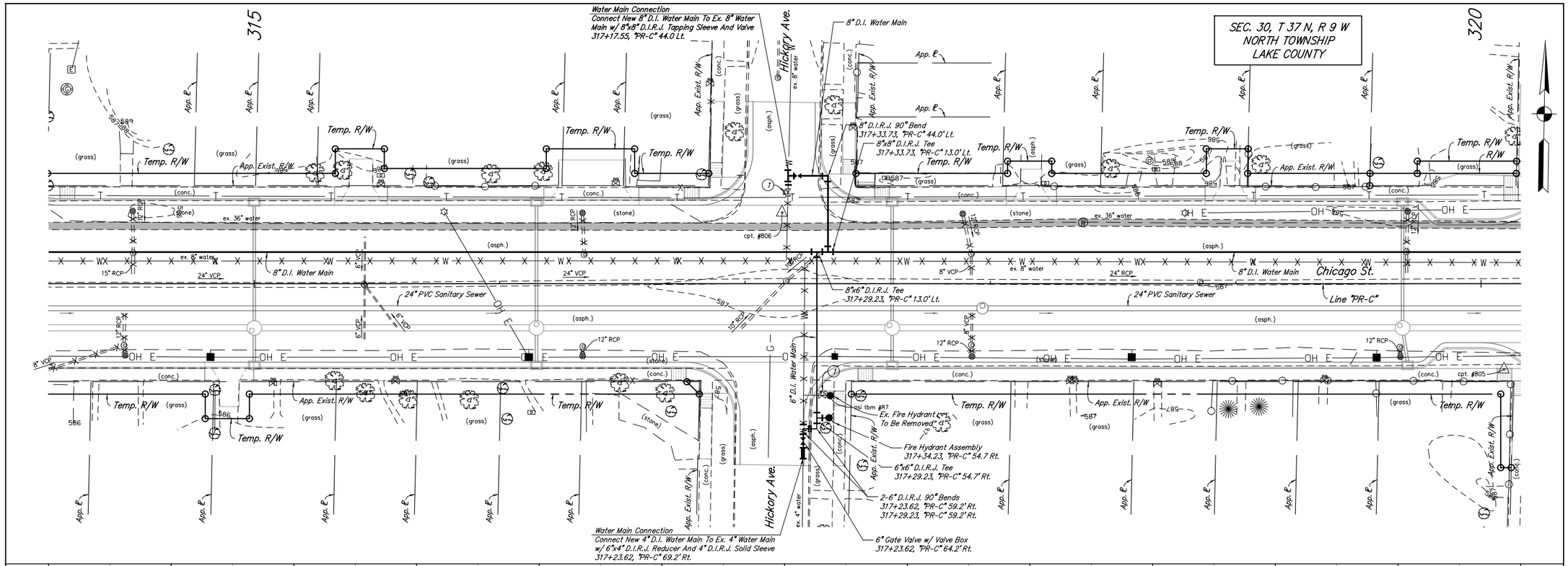

Benchmark:

TBM #87 - Cut "X" on N.N.W. Bolt of Fire Hydrant @ S.W. Corner of Hickory Ave. & Chicago St.

317+35, 46' Rt. - Elev. 588.47

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE WATER MAIN

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 40 of XX
CONTRACT R-34740	PROJECT NO. 1297017

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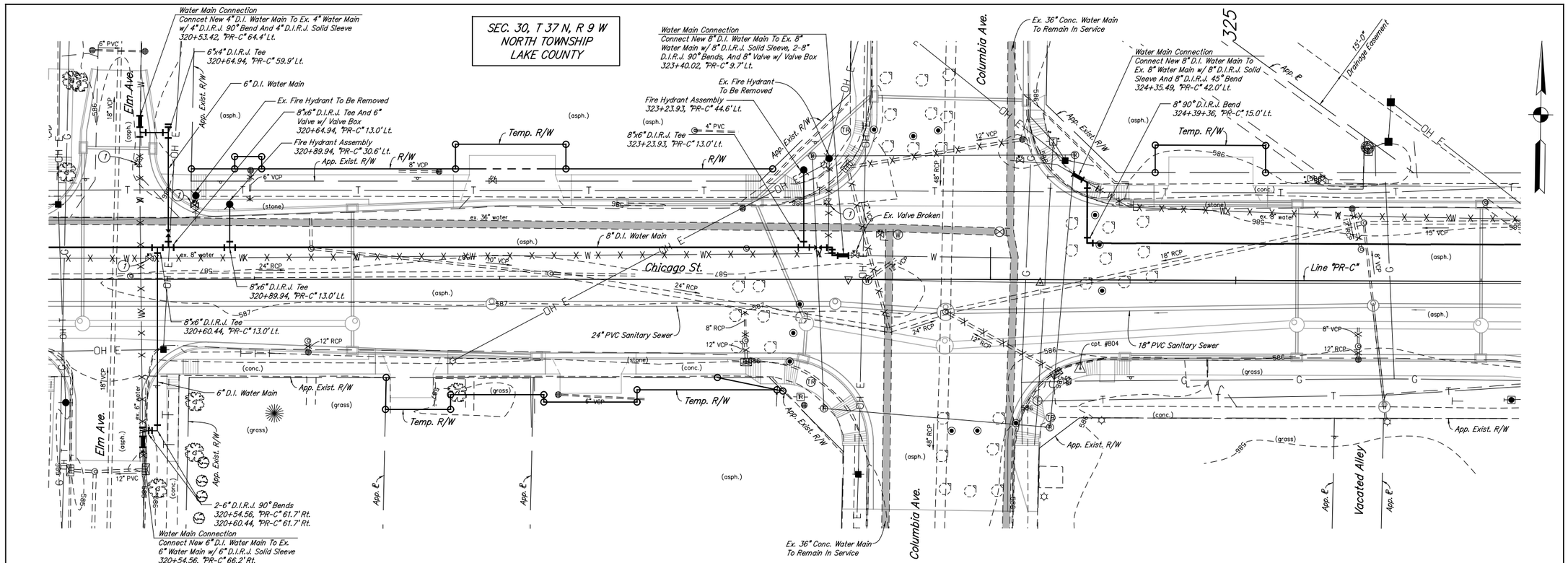

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	41 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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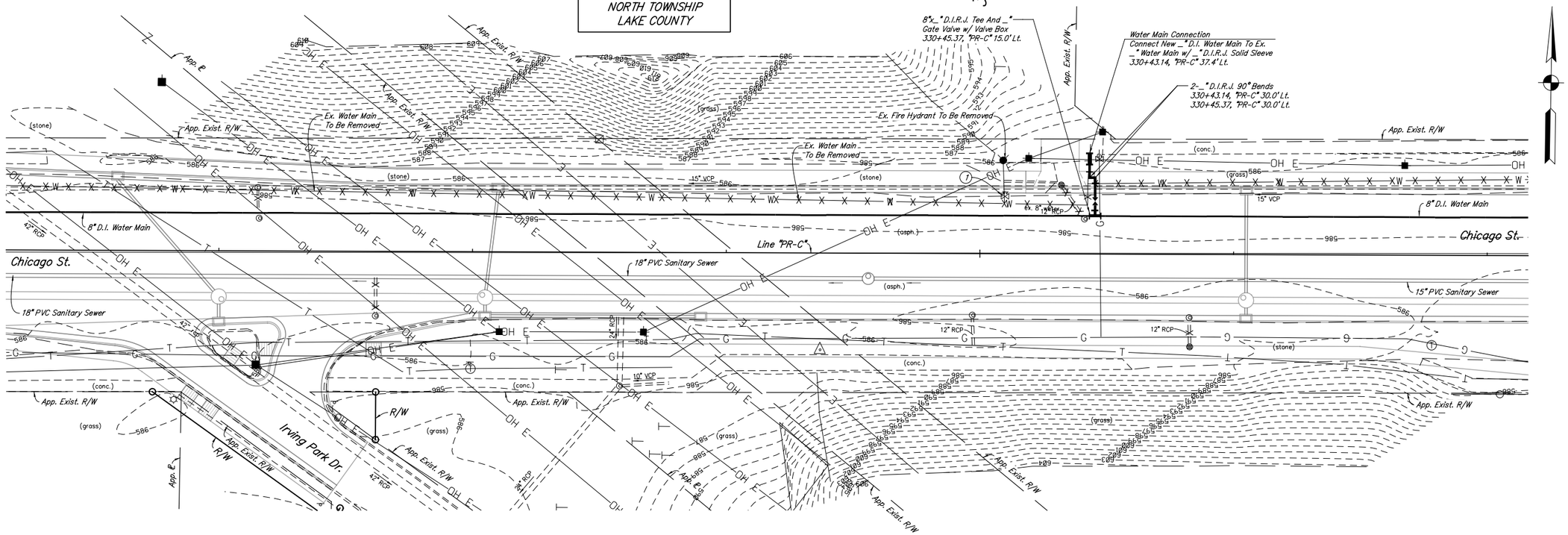
SEC. 30, T 37 N, R 9 W
NORTH TOWNSHIP
LAKE COUNTY



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Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT
CHECKED: JWG CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	42 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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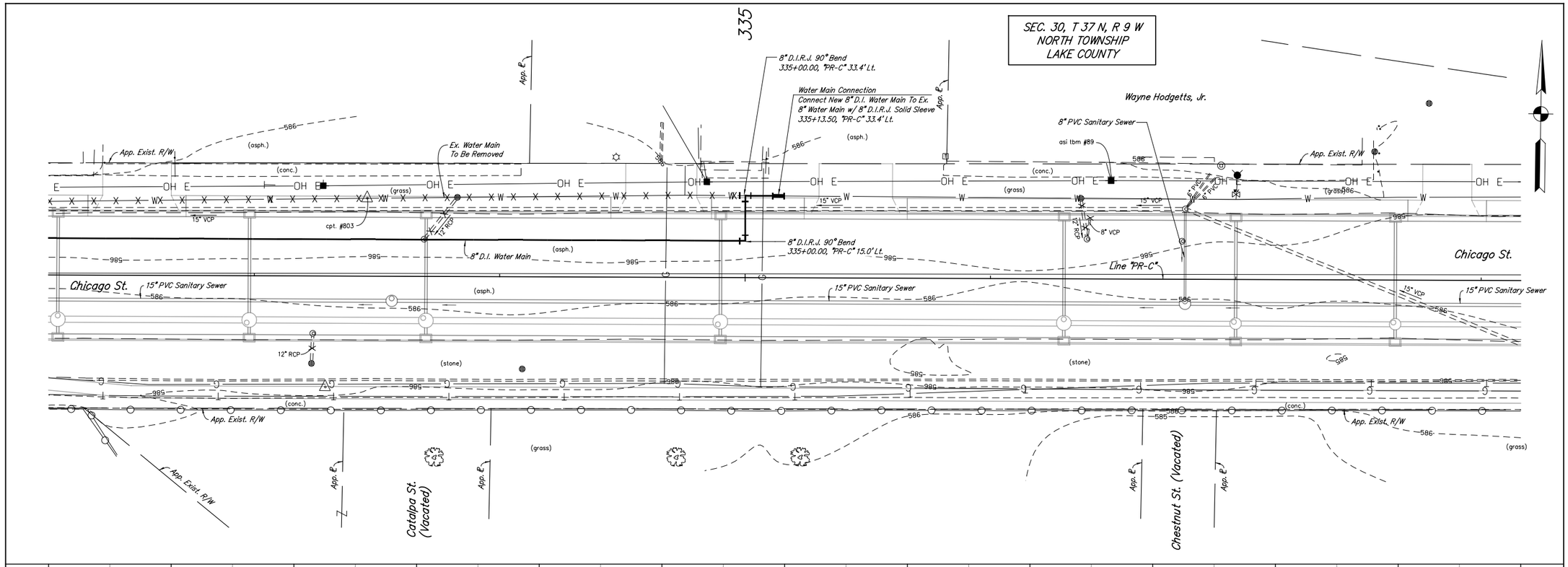

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Benchmark:

TBM #89 - R.R. Spike in South Side C.P. #71-986, N. Side of Chicago St. and in Front of NAPA Auto Parts.

336+49, 40' Lt. - Elev. 587.27

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	43 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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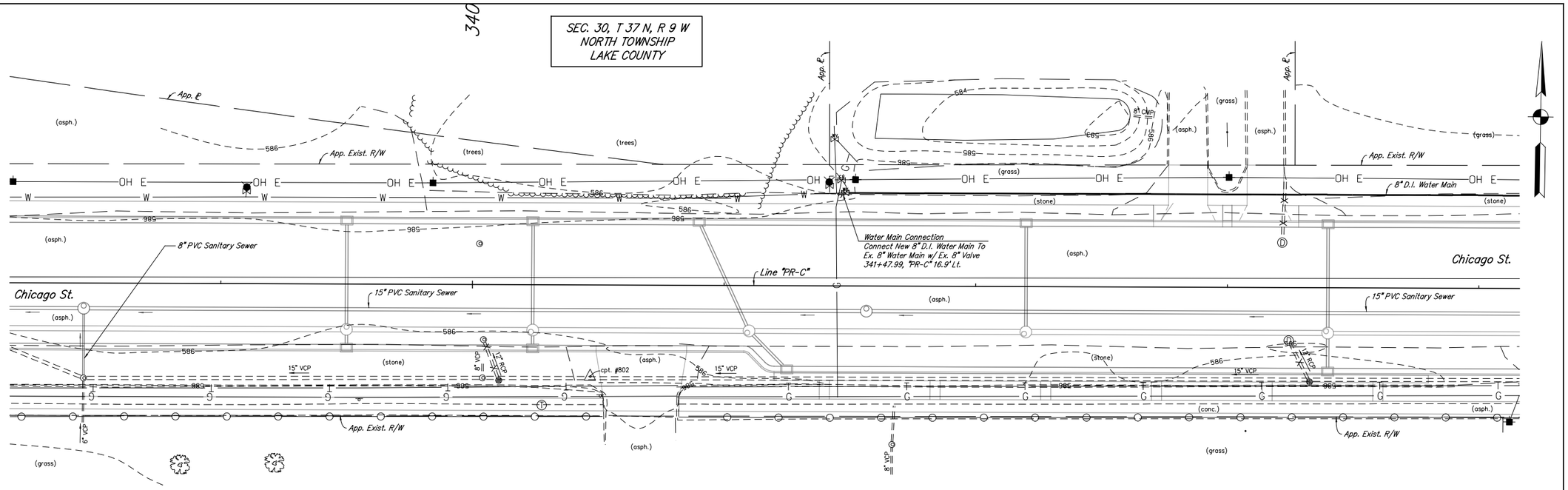
SEC. 30, T 37 N, R 9 W
NORTH TOWNSHIP
LAKE COUNTY



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Benchmark:

TBM #89 - R.R. Spike in South Side C.P. #71-986, N. Side of Chicago St. and in Front of NAPA Auto Parts.

336+49, 40' Lt. - Elev. 587.27

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT
CHECKED: JWG CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	44 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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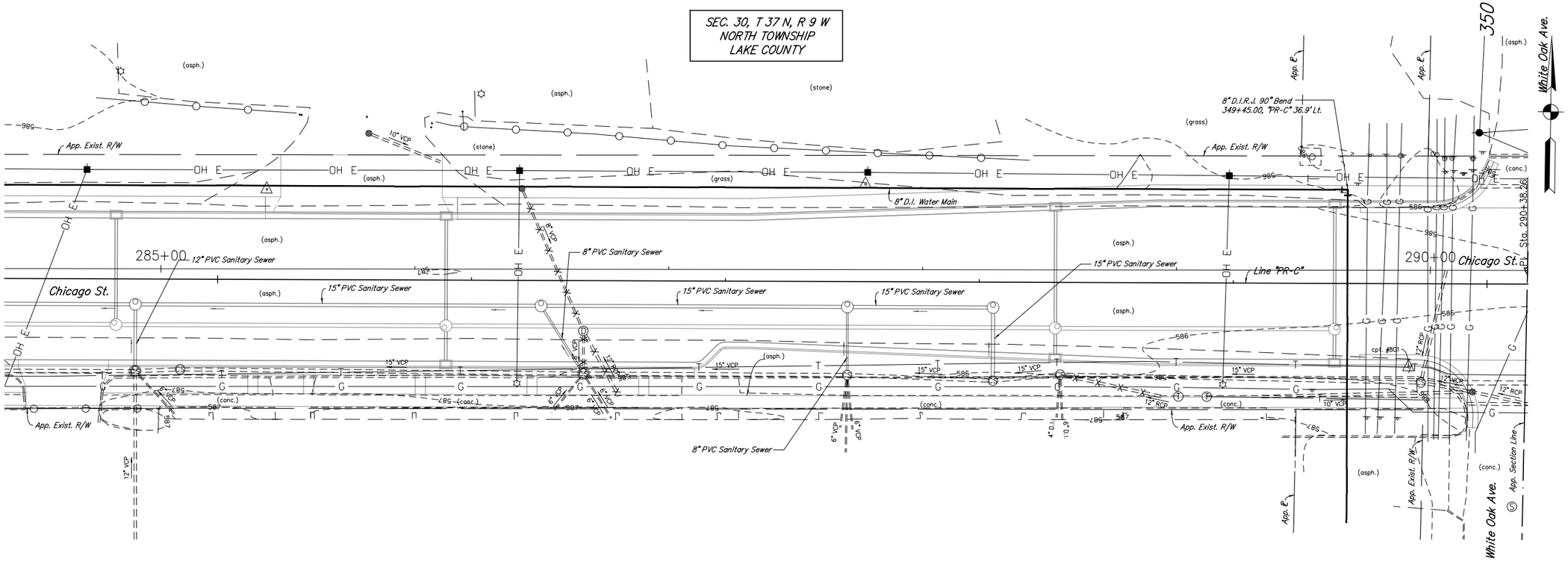

Benchmark:

TBM #91 - Cut "X" on North Bolt of Fire Hydrant @ S.E. Corner of Chicago Ave. & White Oak Ave.

350+47, 38' Rt. - Elev. 587.76

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	45 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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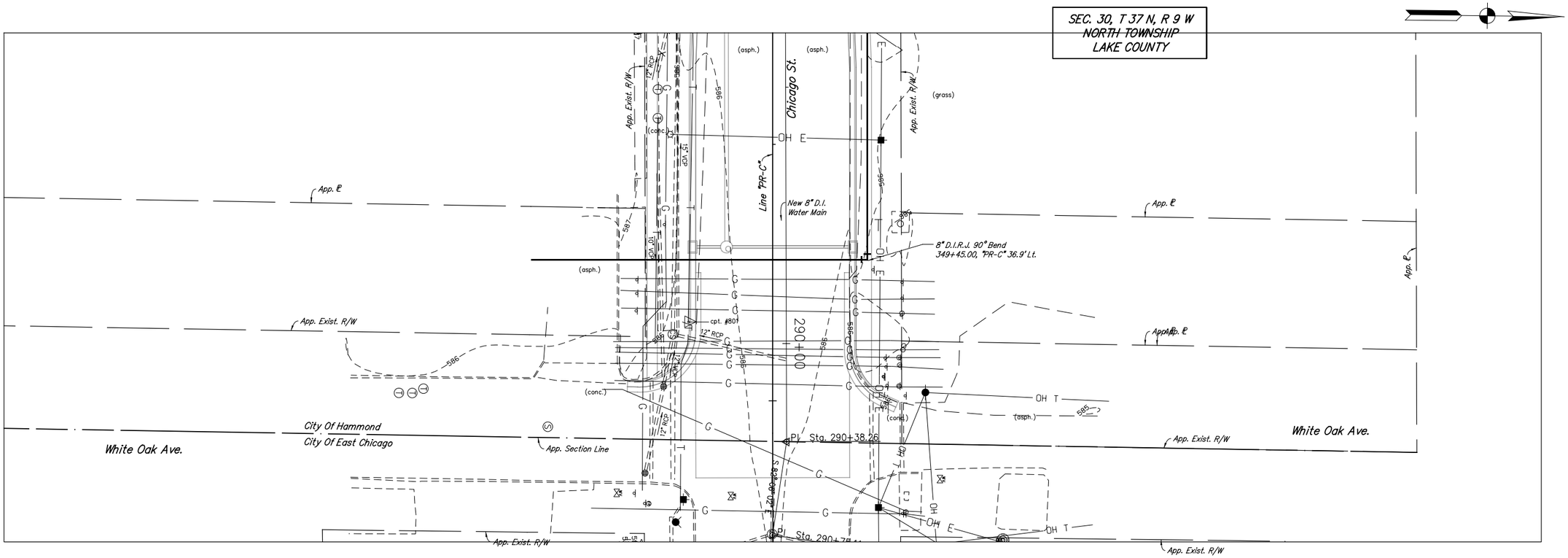

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Benchmark:

TBM #91 - Cut "X" on North Bolt of Fire Hydrant @ S.E. Corner of Chicago Ave. & White Oak Ave.

350+47, 38' Rt. - Elev. 587.76

Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT

CHECKED: JWG CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	46 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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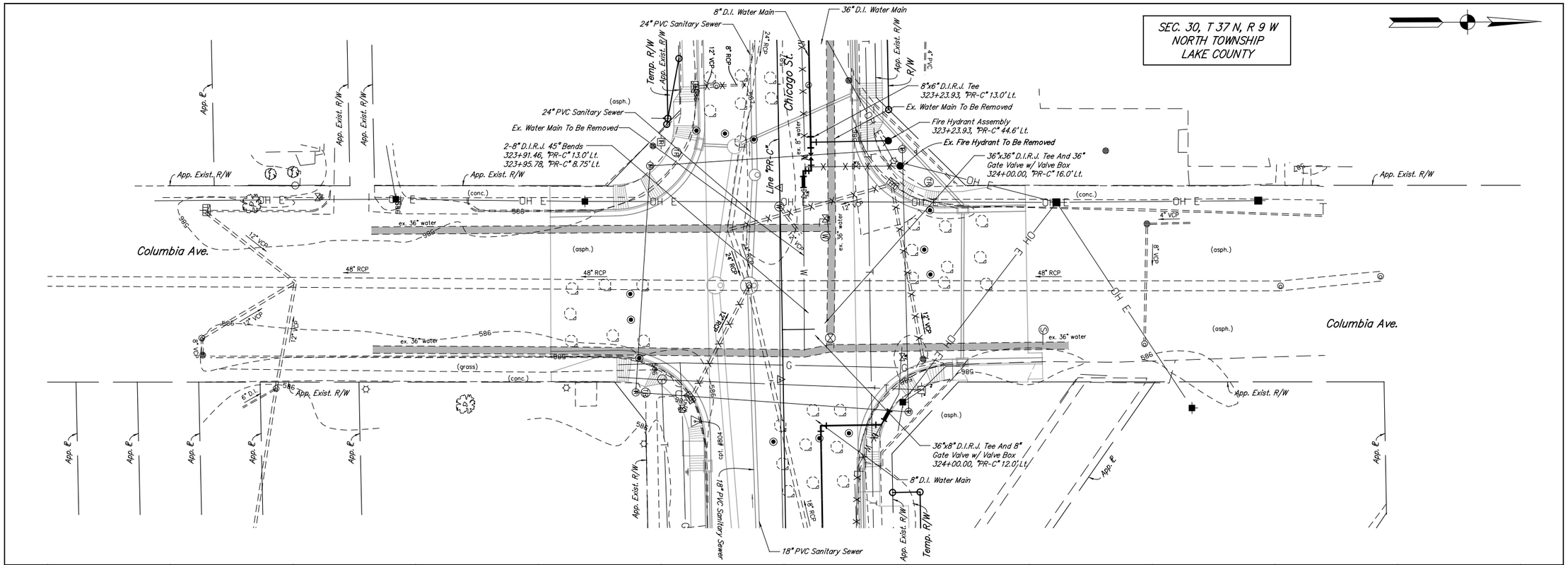

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Legend:

1. Once New Water Main Is Installed And Operational, Permanently Close Existing Valve And Remove Valve Box
2. Service To Be Reconnected To New Water Main

X X X Pipe To Be Removed

Notes:

1. X
2. X
3. X

PFC (40%) PROGRESS SET

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: MWS DRAWN: PJT
CHECKED: JWG CHECKED: -

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
WATER MAIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
1" = 5'	1297017
SURVEY BOOK	SHEETS
N/A	47 of XX
CONTRACT	PROJECT NO.
R-34740	1297017

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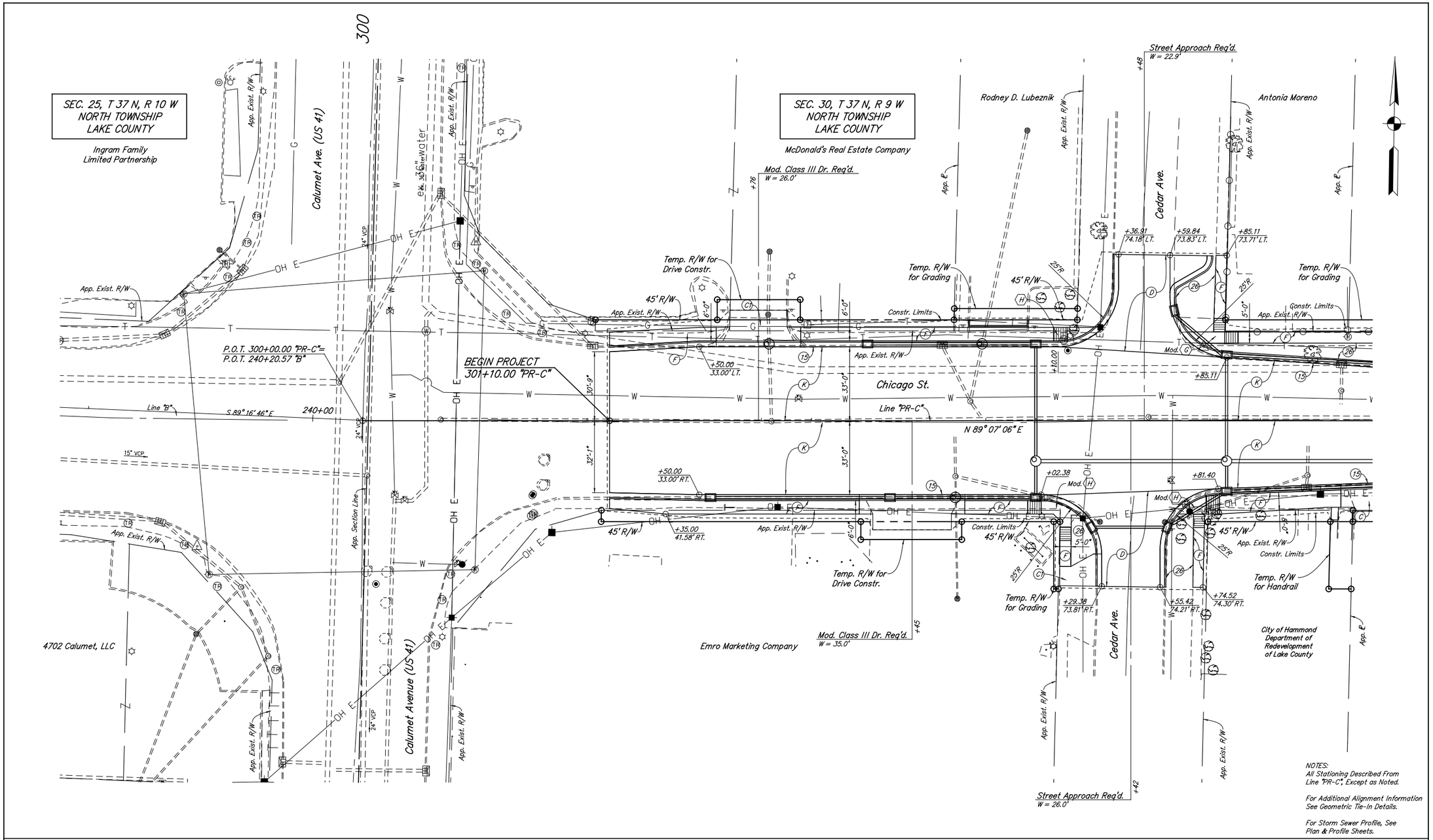

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "X" on xx" Compacted Aggregate Base Type "X", No. xx
- (F) Concrete Sidewalk, 5"
- (F1) Multi-Use Path (See Typical Sections)
- (F2) Concrete Sidewalk, 4"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (13) Concrete Curb, Modified
- (15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____
DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK
CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	48 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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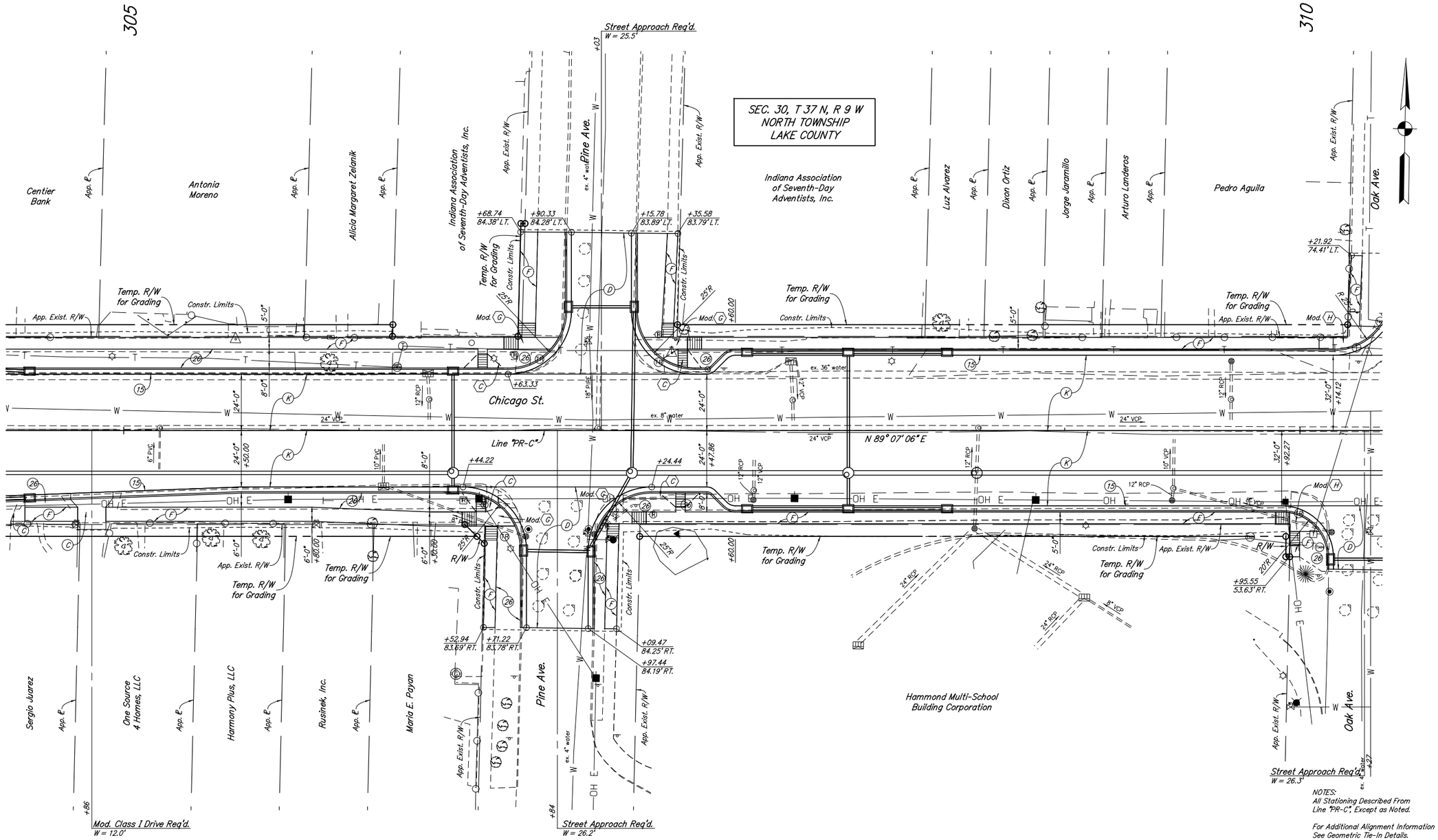

NOTES:
All Stationing Described From Line "PR-C", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (F) Concrete Sidewalk, 5"
- (F1) Multi-Use Path (See Typical Sections)
- (F2) Concrete Sidewalk, 4"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (13) Concrete Curb, Modified
- (15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	49 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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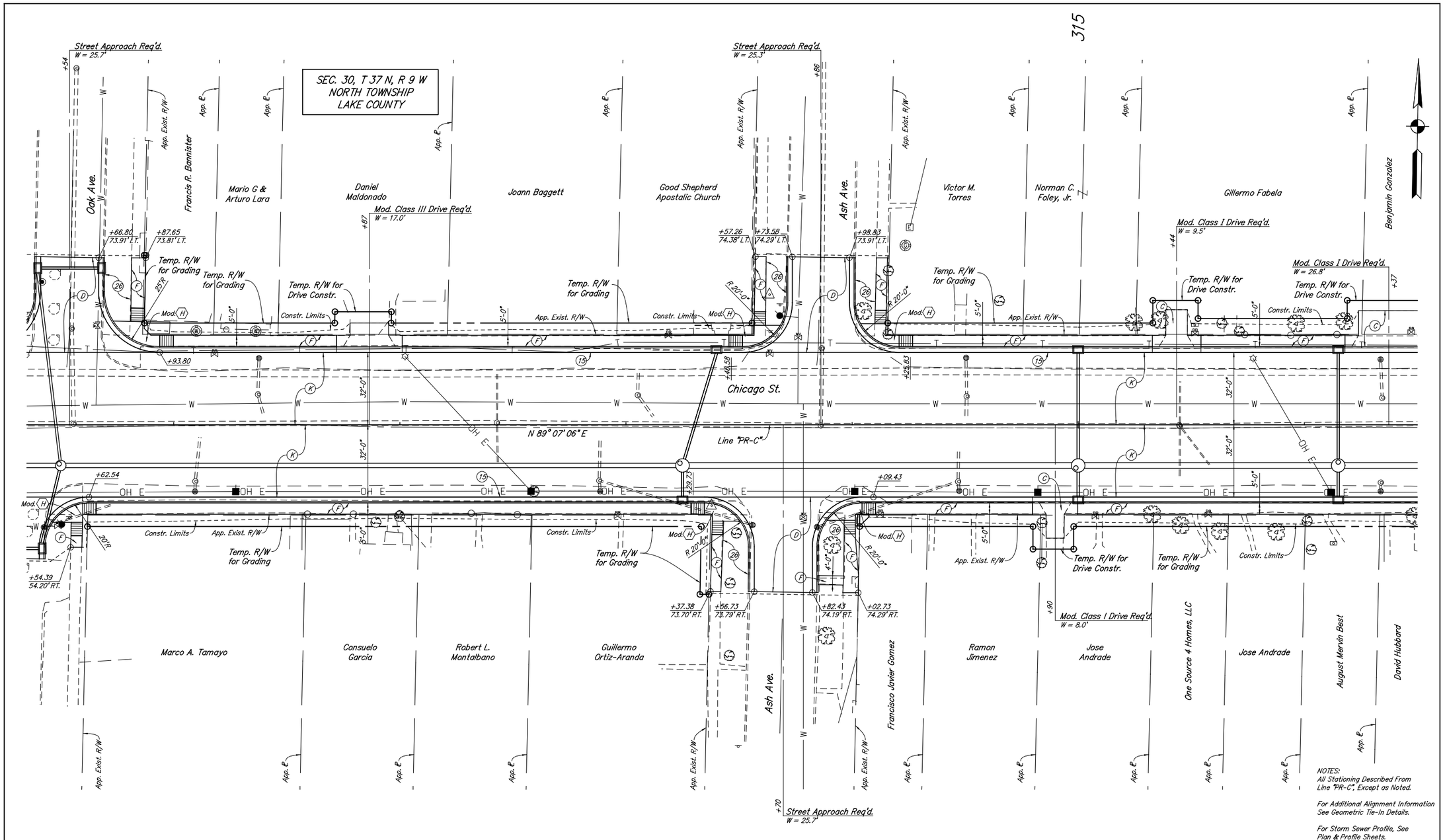

NOTES:
All Stationing Described From Line "PR-C", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (F) Concrete Sidewalk, 5"
- (F1) Multi-Use Path (See Typical Sections)
- (F2) Concrete Sidewalk, 4"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (13) Concrete Curb, Modified
- (15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR	DRAWN: CAK
CHECKED: GTC	CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	50 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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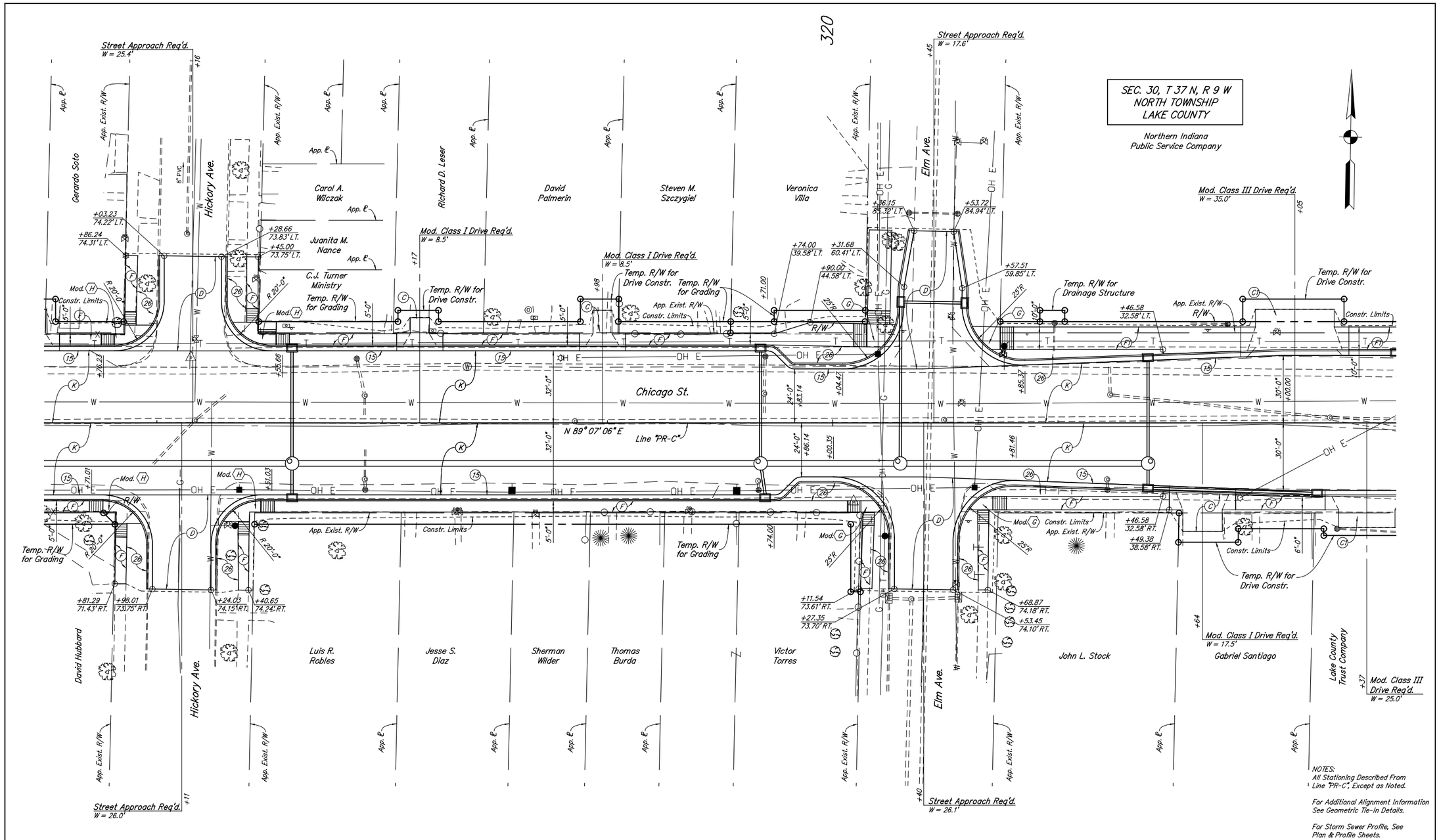

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (F) Concrete Sidewalk, 5"
- (F1) Multi-Use Path (See Typical Sections)
- (F2) Concrete Sidewalk, 4"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (13) Concrete Curb, Modified
- (15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	51 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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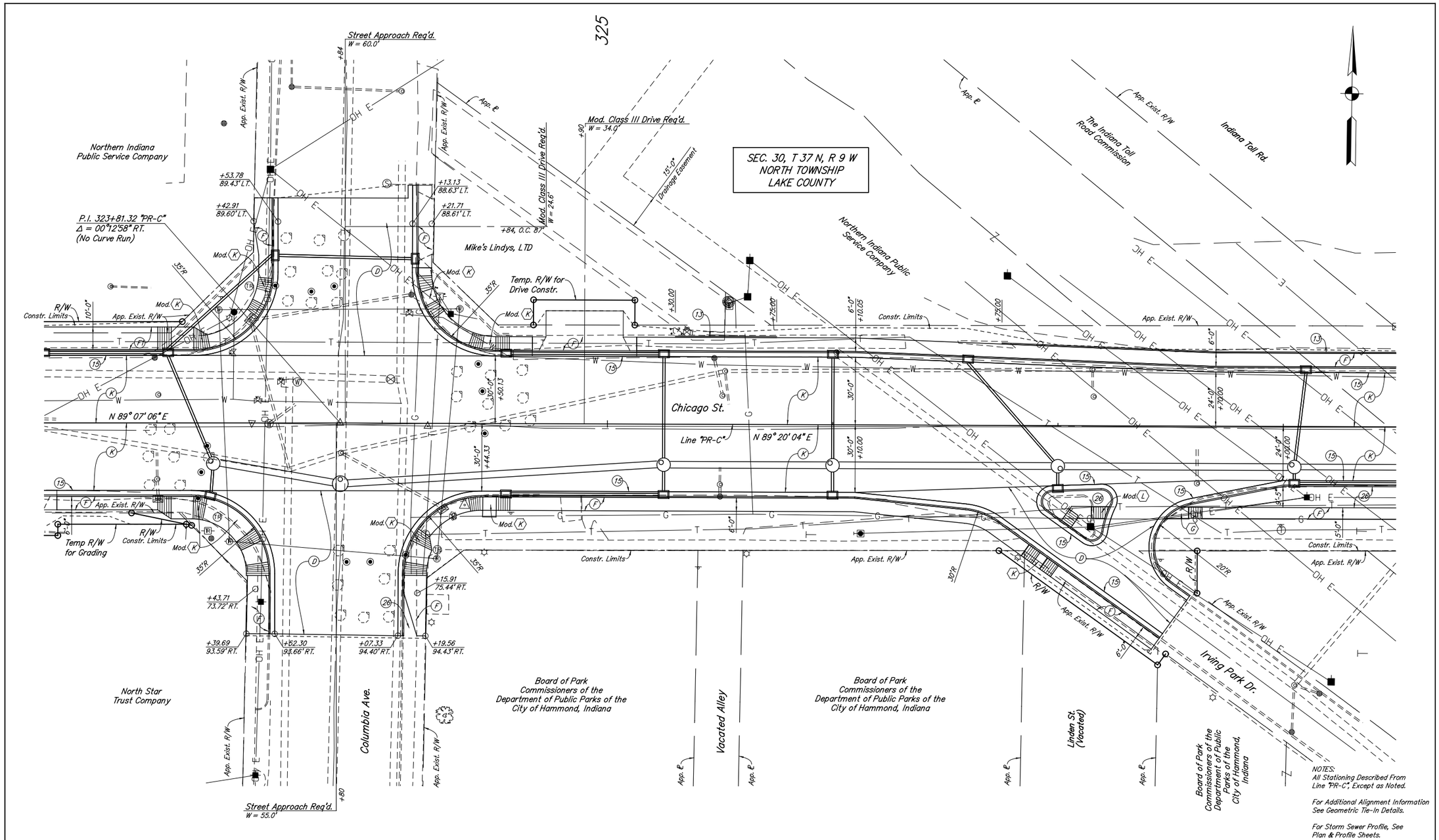

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (F) Concrete Sidewalk, 5"
- (F1) Multi-Use Path (See Typical Sections)
- (F2) Concrete Sidewalk, 4"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (13) Concrete Curb, Modified
- (15) Combined Concrete Curb and Gutter
- (20) Sodding, Nursery
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED
FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR	DRAWN: CAK
CHECKED: GTC	CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-C"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION NO. 1297017
SURVEY BOOK N/A	SHEETS 52 of 185
CONTRACT R-34740	PROJECT NO. 1297017

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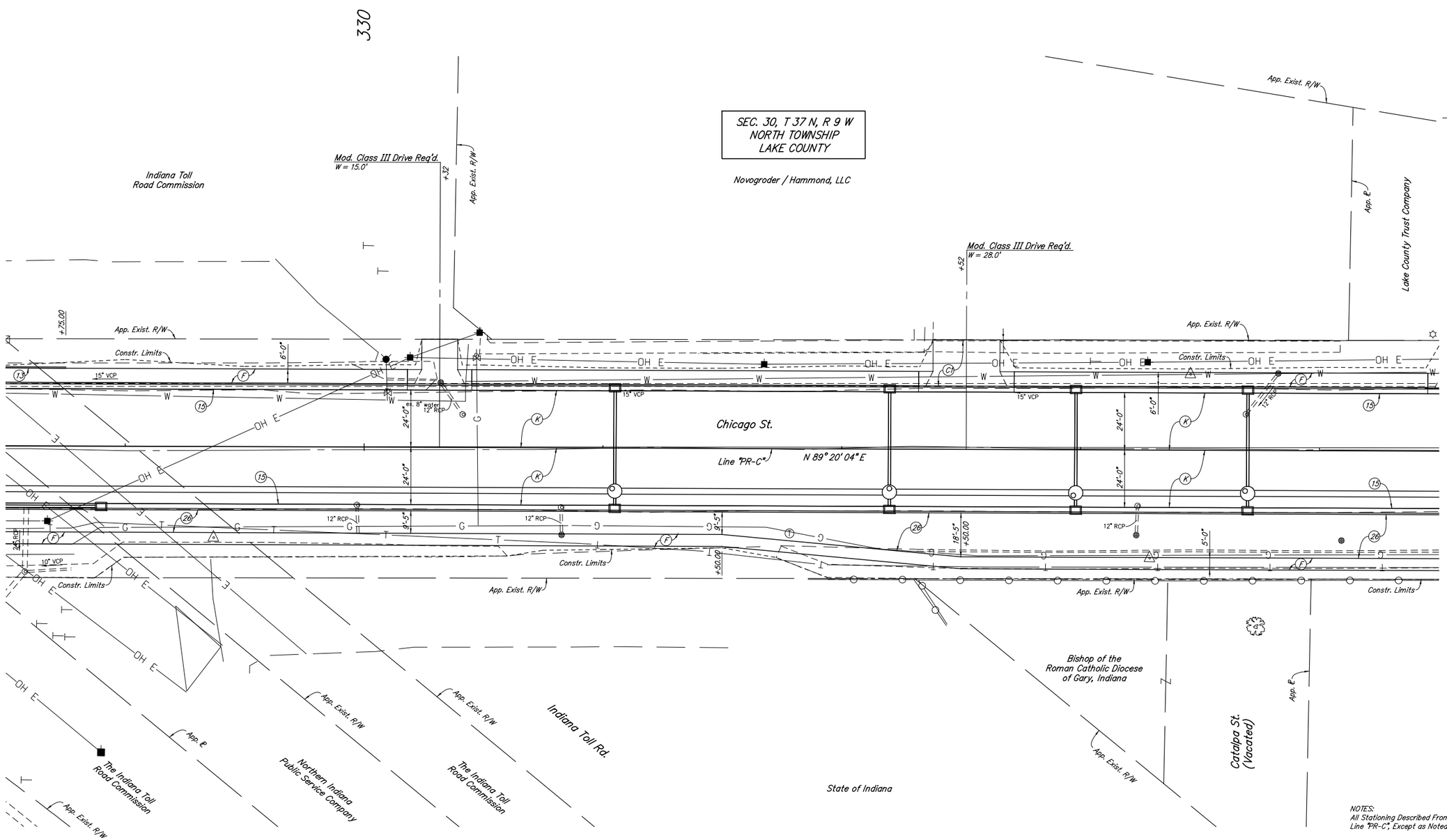

NOTES:
All Stationing Described From Line "PR-C", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (F) Concrete Sidewalk, 5"
- (F1) Multi-Use Path (See Typical Sections)
- (F2) Concrete Sidewalk, 4"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (13) Concrete Curb, Modified
- (15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	53 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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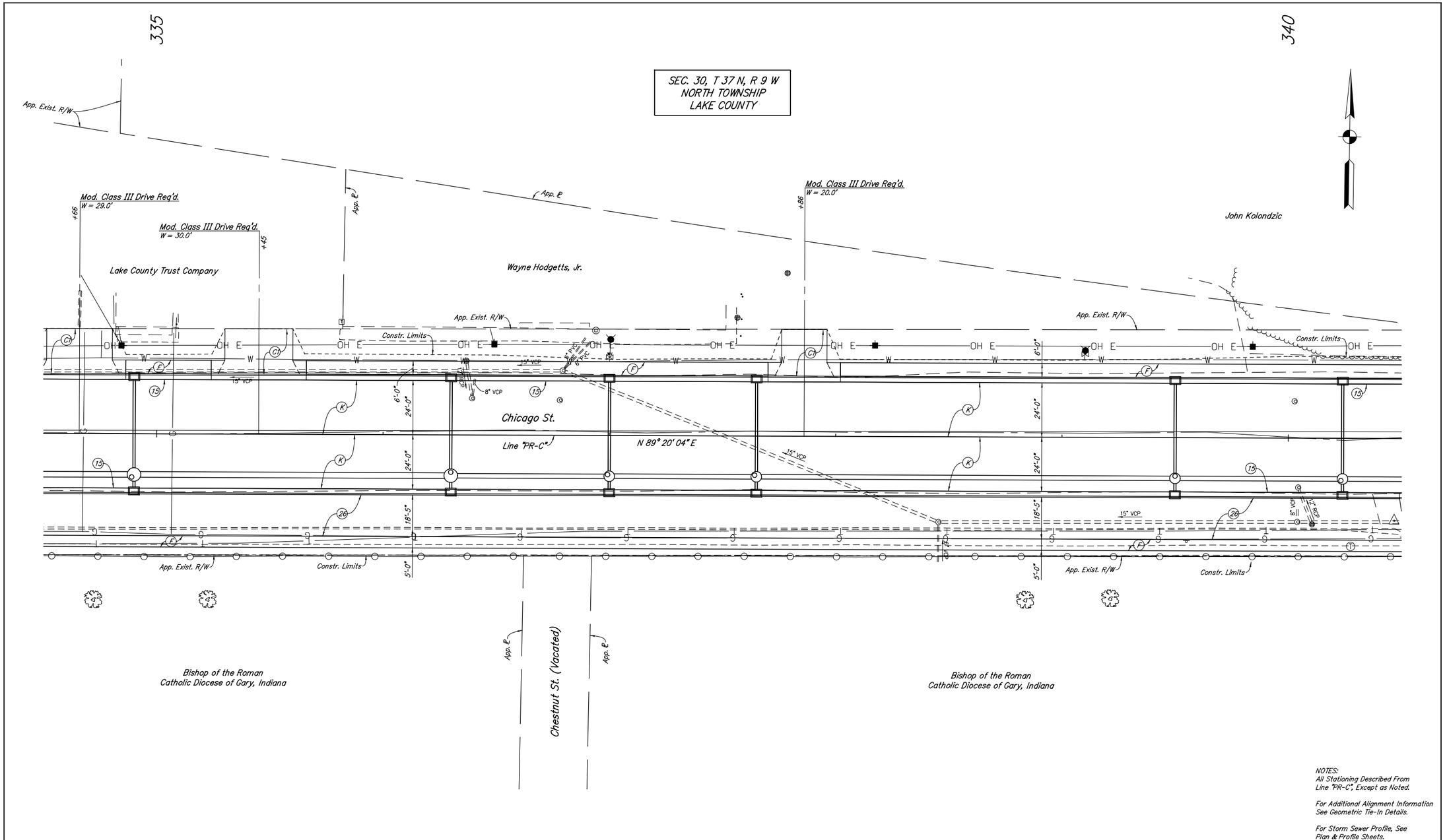

NOTES:
All Stationing Described From Line "PR-C", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "X", No. xx
- (F) Concrete Sidewalk, 5"
- (F1) Multi-Use Path (See Typical Sections)
- (F2) Concrete Sidewalk, 4"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (13) Concrete Curb, Modified
- (15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	54 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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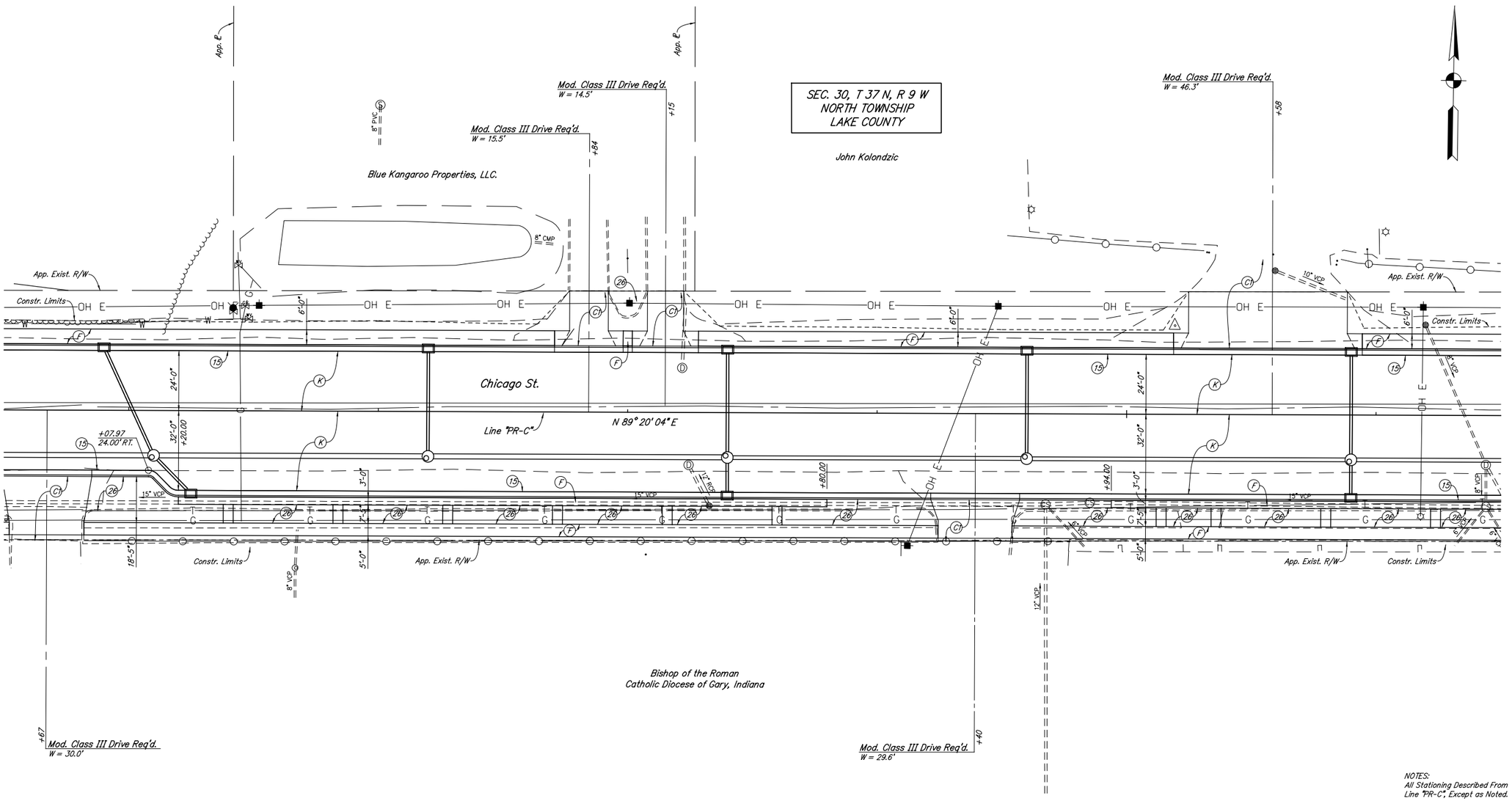

NOTES:
All Stationing Described From Line "PR-C", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (F) Concrete Sidewalk, 5"
- (F1) Multi-Use Path (See Typical Sections)
- (F2) Concrete Sidewalk, 4"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (13) Concrete Curb, Modified
- (15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	55 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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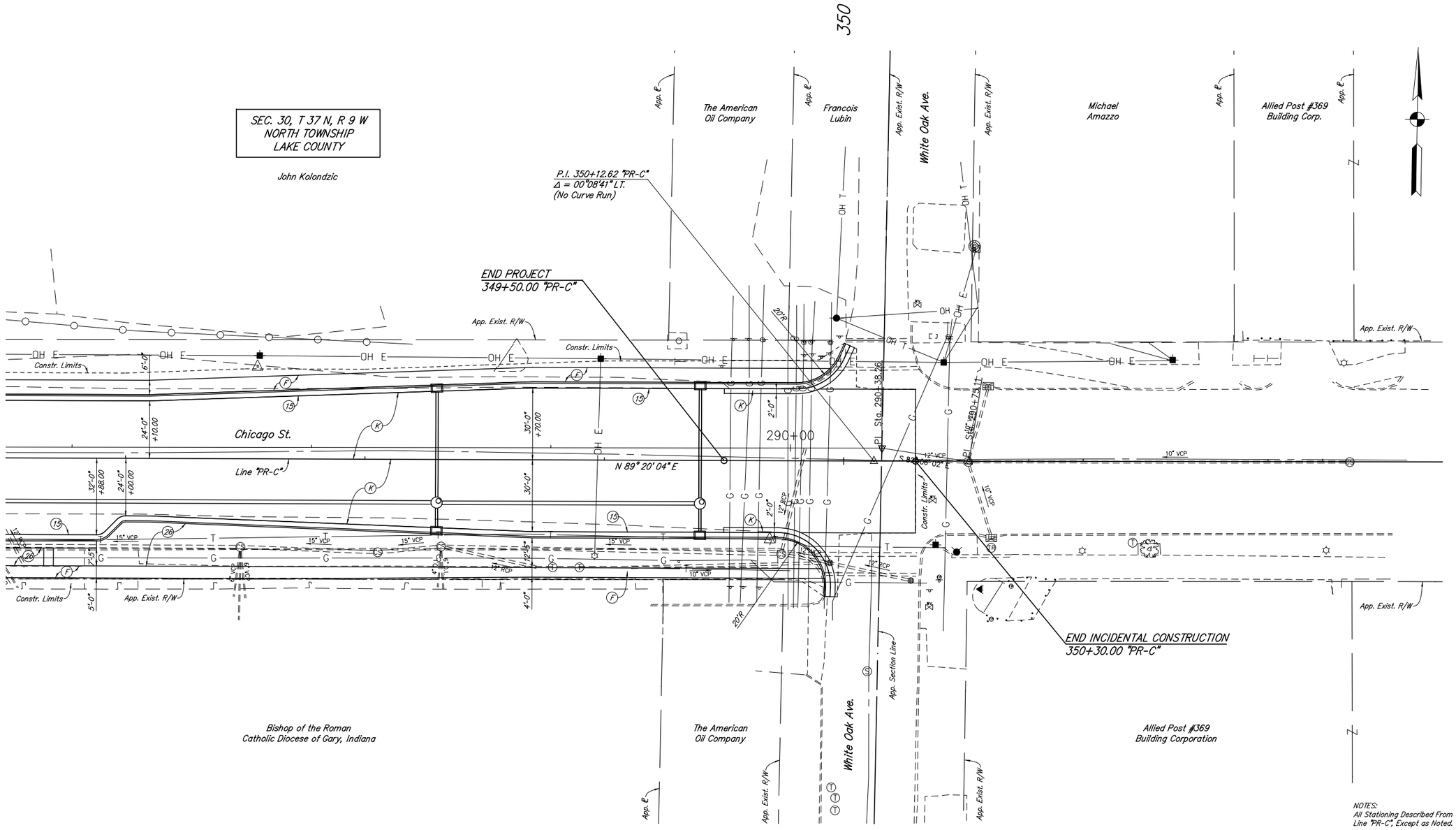

NOTES:
All Stationing Described From Line "PR-C", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

LEGEND

- (C) PCCP for Approaches, 6 in. on Subgrade Treatment Type IIIA
- (C1) PCCP for Approaches, 9 in. on Subgrade Treatment Type IIIA
- (D) xxx #/Syd. HMA for Approaches Type "x" on xx" Compacted Aggregate Base Type "x", No. xx
- (F) Concrete Sidewalk, 5"
- (F1) Multi-Use Path (See Typical Sections)
- (F2) Concrete Sidewalk, 4"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (13) Concrete Curb, Modified
- (15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery
- (X) Concrete Curb Ramp (Type Indicated by Letter in Hexagon)

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	56 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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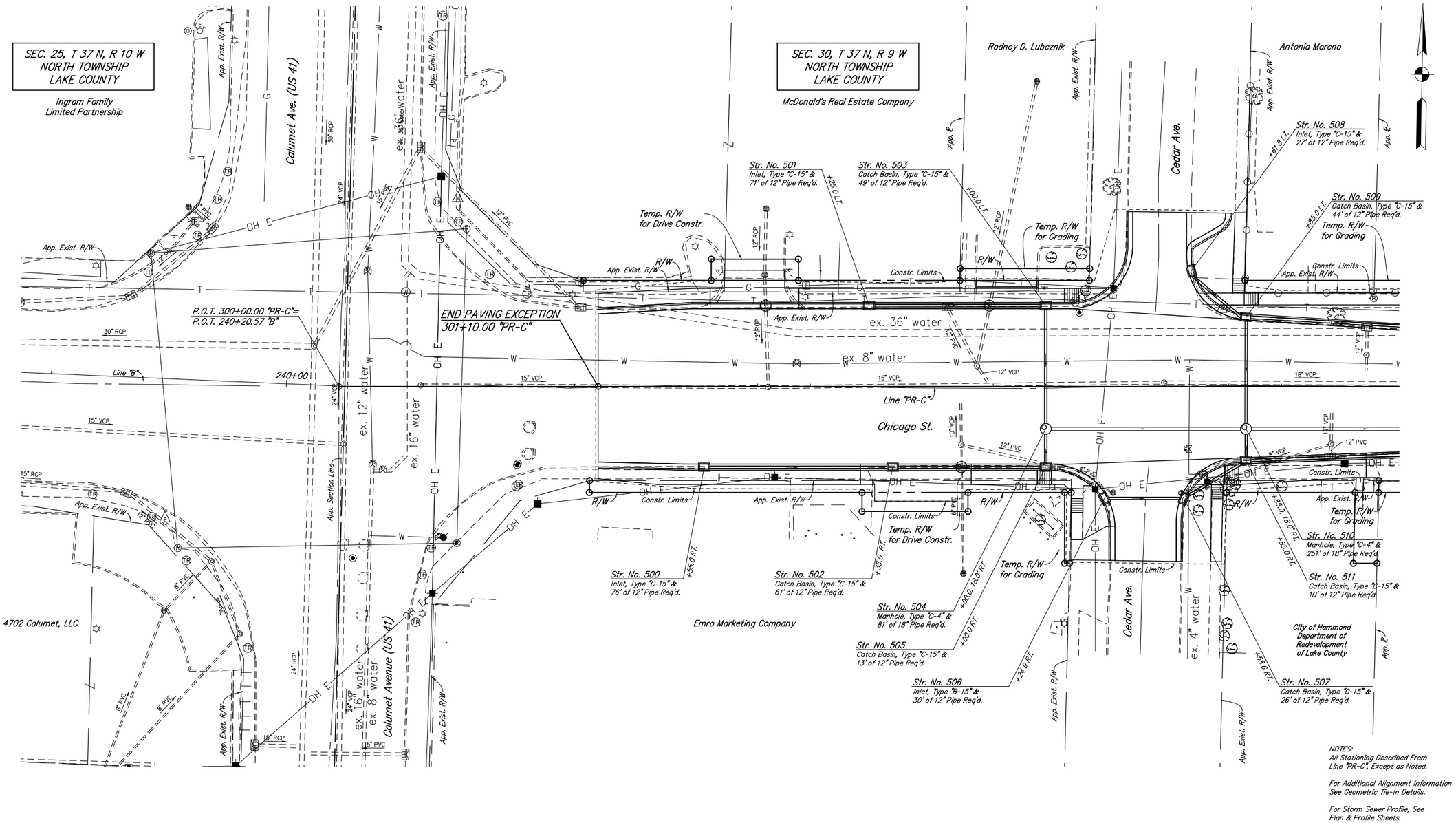

NOTES:
All Stationing Described From
Line "PR-C", Except as Noted.

For Additional Alignment Information
See Geometric Tie-In Details.

For Storm Sewer Profile, See
Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	DRAINAGE DETAILS LINE "PR-C"	SURVEY BOOK N/A	SHEETS 57 of 185
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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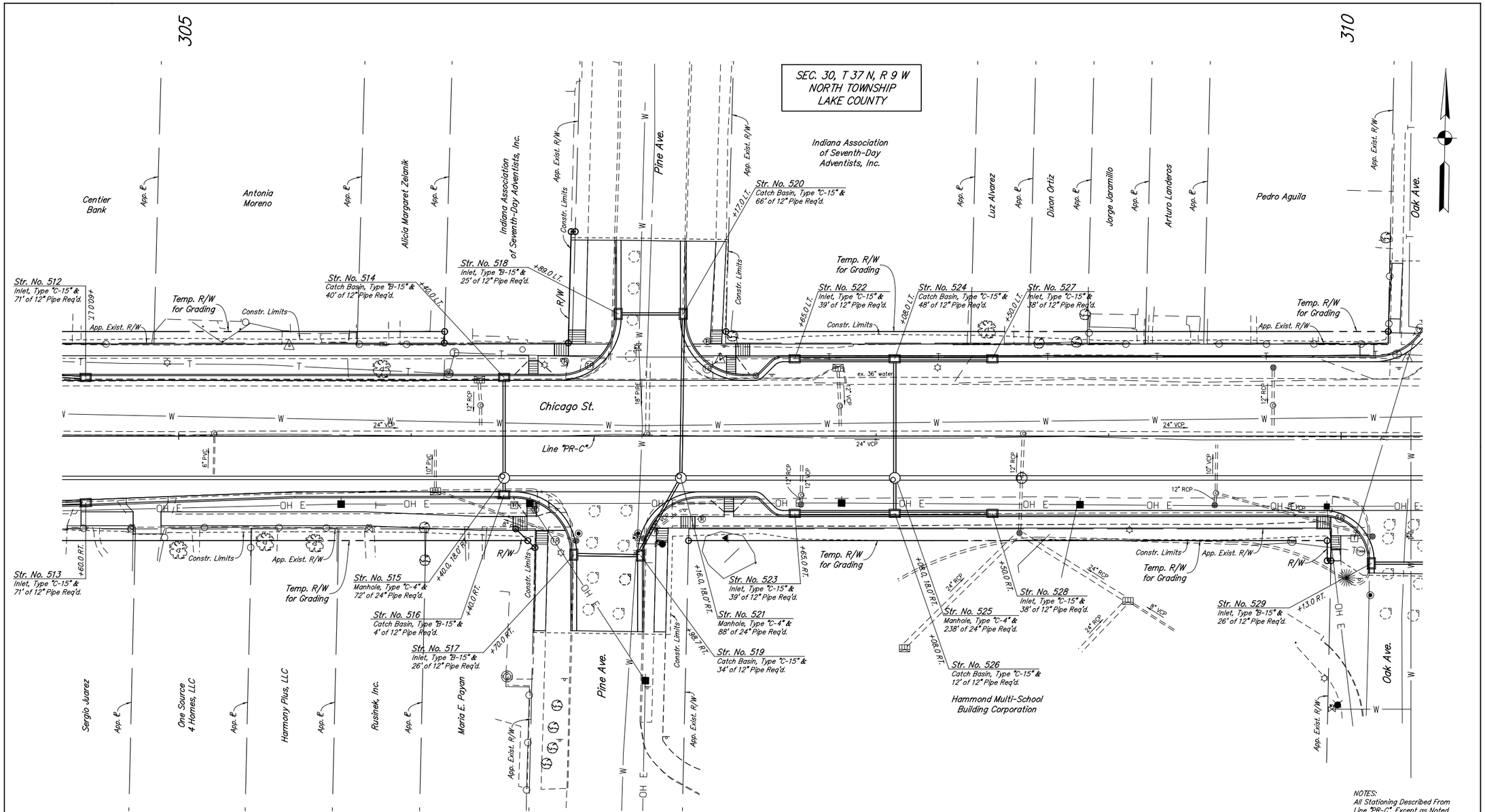

NOTES:
All Stationing Described From Line "PR-C", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	DRAINAGE DETAILS LINE "PR-C"	SURVEY BOOK N/A	SHEETS 58 of 185
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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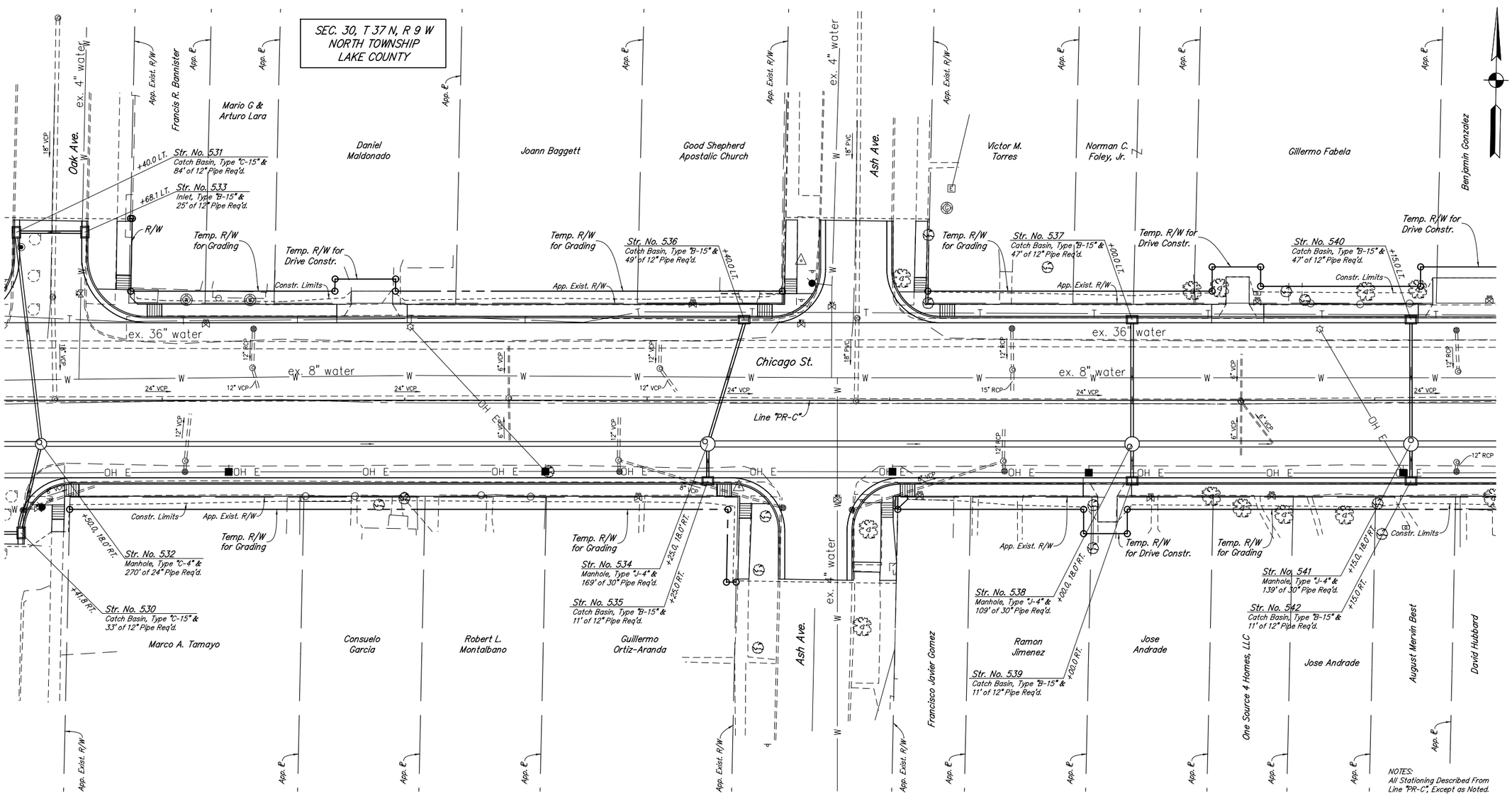

NOTES:
All Stationing Described From Line "PR-C", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	DRAINAGE DETAILS LINE "PR-C"	SURVEY BOOK N/A	SHEETS 59 of 185
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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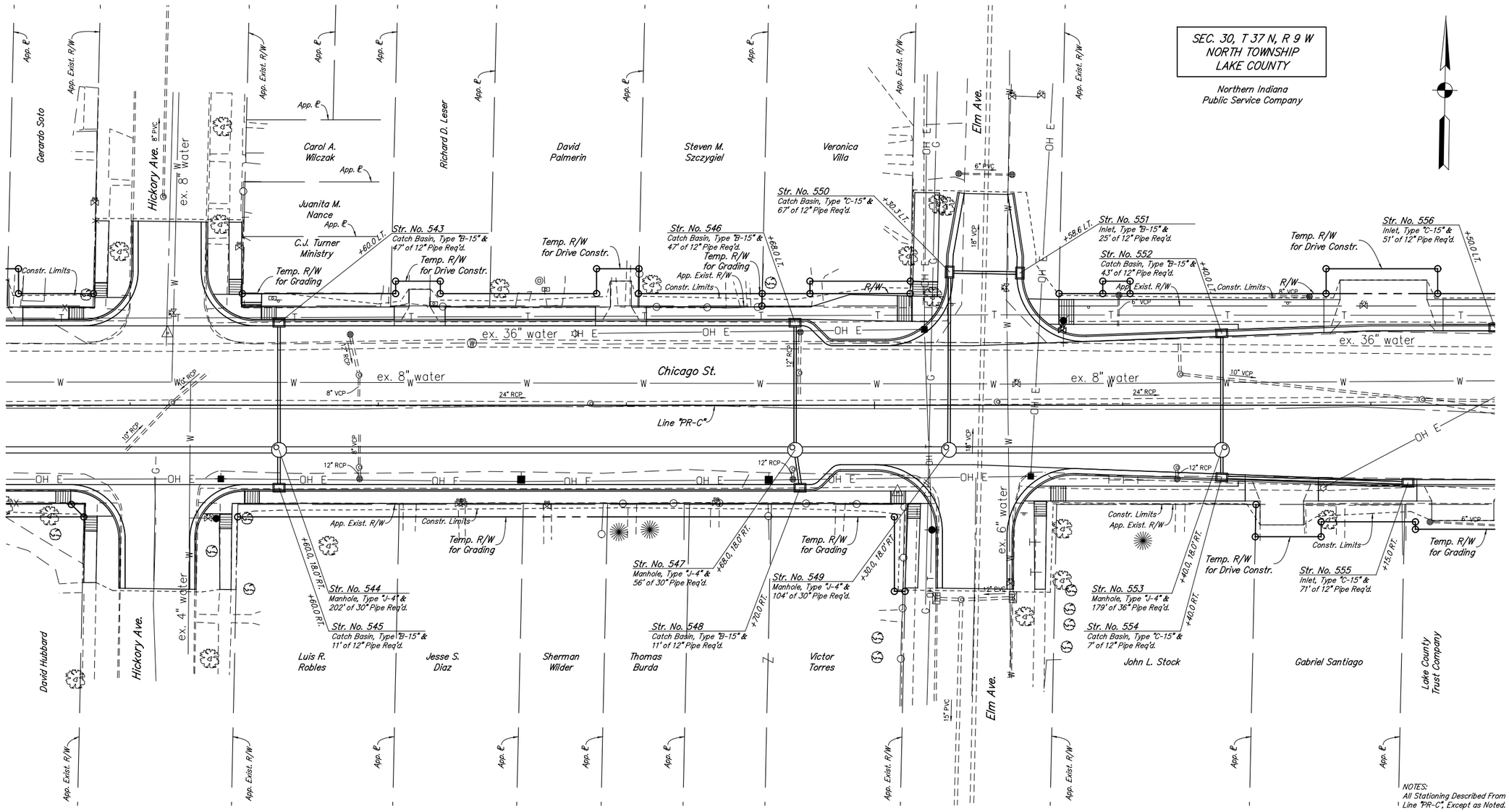

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	DRAINAGE DETAILS LINE "PR-C"	SURVEY BOOK N/A	SHEETS 60 of 185
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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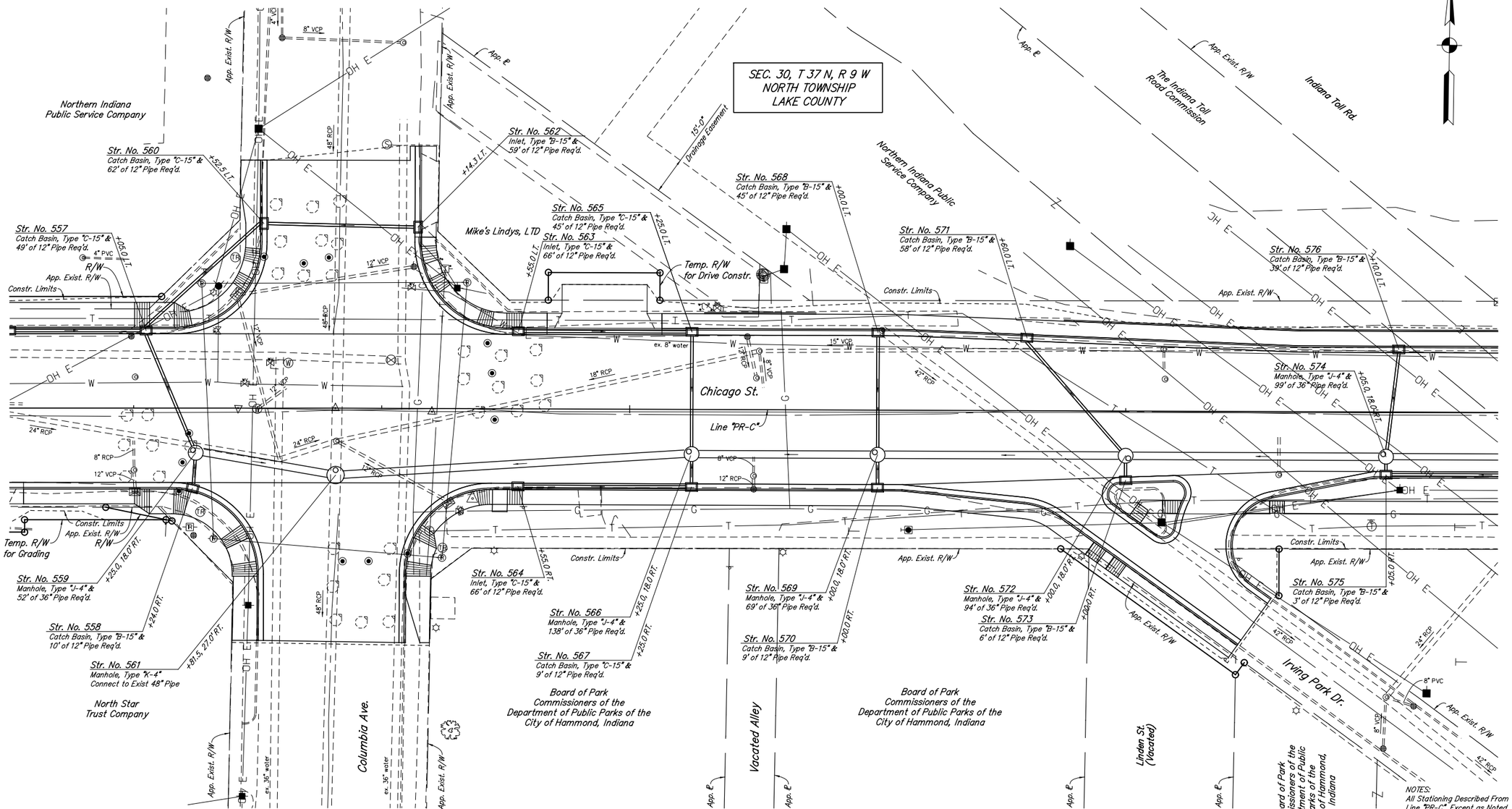

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	DRAINAGE DETAILS LINE "PR-C"	SURVEY BOOK N/A	SHEETS 61 of 185
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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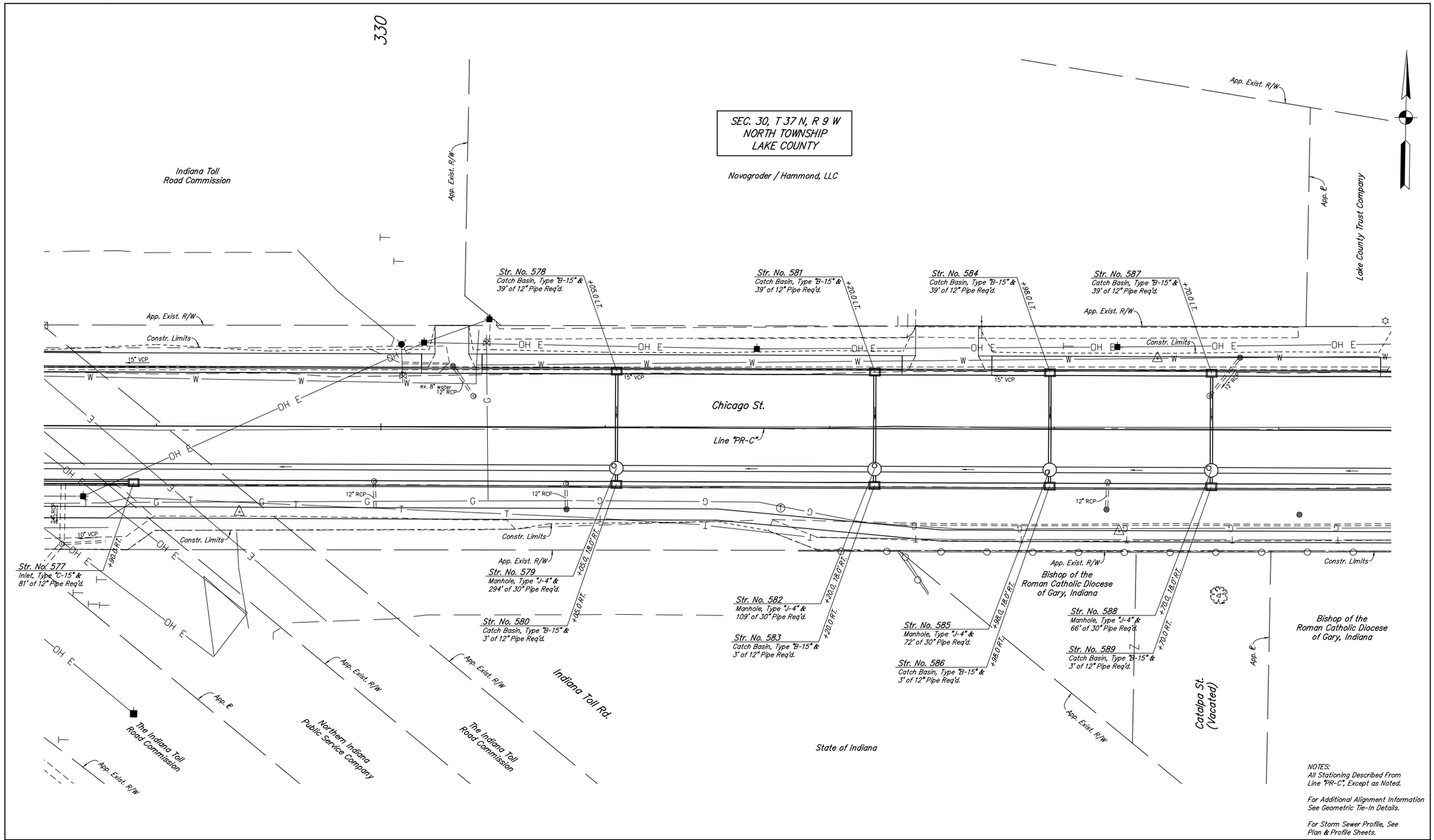

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	DRAINAGE DETAILS LINE "PR-C"	SURVEY BOOK N/A	SHEETS 62 of 185
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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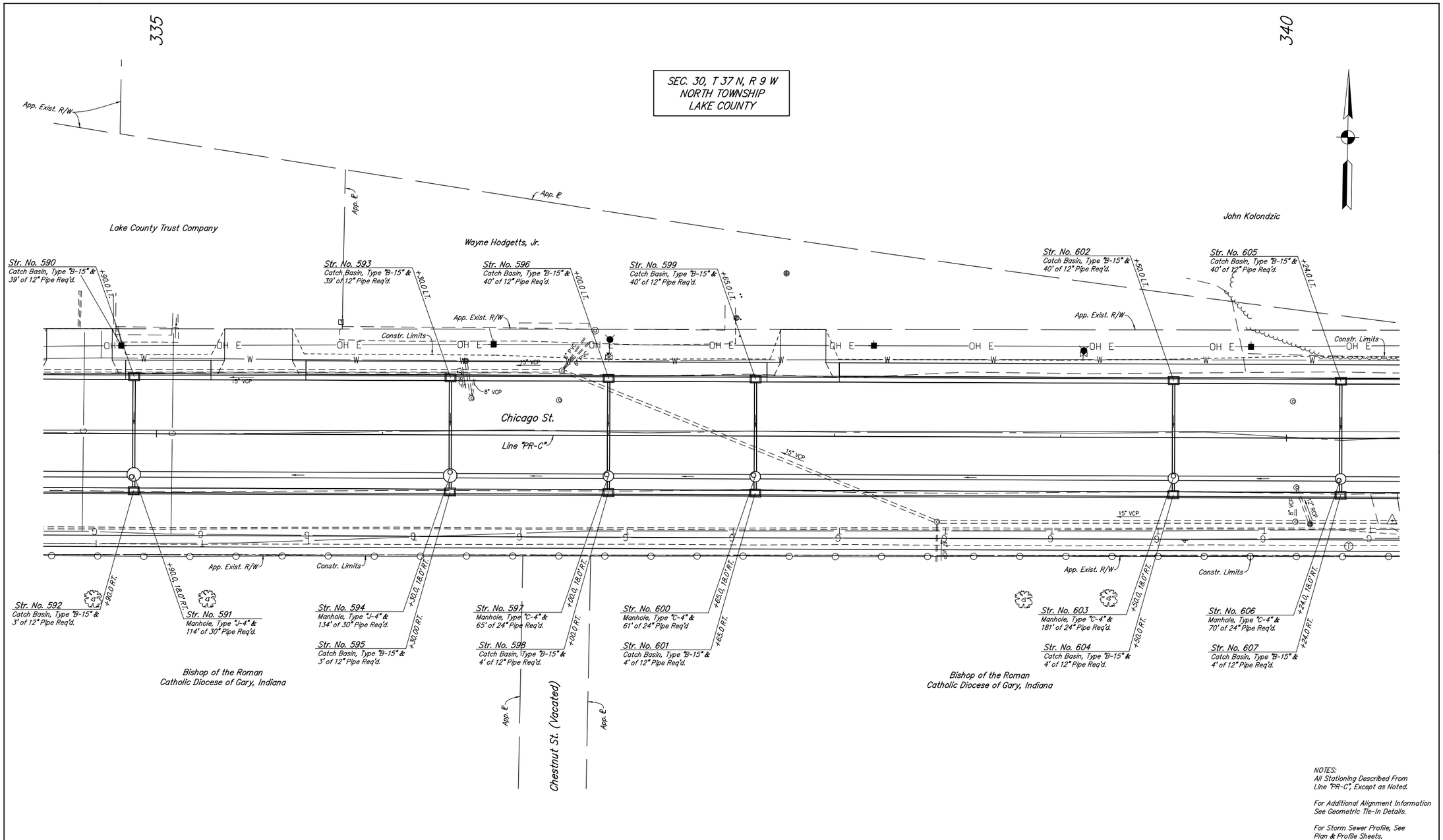

NOTES:
All Stationing Described From Line "PR-C", Except as Noted.

For Additional Alignment Information See Geometric Tie-In Details.

For Storm Sewer Profile, See Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	DRAINAGE DETAILS LINE "PR-C"	SURVEY BOOK N/A	SHEETS 63 of 185
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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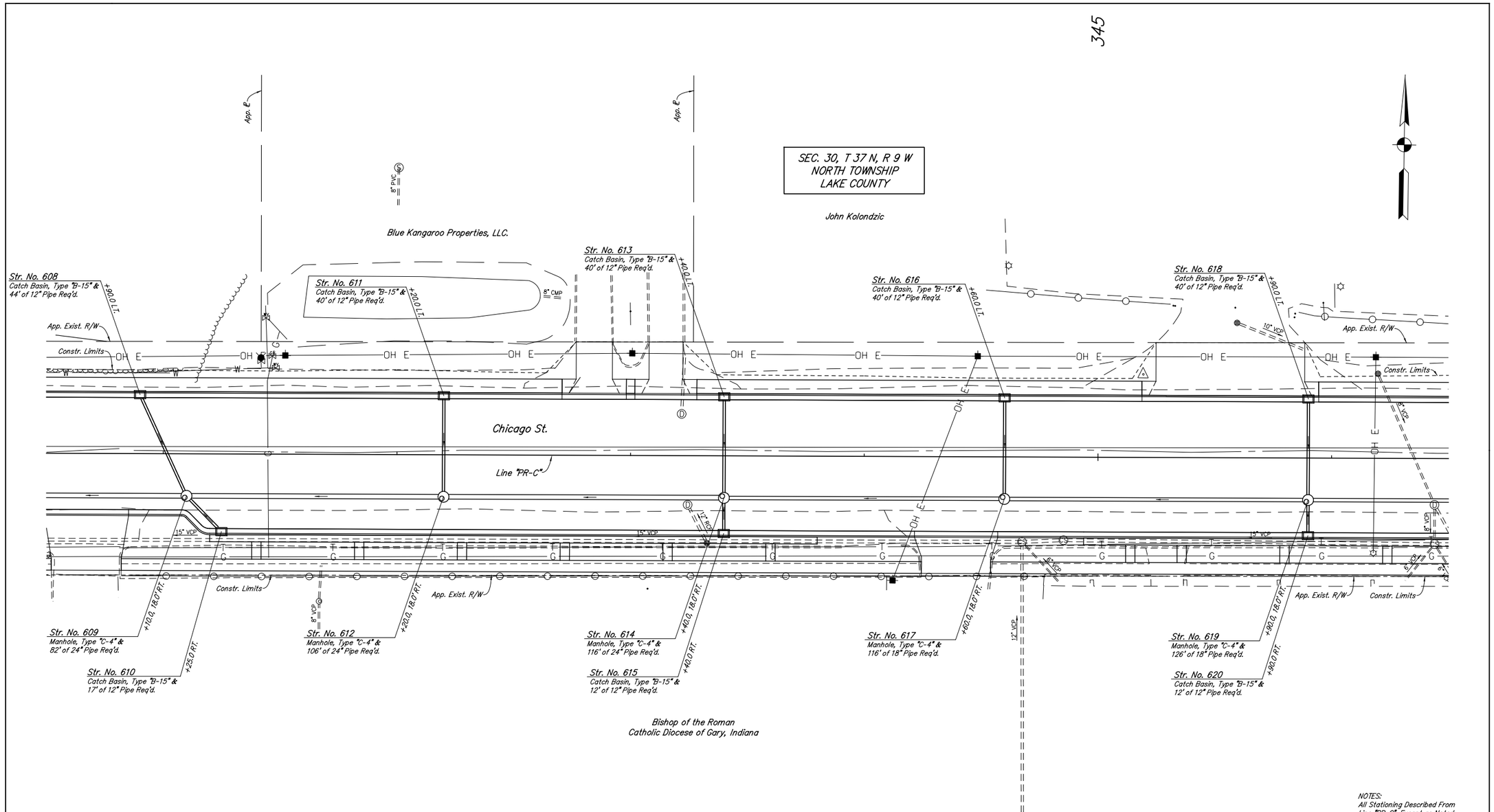

NOTES:
All Stationing Described From
Line "PR-C", Except as Noted.

For Additional Alignment Information
See Geometric Tie-In Details.

For Storm Sewer Profile, See
Plan & Profile Sheets.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	DRAINAGE DETAILS LINE "PR-C"	SURVEY BOOK N/A	SHEETS 64 of 185
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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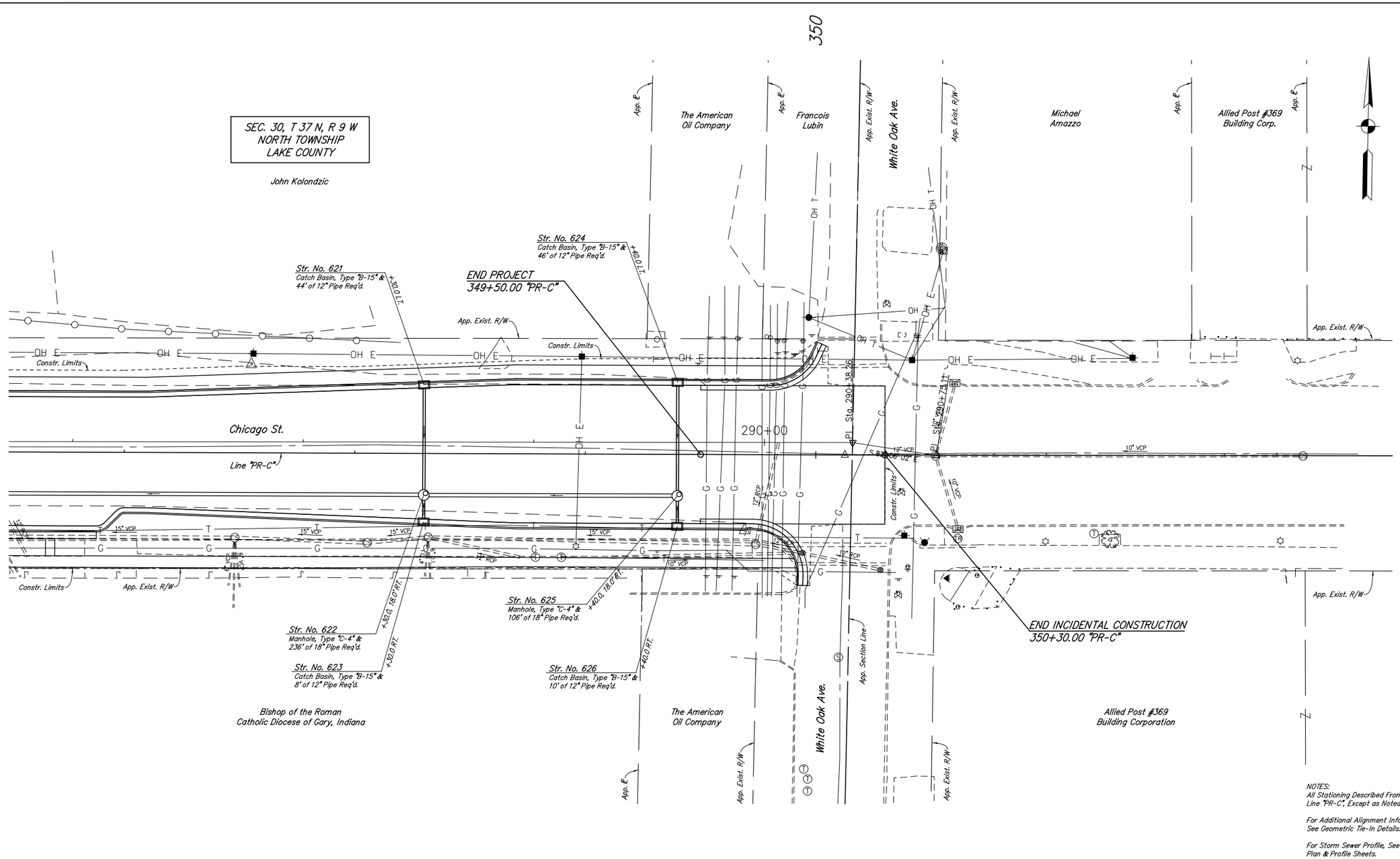

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	DRAINAGE DETAILS LINE "PR-C"	SURVEY BOOK N/A	SHEETS 65 of 185
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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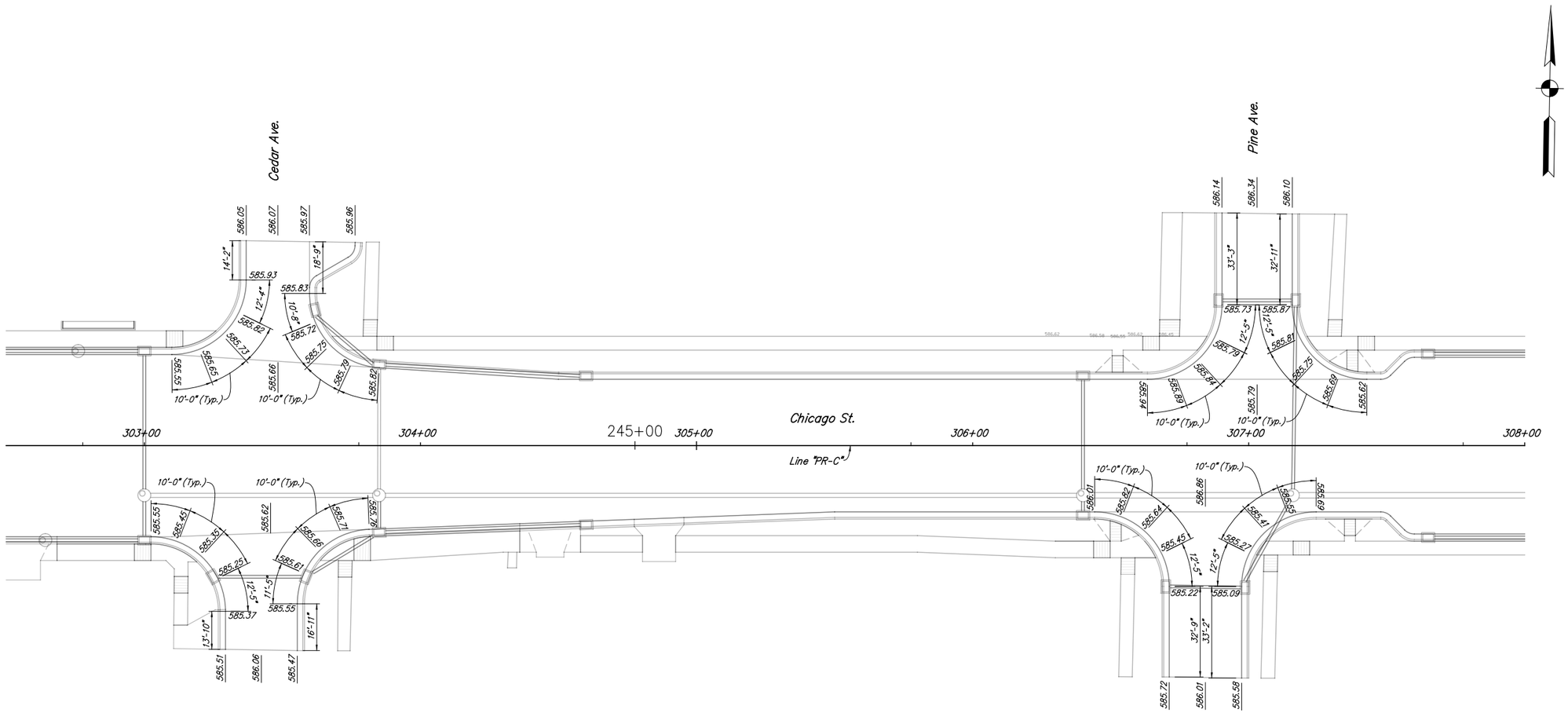

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	SPOT ELEVATION DETAILS	SURVEY BOOK N/A	SHEETS 66 of 185
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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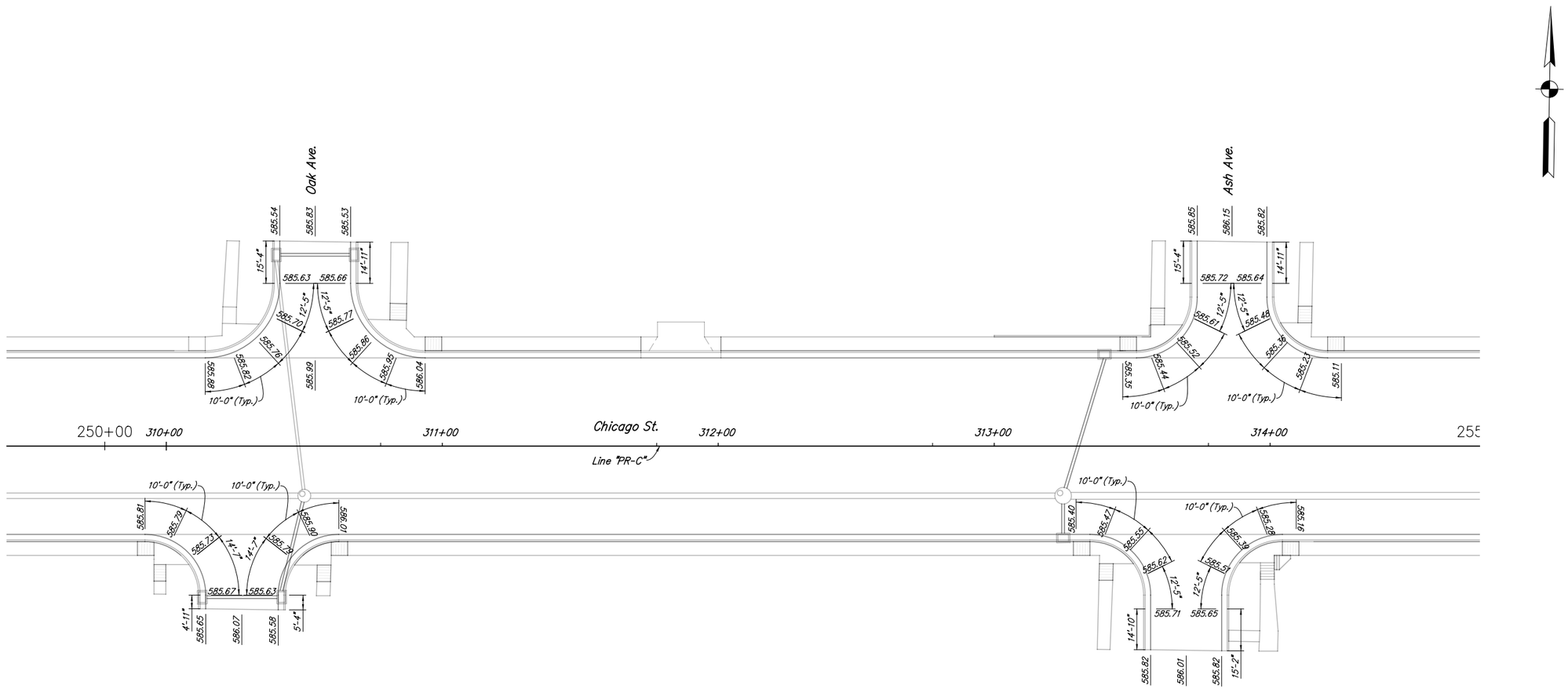

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR / DRAWN: CAK	SPOT ELEVATION DETAILS	SURVEY BOOK N/A	SHEETS 67 of 185
CHECKED: GTC / CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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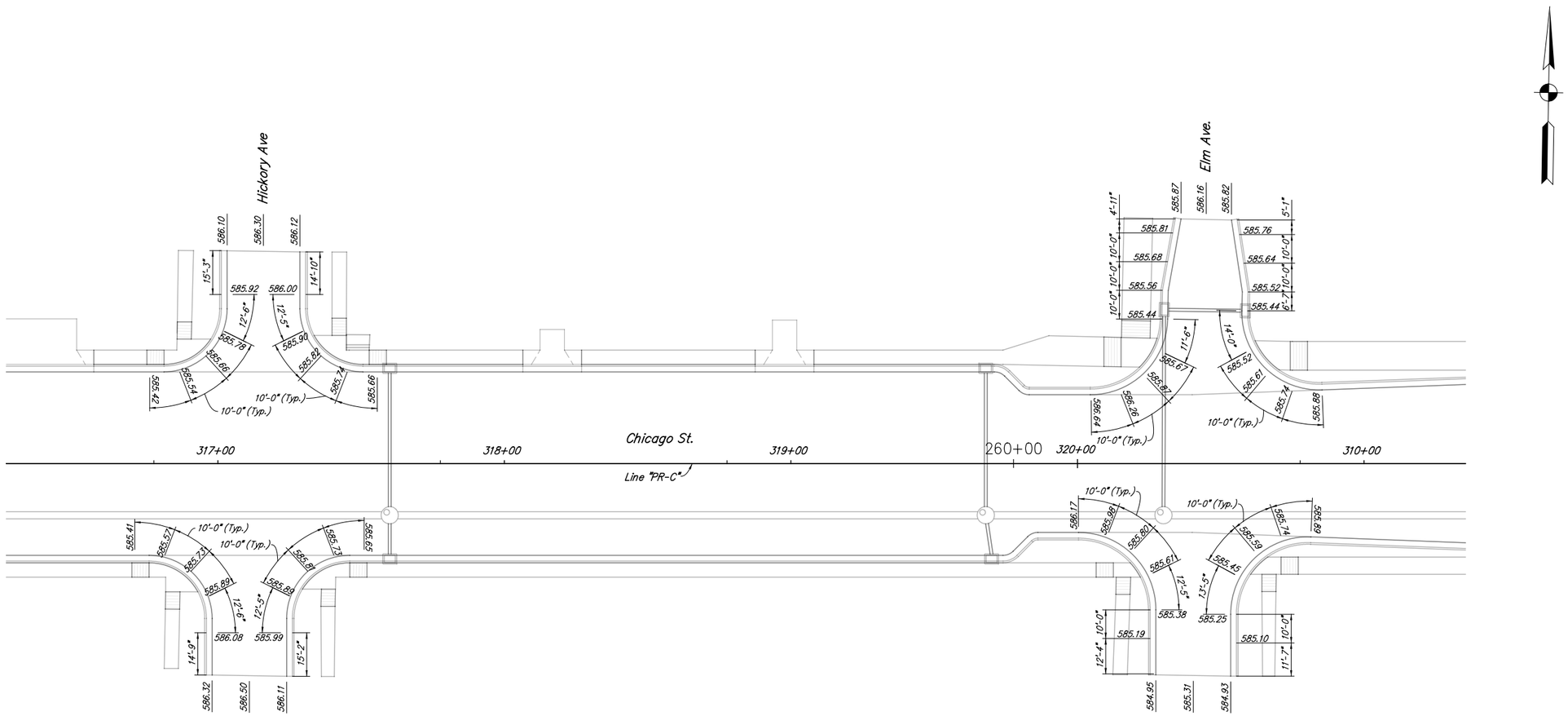

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR DRAWN: CAK	SPOT ELEVATION DETAILS	SURVEY BOOK N/A	SHEETS 68 of 185
CHECKED: GTC CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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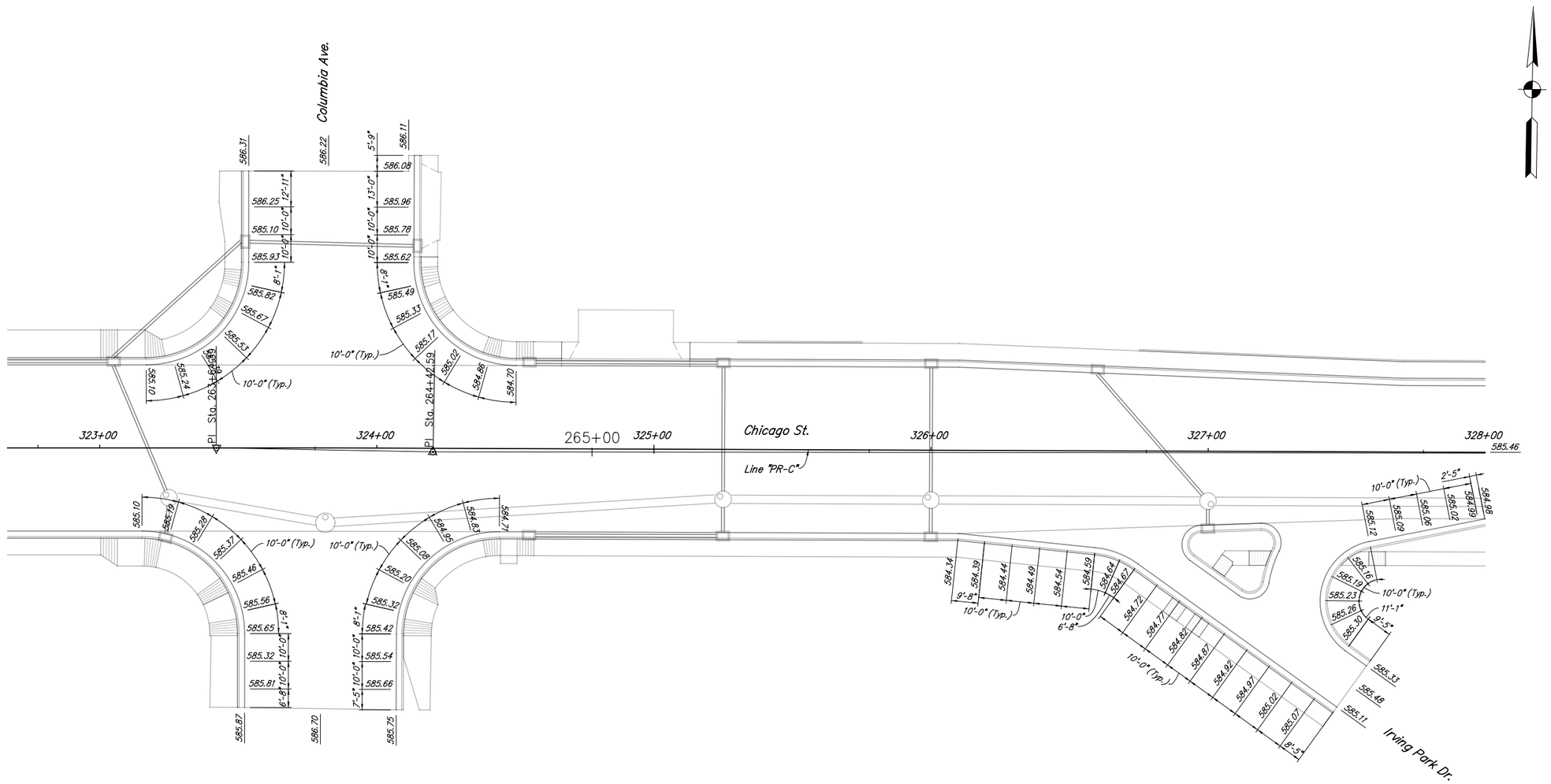

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
			VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: BAR	DRAWN: CAK	SPOT ELEVATION DETAILS	SURVEY BOOK N/A	SHEETS 69 of 185
CHECKED: GTC	CHECKED: GTC		CONTRACT R-34740	PROJECT NO. 1297017

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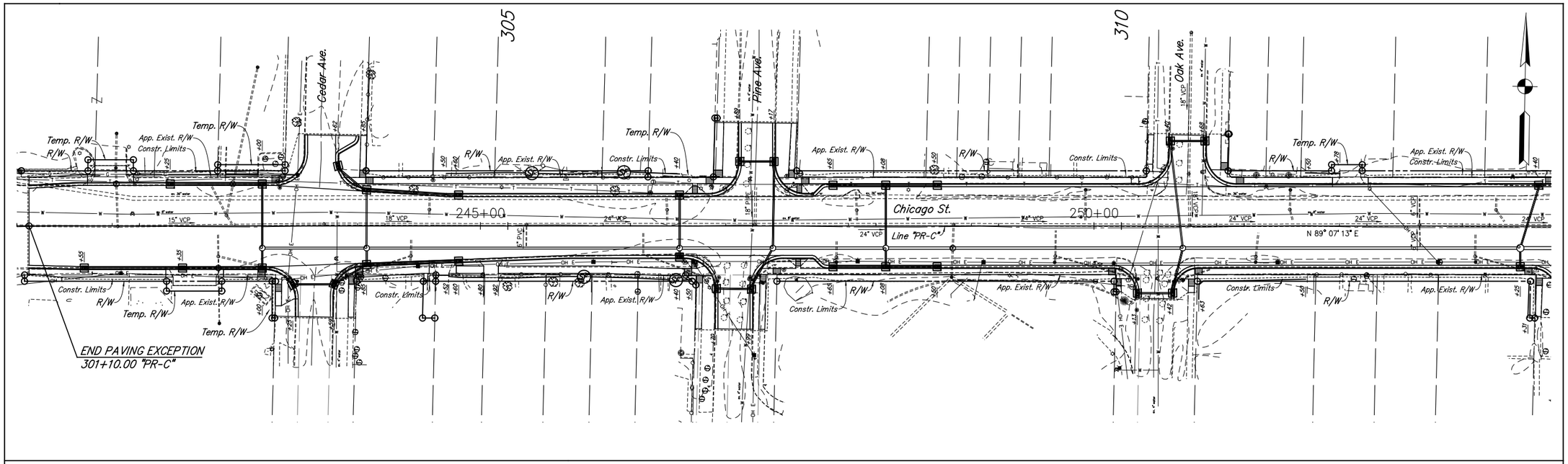

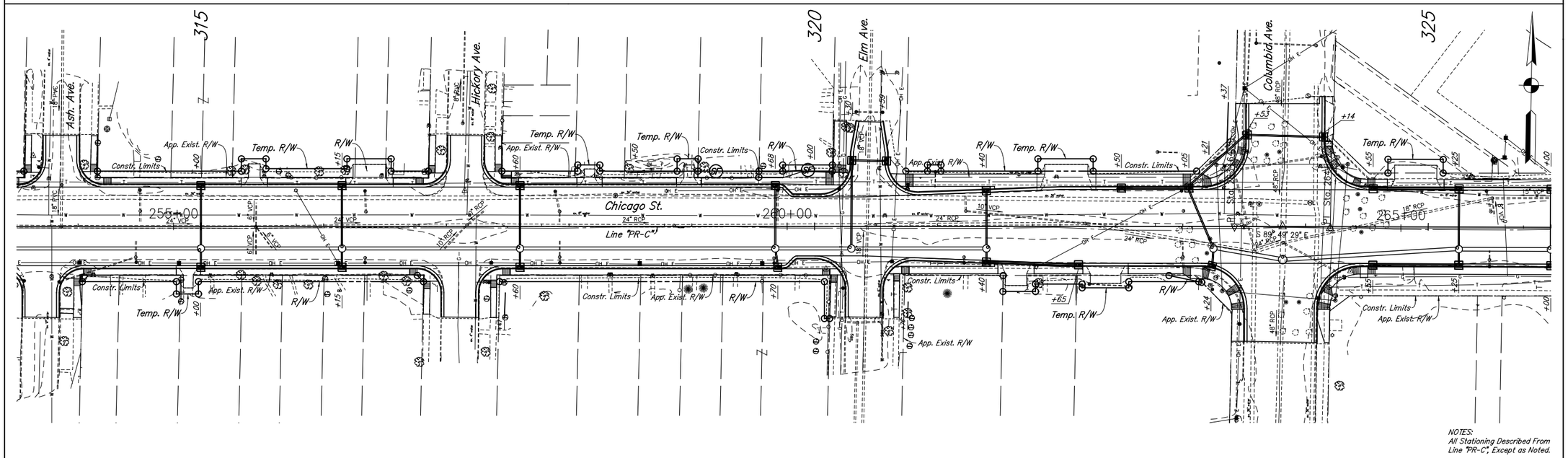

LEGEND

SF — Temporary Silt Fence

CIP — Curb Inlet Protection

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1" = 40" / BRIDGE FILE: N/A
		VERTICAL SCALE: N/A / DESIGNATION NO.: 1297017
DESIGNED: BAR / DRAWN: CAK	EROSION CONTROL DETAILS LINE "PR-C"	SURVEY BOOK: N/A / SHEETS: 70 of 185
CHECKED: GTC / CHECKED: GTC		CONTRACT: R-34740 / PROJECT NO.: 1297017

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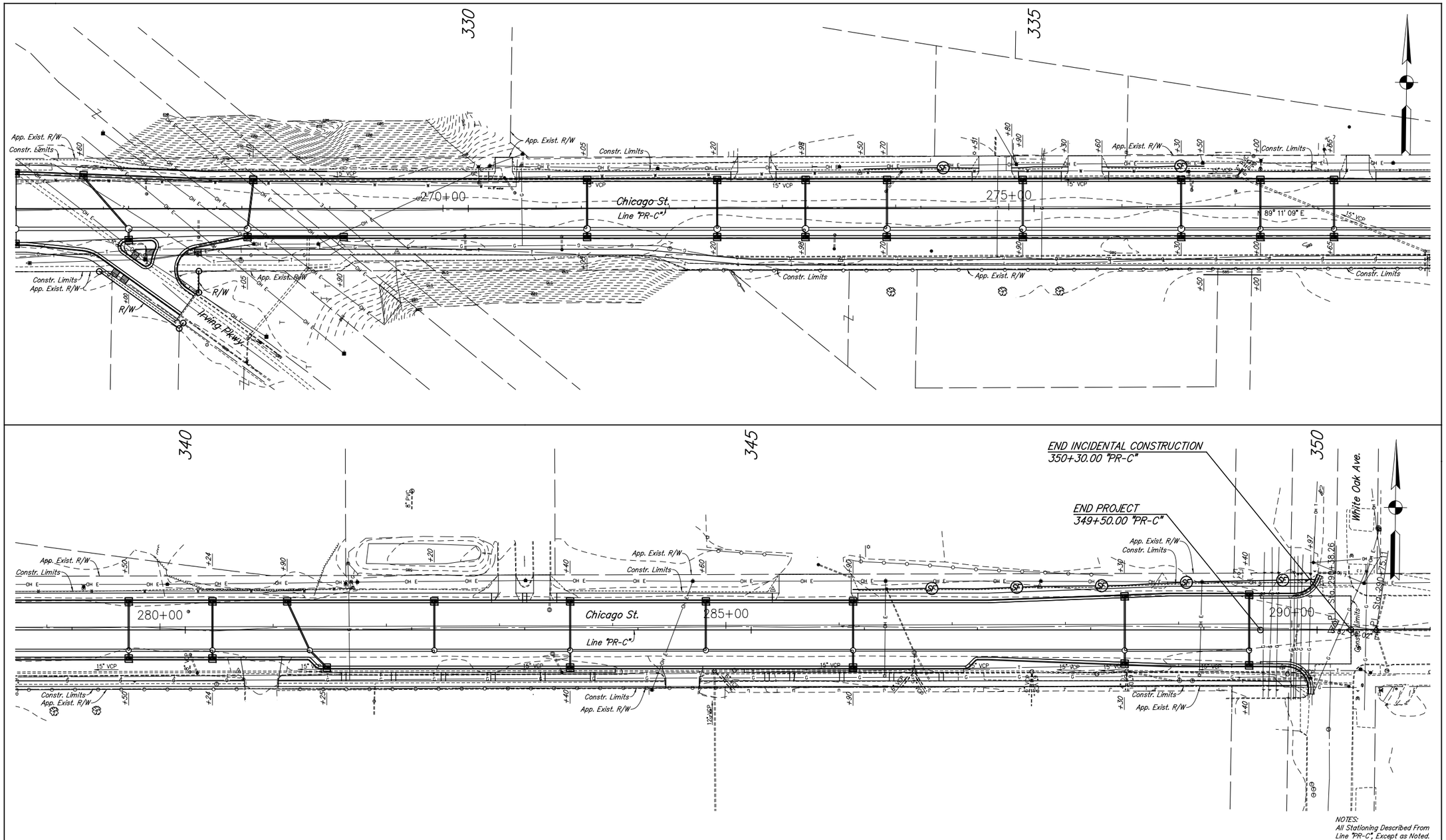

LEGEND

SF — Temporary Silt Fence

CIP — Curb Inlet Protection

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: BAR	DRAWN: CAK	
CHECKED: GTC	CHECKED: GTC	

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINE "PR-C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	71 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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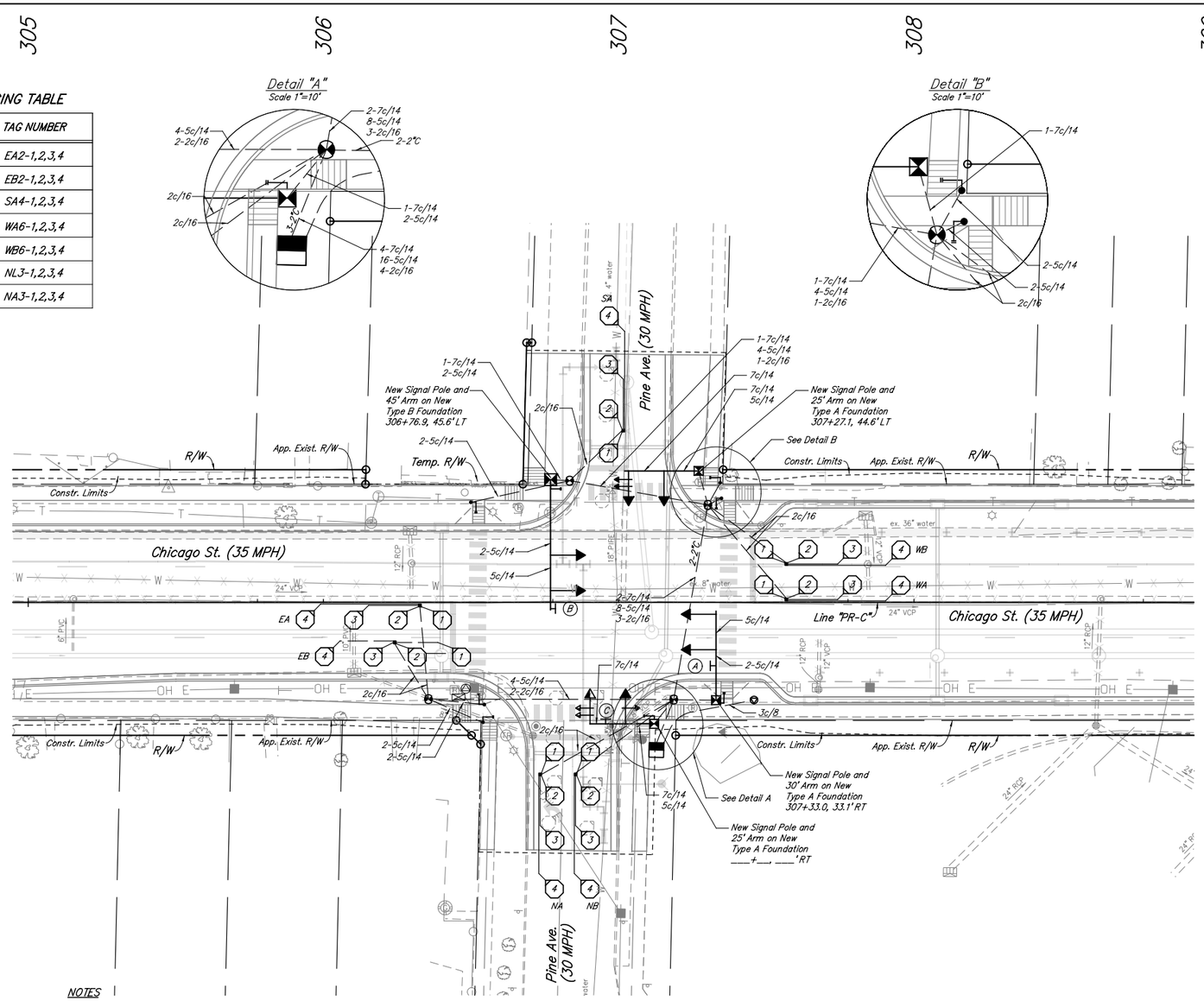
LOOP TAGGING TABLE

LANE	TAG NUMBER
EA	EA2-1,2,3,4
EB	EB2-1,2,3,4
SA	SA4-1,2,3,4
WA	WA6-1,2,3,4
WB	WB6-1,2,3,4
NA	NL3-1,2,3,4
NB	NA3-1,2,3,4



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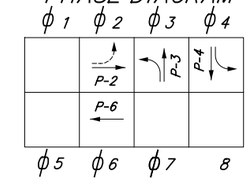

All approaches flash red.

LEGEND

- Existing Signal Handhole
- Existing Signal Pole, Mast Arm and Foundation
- Existing Service Point
- Existing Traffic Loop
- Existing Controller and Cabinet on Foundation
- New 2" Galvanized Steel Conduit
- New 18" Countdown Capable Pedestrian Indication with Push Button and R10-3e sign
- New 10' Traffic Signal Pedestal on "A" Foundation
- New 3 Section (12 in. Red, 12 in. Amber, 12 in. Green) LED Signal Indication
- New 3 Section (12 in. Red, 12 in. Amber Arrow, 12 in. Green Arrow) LED Signal Indication
- New 5 Section (12 in. Red, 12 in. Amber, 12 in. Green, 12 in. Amber Arrow, 12 in. Green Arrow) LED Signal Indication
- New 5 Section (12 in. Red, 12 in. Amber Arrow, 12 in. Green Arrow, 12 in. Amber Arrow, 12 in. Green Arrow) LED Signal Indication
- New Signal Pole, Mast Arm and Foundation
- New 16-Phase Controller and P-1 Cabinet on New P-1 Foundation
- New Signal Handhole
- New Mast Arm Mounted Sign
- New Loop Detector
- New Detector Housing
- New Service Point

NOTES

1. Pavement markings and intersection dimensions are shown here for informational purposes only. See applicable sheets for construction details.
2. All stationing & offsets referenced from Line "PR-C", unless otherwise noted.
3. Signal pole foundations, pedestal foundations, and cabinet footpad shall be constructed with a finished surface that is flush with the proposed sidewalk.
4. Handhole and signal pole removal shall be performed in a manner that allows the signal to remain operable at all times.
5. All existing signal equipment, wiring, and signs shall be removed unless idetified to remain. Exisitng signal pole foundations shall be removed to a mimimum of 2' below existing grade.
6. All conduit runs shall be 1-2" conduit unless otherwise noted.
7. Contractor is responsible for field verifications of all utility locations prior to any excavation associated with signal construction.
8. Contractor shall coordinate with electric utility company to confirm the feed for electrical service to the signal controller cabinet as shown on this plan.
9. One pedestrian push button and one R10-3e pedestrian sign shall accompany each pedestrian signal indication.

R3-1 36"x36" | R3-2 36"x36" | R3-27 36"x36"

INDIANA
DEPARTMENT OF TRANSPORTATION

DESIGN ENGINEER AAA DATE

TRAFFIC SIGNAL DETAIL
PINE AVE. & CHICAGO ST.

CONTRACT NO. R-34740	DRAWN BY CRH	SCALE: 1" = 20'		
		YEAR	SHEET	TOTAL
		2015	72	AAA
COMM. NO. AAA	DES. NO 1297017	PROJECT NO. 1297017		

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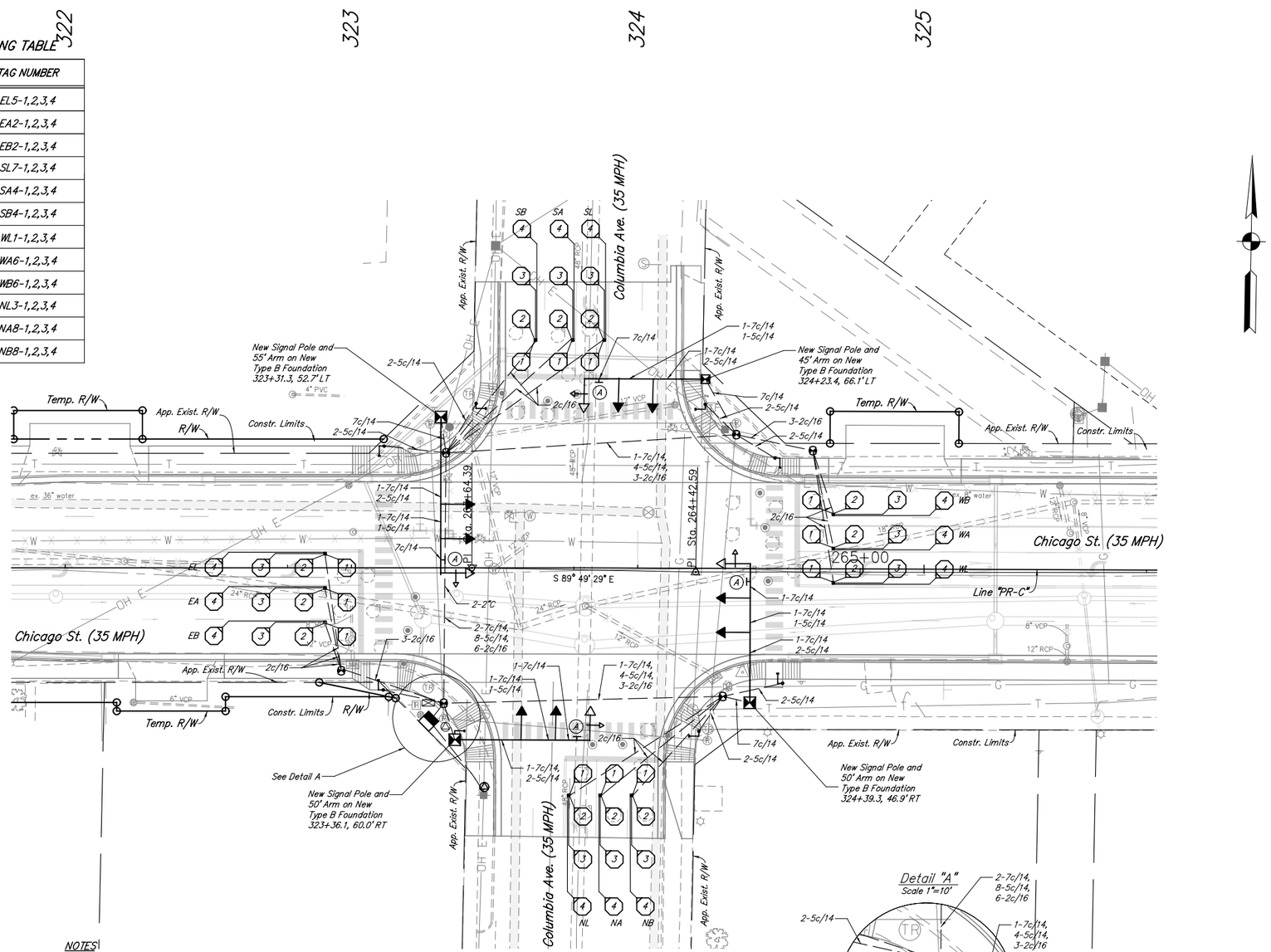
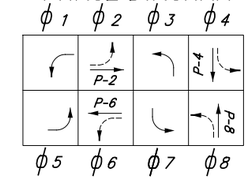
LOOP TAGGING TABLE

LANE	TAG NUMBER
EL	EL5-1,2,3,4
EA	EA2-1,2,3,4
EB	EB2-1,2,3,4
SL	SL7-1,2,3,4
SA	SA4-1,2,3,4
SB	SB4-1,2,3,4
WL	WL1-1,2,3,4
WA	WA6-1,2,3,4
WB	WB6-1,2,3,4
NL	NL3-1,2,3,4
NA	NA8-1,2,3,4
NB	NB8-1,2,3,4



PHASE DIAGRAM



All approaches flash red

LEGEND

- Existing Signal Handhole
- Existing Signal Strain Pole & Foundation
- Existing Service Point
- Existing Traffic Loop
- Existing Controller and Cabinet on Foundation
- New 2" Galvanized Steel Conduit
- New 18" Countdown Capable Pedestrian Indication with Push Button and R10-3e sign.
- New 10' Traffic Signal Pedestal on "A" Foundation
- New 3 Section (12 in. Red, 12 in. Amber, 12 in. Green) LED Signal Indication
- New 4 Section (12 in. Red Arrow, 12 in. Amber Arrow, 12 in. Flashing Amber Arrow, 12 in. Green Arrow) LED Signal Indication
- New Signal Pole, Mast Arm and Foundation
- New 16-Phase Controller and P-1 Cabinet on New P-1 Foundation
- New Signal Handhole
- New Mast Arm Mounted Sign
- New Loop Detector
- New Detector Housing
- New Service Point

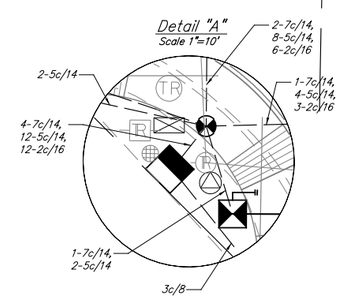
NOTES

1. Pavement markings and intersection dimensions are shown here for informational purposes only. See applicable sheets for construction details.
2. All stationing & offsets referenced from Line "PR-C", unless otherwise noted.
3. One pedestrian push button and one R10-3e pedestrian sign shall accompany each pedestrian signal indication.
4. Signal pole foundations, pedestal foundations, and cabinet footpad shall be constructed with a finished surface that is flush with the proposed sidewalk.
5. Handhole and signal pole removal shall be performed in a manner that allows the signal to remain operable at all times.
6. All existing signal equipment, wiring, and signs shall be removed unless idetified to remain. Exisiting signal pole foundations shall be removed to 2' below existing grade.
7. All conduit runs shall be 1-2" conduit unless otherwise noted.
8. Contractor is responsible for field verifications of all utility locations prior to any excavation associated with signal construction.
9. Contractor shall coordinate with electric utility company to confirm the feed for electrical service to the signal controller cabinet as shown on this plan.

(A)

LEFT TURN YIELD ON FLASHING YELLOW ARROW

R10-27 (mod) 30"x36"



INDIANA DEPARTMENT OF TRANSPORTATION		
DESIGN ENGINEER	AAA DATE	
TRAFFIC SIGNAL DETAIL COLUMBIA AVE. & CHICAGO ST.		SCALE: 1" = 20'
CONTRACT NO. R-34740	DRAWN BY CRH	YEAR 2015 / SHEET 73 / TOTAL AAA
COMM. NO. AAA	DES. NO 1297017	PROJECT NO. 1297017

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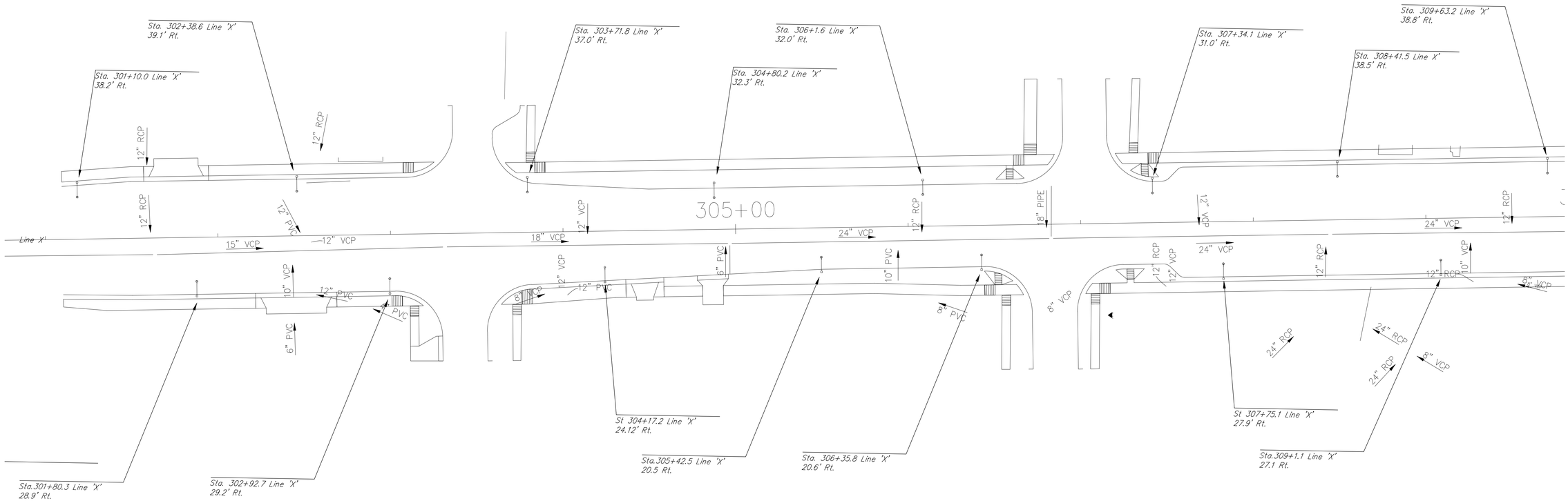


1 CHICAGO STREET "10"

SCALE: 1"=30'-0"

0 15 30 60

N

250W LED Cobra Head Luminaries of IES Type V Distribution.

40' Pole.

Lighting Service Point, Type II, 120 / 240 V, Single Phase.

Handhole, type as indicated.

4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)

4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit

A-1 Lighting Circuit Number

No. 4 Lighting Circuit Conductor Size

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER AAA DATE

DESIGNED: GL DRAWN: GL

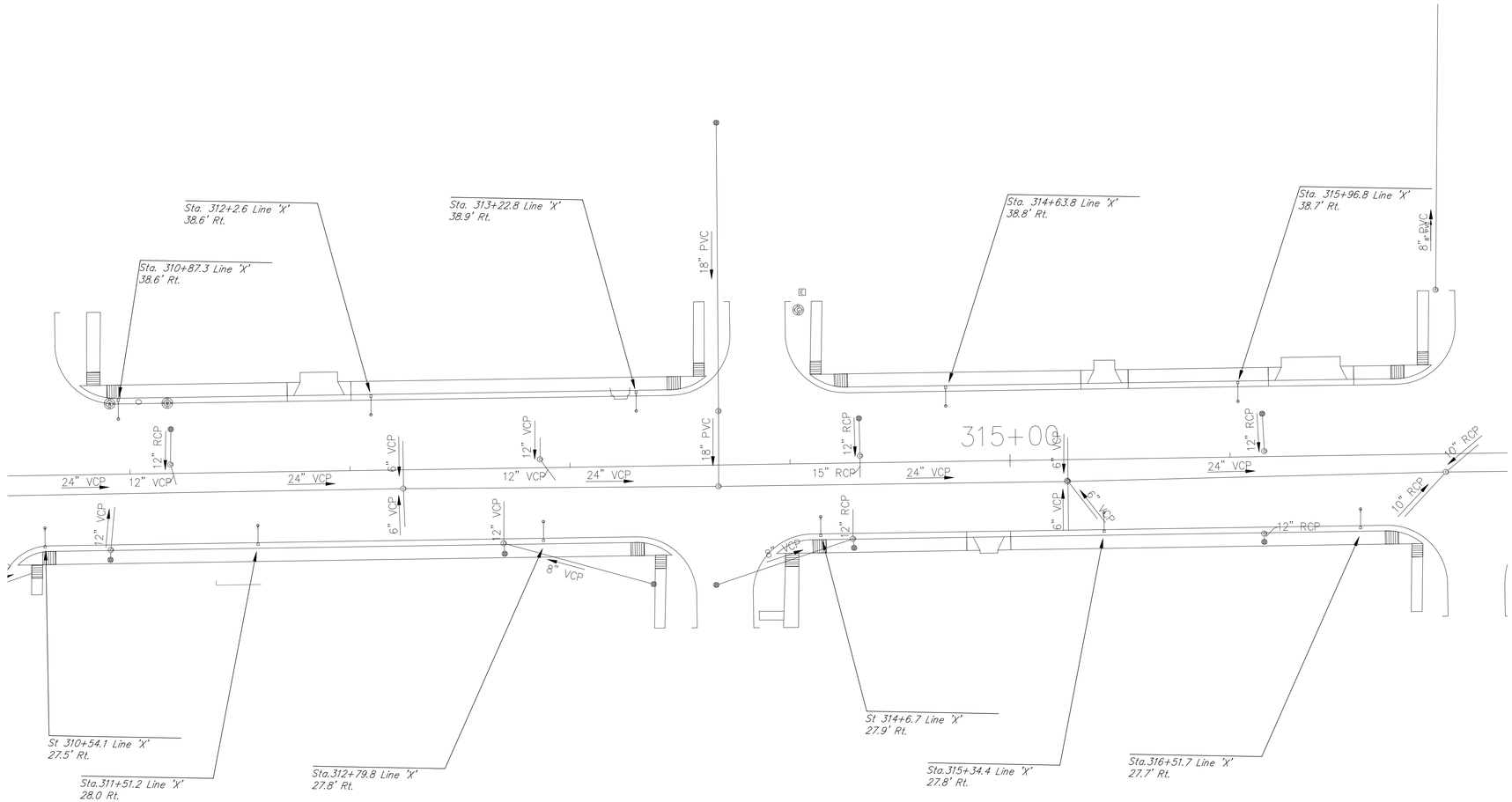
CHECKED: JS CHECKED: JS

INDIANA DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	xxx
SURVEY BOOK	SHEETS
N/A	SN of AAA
CONTRACT	PROJECT NO.
R-xxx	xxx

$USER $DATE$ $TIME$ $FILEA$



1 CHICAGO STREET "11"

SCALE: 1"=30'-0"

0 15 30 60

N

250W LED Cobra Head Luminaries of IES Type V Distribution.

40' Pole.

Lighting Service Point, Type II, 120 / 240 V, Single Phase.

Handhole, type as indicated.

4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)

4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit

4-1 Lighting Circuit Number

No. 4 Lighting Circuit Conductor Size

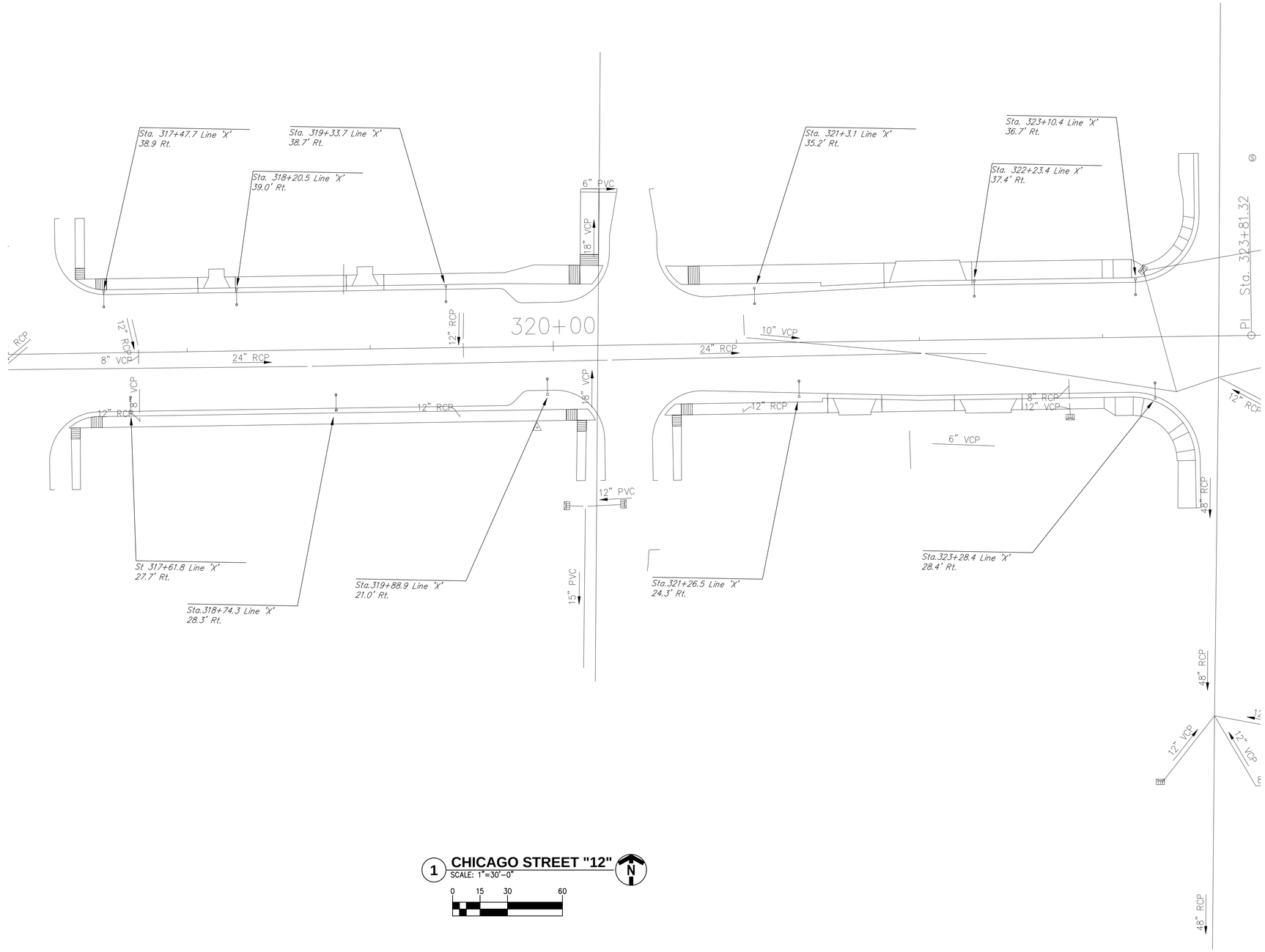
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	AAA DATE	
DESIGNED: GL	DRAWN: GL		
CHECKED: JS	CHECKED: JS		

INDIANA DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	xxx
SURVEY BOOK	SHEETS
N/A	SN of AAA
CONTRACT	PROJECT NO.
R-xxx	xxx

$USER $DATE$ $TIME$ $FILEA$



1 CHICAGO STREET "12"

SCALE: 1"=30'-0"

0 15 30 60

250W LED Cobra Head Luminaries of IES Type V Distribution.

40' Pole.

Lighting Service Point, Type II, 120 / 240 V, Single Phase.

Handhole, type as indicated.

4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)

4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit

A-7 Lighting Circuit Number

No. 4 Lighting Circuit Conductor Size

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	AAA DATE	
DESIGNED: GL	DRAWN: GL		
CHECKED: JS	CHECKED: JS		

INDIANA DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
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SURVEY BOOK	SHEETS
N/A	SN of AAA
CONTRACT	PROJECT NO.
R-xxx	xxx

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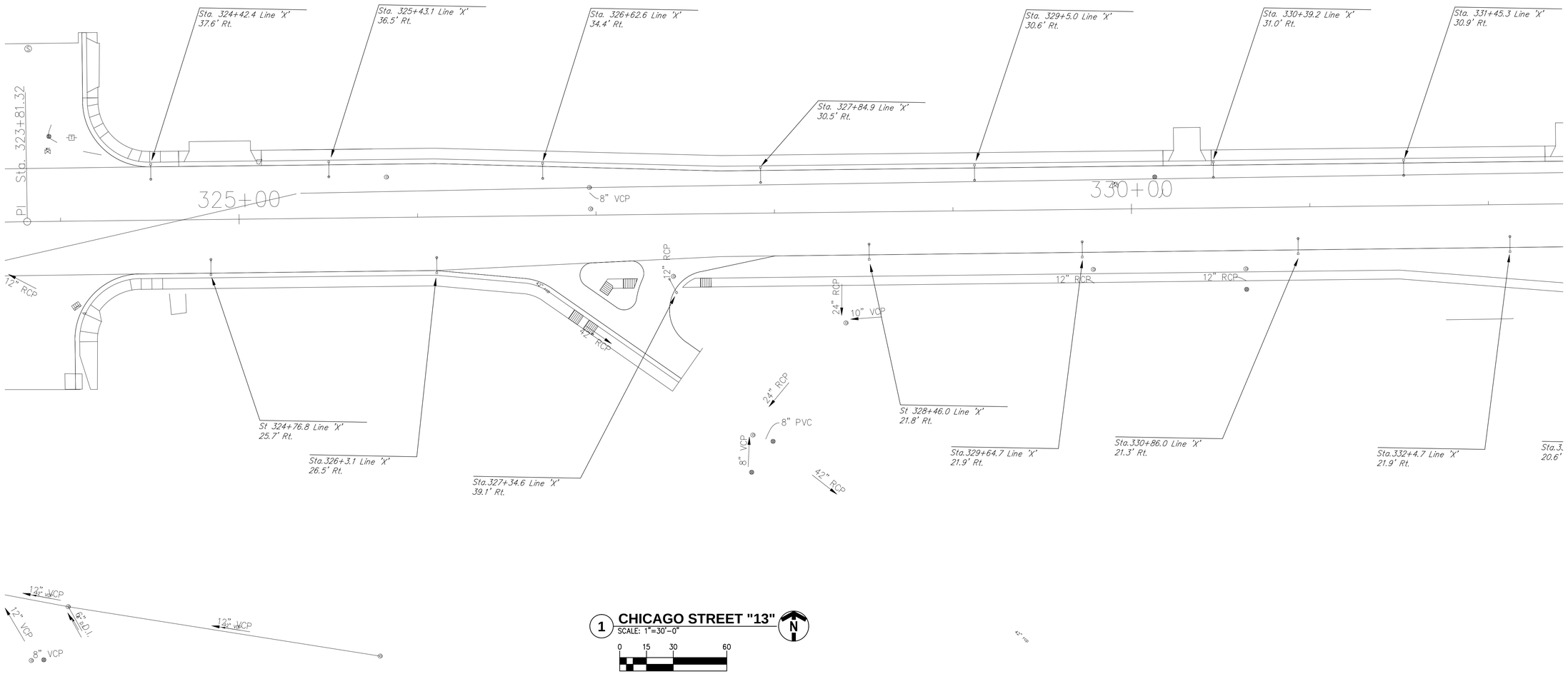

☼	250W LED Cobra Head Luminaries of IES Type V Distribution.
□	40' Pole.
◐	Lighting Service Point, Type II, 120 / 240 V, Single Phase.
⊗	Handhole, type as indicated.
———	4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)
═══	4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit
A-1	Lighting Circuit Number
No. 4	Lighting Circuit Conductor Size

RECOMMENDED FOR APPROVAL _____ AAA
DESIGN ENGINEER DATE

DESIGNED: GL DRAWN: GL
CHECKED: JS CHECKED: JS

INDIANA
DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	xxx
SURVEY BOOK	SHEETS
N/A	SN of AAA
CONTRACT	PROJECT NO.
R-xxx	xxx

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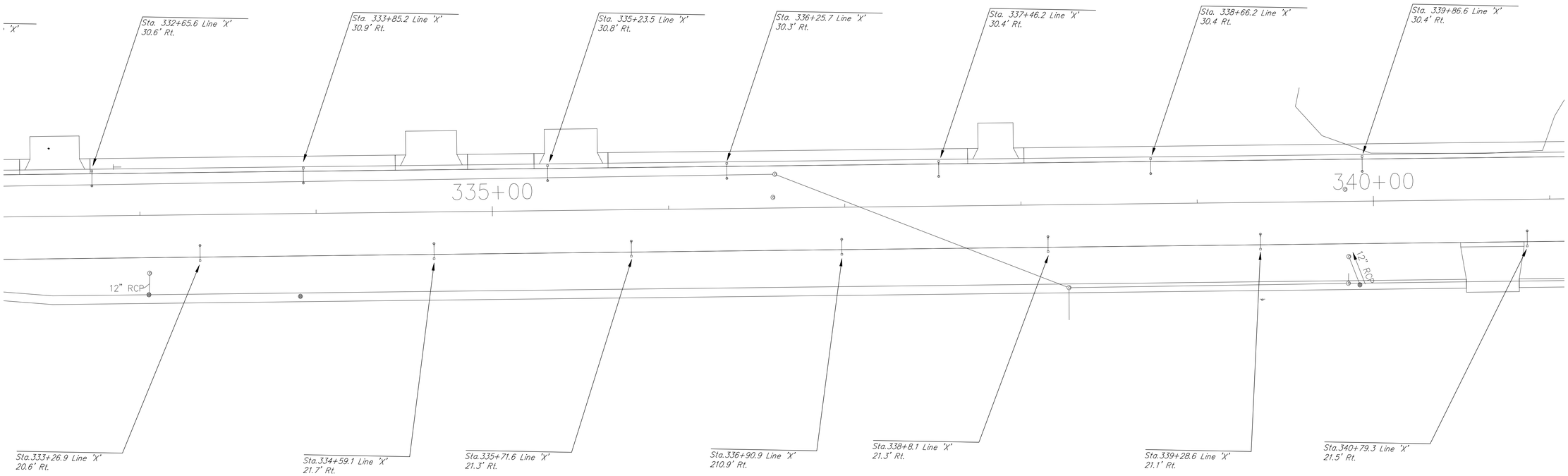

1 CHICAGO STREET "14"

SCALE: 1"=30'-0"

0 15 30 60

N

250W LED Cobra Head Luminaries of IES Type V Distribution.

40' Pole.

Lighting Service Point, Type II, 120 / 240 V, Single Phase.

Handhole, type as indicated.

4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)

4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit

A-1 Lighting Circuit Number

No. 4 Lighting Circuit Conductor Size

RECOMMENDED FOR APPROVAL _____ AAA
DESIGN ENGINEER DATE

DESIGNED: GL DRAWN: GL

CHECKED: JS CHECKED: JS

INDIANA
DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
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SURVEY BOOK	SHEETS
N/A	SN of AAA
CONTRACT	PROJECT NO.
R-xxx	xxx

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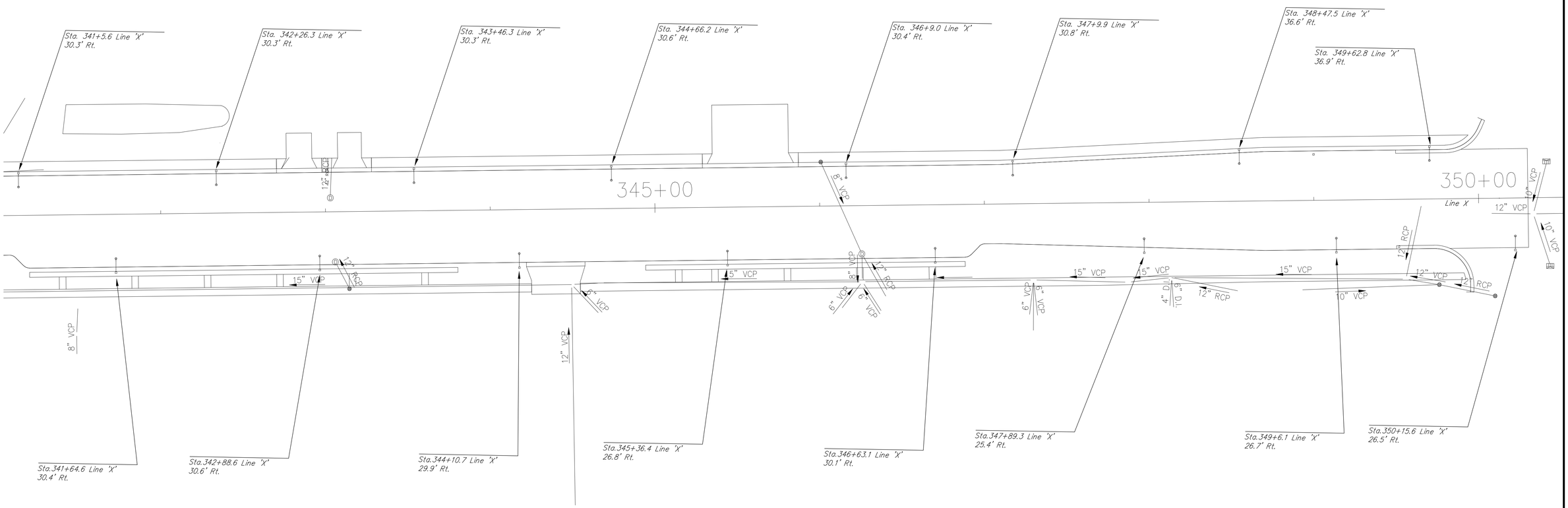

1 CHICAGO STREET "15"

SCALE: 1"=30'-0"

0 15 30 60

N

250W LED Cobra Head Luminaries of IES Type V Distribution.

40' Pole.

Lighting Service Point, Type II, 120 / 240 V, Single Phase.

Handhole, type as indicated.

4-1C No. 4 or No. 2 Cu Conductor in Plastic Duct in Trench (as noted)

4-1C No. 4 or No. 2 Cu Conductor in plastic duct (as noted) in 2" Galvanized Steel Conduit

A-1 Lighting Circuit Number

No. 4 Lighting Circuit Conductor Size

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE AAA
DESIGNED: GL	DRAWN: GL	
CHECKED: JS	CHECKED: JS	

INDIANA
DEPARTMENT OF TRANSPORTATION

Chicago Street

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	xxx
SURVEY BOOK	SHEETS
N/A	SN of AAA
CONTRACT	PROJECT NO.
R-xxx	xxx

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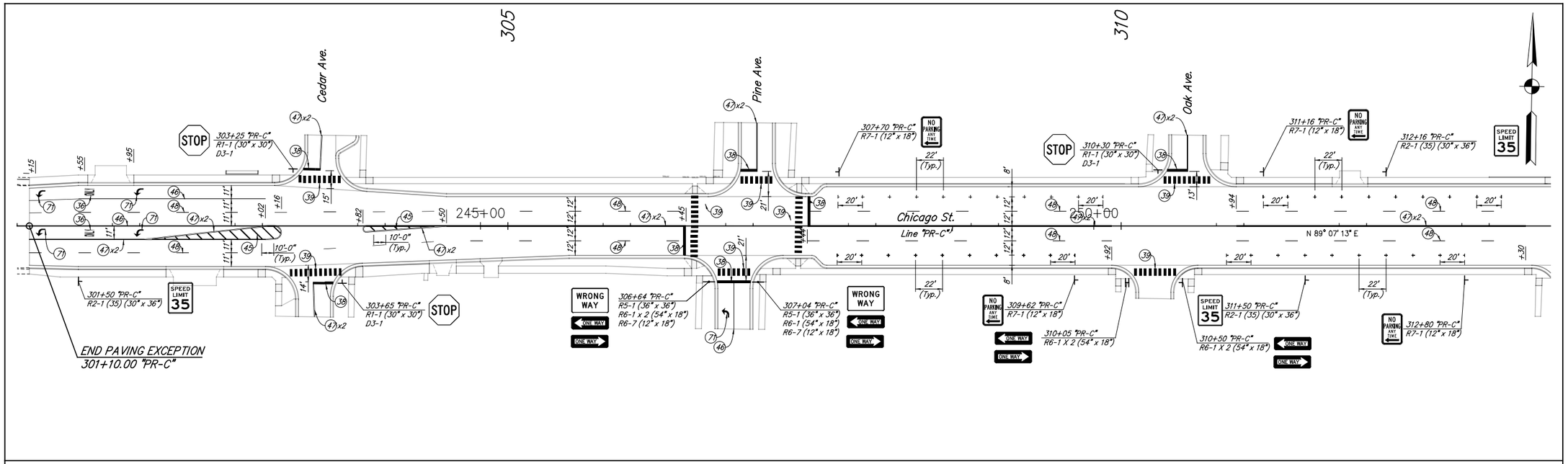

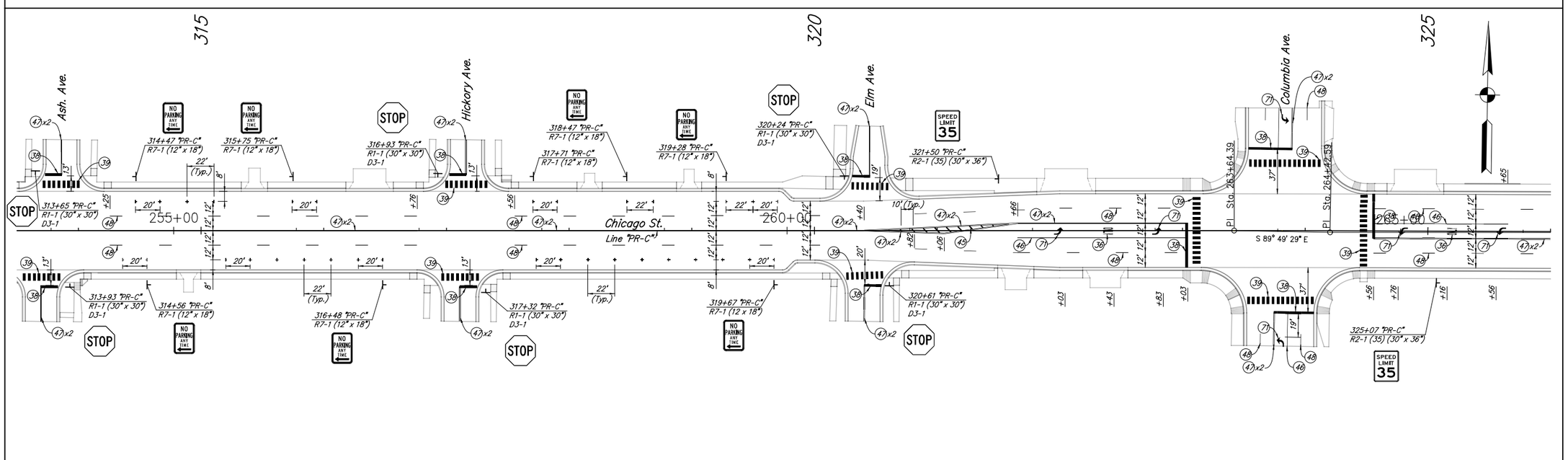

LEGEND

- (36) Pavement Message Markings, Thermoplastic, Word (ONLY)
- (38) Transverse Markings, Thermoplastic, Stop Line, White, 24in.
- (39) Transverse Markings, Thermoplastic, Crosswalk Line, White, 24in.
- (44) Line, Thermoplastic, Solid, White, 12in.
- (45) Line, Thermoplastic, Solid, Yellow, 12in.
- (46) Line, Thermoplastic, Solid, White, 4in.
- (47) Line, Thermoplastic, Solid, Yellow, 4in.
- (48) Line, Thermoplastic, Broken, White, 4in.
- (71) Pavement Message Markings, Thermoplastic, Lane Indication Arrow

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	80 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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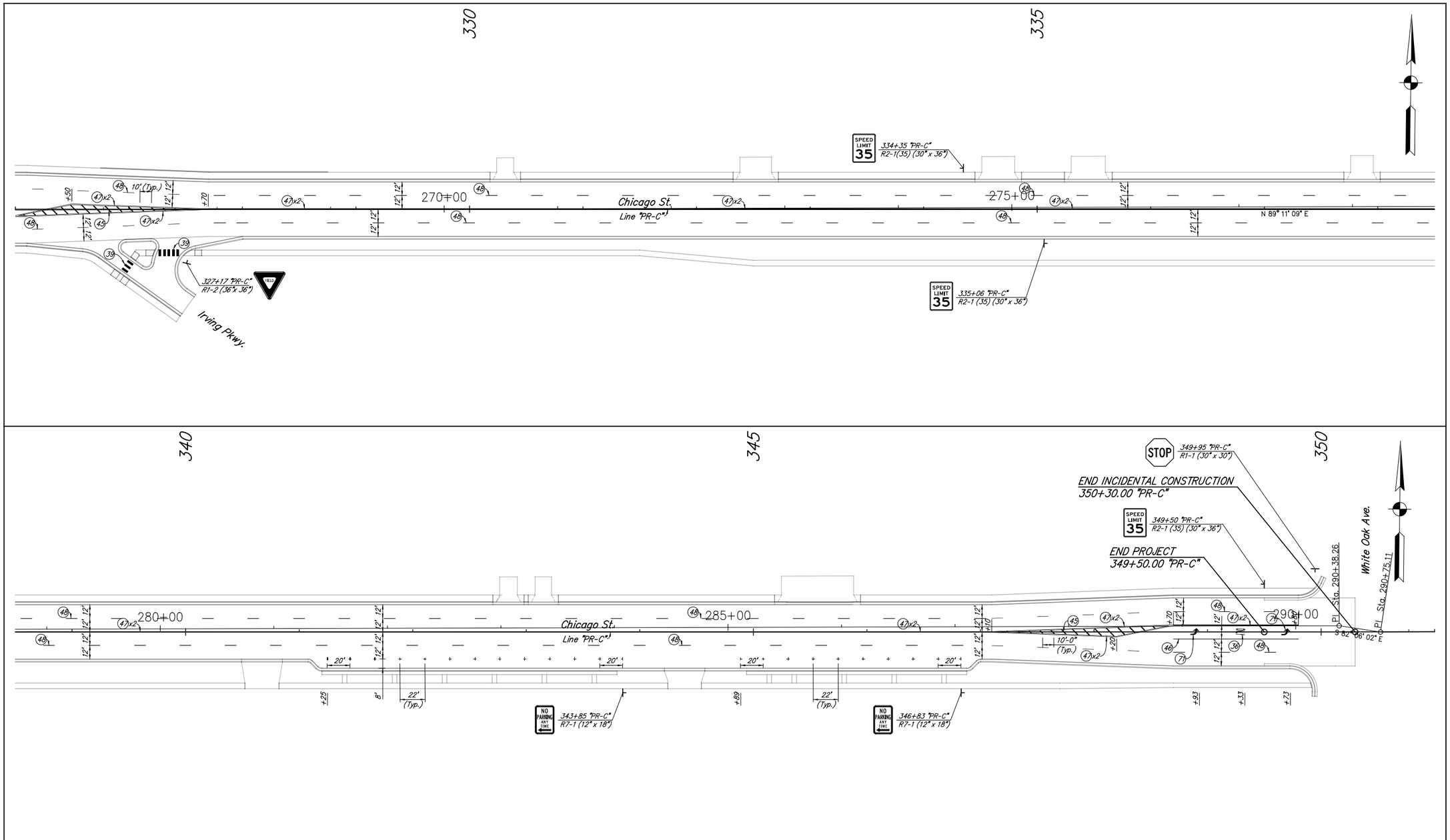

LEGEND

- (36) Pavement Message Markings, Thermoplastic, Word (ONLY)
- (38) Transverse Markings, Thermoplastic, Stop Line, White, 24in.
- (39) Transverse Markings, Thermoplastic, Crosswalk Line, White, 24in.
- (44) Line, Thermoplastic, Solid, White, 12in.
- (45) Line, Thermoplastic, Solid, Yellow, 12in.
- (46) Line, Thermoplastic, Solid, White, 4in.
- (47) Line, Thermoplastic, Solid, Yellow, 4in.
- (48) Line, Thermoplastic, Broken, White, 4in.
- (71) Pavement Message Markings, Thermoplastic, Lane Indication Arrow

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAR DRAWN: CAK

CHECKED: GTC CHECKED: GTC

INDIANA DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION NO.
N/A	1297017
SURVEY BOOK	SHEETS
N/A	81 of 185
CONTRACT	PROJECT NO.
R-34740	1297017

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Appendix B: Early Coordination	
Early Coordination Letter and Mailing List	B-1 to B-5
Early Coordination Responses	B-6 to B-29
USFWS	B-6 to B-8
NRCS	B-9
Indiana Geologic Survey	B-10
IDEM, Ground Water Section	B-11
IDEM	B-12 to B-21
City of Hammond, Economic Development	B-22
City of Hammond, Department of Environmental Management	B-23
City of Hammond, Sanitary District	B-24 to B-26
Illinois DOT	B-27 to B-31
Indiana Department of Natural Resources	B-32 to B-33

AMERICAN
STRUCTUREPOINT
INC.

December 19, 2012

«F3»
«F4»
«F5»
«F6»
«F7»
«F8»
«F9», «F10» «F11»

Re: Chicago Street Widening and Reconstruction
South Brainard Avenue to White Oak Avenue
Hammond, Lake County, Indiana
Project No. 1297017

Dear «Early_Coordination_Mailing_List»:

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the City of Hammond. The entire length of the proposed project is approximately 2.1 miles. SR 312 coincides with three separate streets as it traverses the project study area, including Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits, from west to east, begin at the intersection of Gostlin Street (SR 312) and South Brainard Avenue and continue east along Gostlin Street to the intersection of Gostlin Street and Sheffield Avenue, where the project study area continues south along Sheffield Avenue to the intersection of Sheffield Avenue and Chicago Street. At this intersection, the project study area turns east along Chicago Street to the study area's eastern terminus at the intersection of Chicago Street and White Oak Avenue.

The western end of the proposed project corridor is currently a two-lane roadway. Travelling east along the corridor, the roadway remains at two lanes until the intersection of Gostlin Street and Sheffield Avenue, where a left-turn lane is provided for both eastbound and westbound traffic. Turning south, Sheffield Avenue is a two-lane facility. No left-turn lane is provided at the intersection of Sheffield Avenue and Chicago Street. Turning east onto Chicago Street from Sheffield Avenue, Chicago Street is a two-lane facility with striped on-street parking along both sides of the roadway up to its intersection with Calumet Avenue, where both left- and right-turn lanes are provided for eastbound and westbound traffic. East of Calumet Avenue, Chicago Street becomes a four-lane roadway with two eastbound and two westbound travel lanes and striped on-street parking along both sides of the roadway through to the end of the project study area. Left-turn lanes are provided for both eastbound and westbound traffic at the intersection of Chicago Street and Columbia Avenue.

201100320

7260 Shadeland Station Indianapolis, IN 46256-3957 TEL 317.547.5580 FAX 317.543.0270 www.structurepoint.com

The project study area is urban with residential, commercial, and industrial properties mixed in with some educational and religious facilities. The project area is generally flat and featureless, and is located in the Northern Moraine and Lake Region of Indiana.

The proposed project will include improvements to the existing roadway, including new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. Several alternatives are currently being evaluated. The current proposed project includes realignment of Gostlin Street between the Indiana/Illinois state line and Sheffield Avenue, leaving the current alignment of Gostlin Street as a local access road between Clark Avenue and Wabash Avenue. The intersection of Sheffield Avenue and Gostlin Street will be shifted to the southwest and become a roundabout. Sheffield Avenue will be slightly realigned, and the intersection of Sheffield Avenue and Chicago Street will realigned to eliminate the 90-degree turn. The intersection of Hohman Avenue and Chicago Street will also become a roundabout. Additionally, Chicago Street between Hohman Avenue and Torrence Avenue will be widened to accommodate these improvements. Intersection improvements are also proposed at Johnson Avenue, Pine Avenue, and Columbia Avenue.

This project is being proposed to improve safety, reduce congestion, and improve travel times through the project area. It is anticipated that new permanent right-of-way will be required from residential, commercial, park, and industrial properties.

The proposed project is anticipated to be constructed in two phases with Phase I extending from Brainard Avenue to Calumet Avenue and Phase II extending from Calumet Avenue to White Oak Avenue. It is anticipated that Phase I will be let in July 2015 with Phase II being let in September 2016. Estimated construction costs as of September 2011 were $16 million with 80 percent of this total being provided by federal funding and 20 percent coming from local funding. Maintenance of traffic during construction will be coordinated with the Indiana Department of Transportation (INDOT), the Illinois Department of Transportation, the City of East Chicago, and the City of Hammond.

A Red Flag Investigation (RFI) was conducted in September 2012 to provide an overview of the environmental conditions and constraints within the proposed project study area and to define areas for additional studies or further environmental investigation. The RFI indentified a number of environmental conditions and constraints associated with the project corridor. These include four railroads, two religious facilities, two planned trails, two schools, fourteen pipelines, several potentially historic sites, and 23 underground storage tank sites along the project corridor. Seven underground storage tanks (USTs) and four leaking underground storage tanks (LUSTs), which are in direct proximity of the project study area and could potentially be impacted by the proposed project, were identified as part of the RFI. A Phase I Environmental Site Assessment will be conducted to further evaluate these parcels. A Historic Property Report will be prepared to evaluation potentially historic and cultural resources.

The RFI also identified the potential for disproportional impacts to Environmental Justice populations within the affected community. While only one of the four Census Tracts within the affected community were identified as meeting the criteria for an Environmental Justice population for low-income populations, all four of the Census Tracts were identified as containing minority populations that constitute greater than 50 percent of the total population. Because of the potential for disproportionate impacts to the environmental justice communities within the affected community, INDOT's Equal Opportunity Division will be notified and INDOT's Environmental Services and the Federal Highway Administration will be consulted to review how to avoid and, as necessary, mitigate any potential disproportionate impacts to the Environmental Justice populations within the affected community.

This letter is part of the early coordination phase of the environmental review process. We are submitting this information to both inform you of the proposed project and to request that you review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or which are with your area of expertise. To facilitate the development of this project, you are asked to reply within 30 days of receipt of this letter. If no response is received by that date, it will be assumed you have no comments at the present time. Your timely cooperation in the development of this project will be appreciated. Please contact me at (317) 547-5580 or by email at jmiles@structurepoint.com if there are any questions or if additional information is needed.

Very truly yours,
American Structurepoint, Inc.

Jason T. Miles, JD
Environnemental Scientist

JTM:mgn

Enclosures

cc: Glen Campbell, American Structurepoint, Inc.

Enclosures included:

State Location Map (Appendix A, Page A-2)

USGS Topographic Map (Appendix A

201100320

Early Coordination Mailing List
Project Name: Chicago Street Widening and Reconstruction
Route/Street: Chicago Street
DES No: 1297017
Project No:
ACE Project No: 201100320

Salu	Name	Title	Attn:	Agency/Company	Address 1	Address 2	City	State	Zip	Delivery Method	Other Notes
Ms. McCloskey	Ms. Elizabeth McCloskey			US Fish and Wildlife Service	PO Box 2616		Chesterton	Indiana	46304-2616		
Ms. Hardesty	Ms. Jane Hardesty	State Conservationist		US Natural Resources Conservation Service	6103 Lakeside Boulevard		Indianapolis	Indiana	46278		
Sir or Madam	Chief, Environmental Analysis Branch			Department of the Army	Chicago District, Corps of Engineers	111 North Canal Street, Suite 600	Chicago	Illinois	60606		
Ms. Hasenmueller	Ms. Nancy Hasenmueller	Head	Via Email: IGSenvir@indiana.edu	Indiana Geological Survey	Environmental Geology Section	611 North Walnut Street	Bloomington	Indiana	47405	VIA email	at IGSenvir@indiana.edu
Mr. Rector	Mr. Kevin Rector	Manager	Indiana Department of Transportation	Multimodal Planning & Policy/Aviation Office	955 Government Center North	100 North Senate Avenue	Indianapolis	Indiana	46204		
Mr. Easterly	Mr. Thomas Easterly	Commissioner		Indiana Department of Environmental Management	1201 Government Center North	100 North Senate Avenue	Indianapolis	Indiana	46204	VIA on-line form	
Mr. Carter	Mr. Robert Carter	Director	Via Email: environmentalrevie	IDNR - Division of Fish and Wildlife	Christie Stanifer, Environmental Review Coordinator	402 West Washington Street, W273	Indianapolis	Indiana	46204	VIA email	
Mr. Mcmullen	Mr. Kenneth Mcmullen	Manager	Office of Environmental Services	INDOT - Office of Environmental Services	100 North Senate Avenue, N642		Indianapolis	Indiana	46204		
Mr. Clark	Mr. Rickie Clark	Manager - Public Involvement	Office of Communications	Indiana Department of Transportation	100 North Senate Avenue, N642		Indianapolis	Indiana	46204		
Mr. Molnar	Mr. Mike Molnar	Program Manager	Via Email: mmolnar@dnr.IN.	Indiana Department of Natural Resources	Lake Michigan Coastal Program	Room W 267 402 West Washington Street	Indianapolis	Indiana	46204		
Mr. Sullivan	Mr. Jim Sullivan		Office of Water Quality	IDEM - Drinking Water Branch	100 North Senate Avenue, N1255		Indianapolis	Indiana	46204		
Mr. Stuckey	Mr. Matthew Stuckey	Branch Chief	Northwest Regional Office	Indiana Department of Environmental Management - Office of Air Quality	8380 Louisiana Street		Merrillville	Indiana	46410		
Mr. Heil	Mr. Larry Heil			Federal Highway Administration	Federal Office Building, Room 254	575 North Pennsylvania Street	Indianapolis	Indiana	46204		
Ms. Hedman	Ms. Susan Hedman	Regional Administrator		US Environmental Protection Agency	Region 5 Office (WQW-16J)	77 West Jackson Boulevard	Chicago	Illinois	60604		
Mayor McDermott	Mr. Thomas McDermott			Mayor of the City of Hammond	Hammond City Hall, 2nd Floor	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Taillon	Mr. Phil Taillon	Executive Director	Development / Planning Office	City of Hammond	649 Conkey Street		Hammond	Indiana	46234		
Mr. Blastic	Mr. Richard Blastic	President	Economic Development Commission	City of Hammond	649 Conkey Street		Hammond	Indiana	43234		
Mr. Novak	Mr. Don Novak	Zoning Administrator	Zoning Office	City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Ms. Miller	Ms. Owana J. Miller	Community Development Director	Office of Community Development	City of Hammond	649 Conkey Street.		Hammond	Indiana	43234		
Mr. O'Connor	Mr. William J. O'Connor	President	Corporation Counsel	City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Markovich	Mr. Robert A. Markovich	City Council Member		City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Spitale	Mr. Dan Spitale	City Council Member		City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Ms. Venecz	Ms. Janet Venecz	City Council Member		City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Kalwinski	Mr. Mark Kalwinski	City Council Member	1st District	City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Salinas	Mr. Alfonso L. Salinas	City Council Member	2nd District	City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Higgs	Mr. Anthony W. Higgs	City Council Member	3rd District	City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Emerson	Mr. William Emerson	City Council Member	4th District	City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Opinker	Mr. Michael Opinker	City Council Member	5th District	City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Hinojosa	Mr. Homero "Chico" Hinojosa	City Council Member	6th District	City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Dostatni	Mr. Stanley J. Dostatni	City Engineer		City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Sarang	Mr. Frank Sarang	Street Lighting Department		City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Swanson	Mr. John Swanson	Executive Director		Northwest Indiana Regional Planning Commission		6100 Southport Road	Portage	Indiana	46368		
Ms. Malone	Ms. Debra Malone	Chief Engineer	Environmental Management	City of Hammond	Hammond City Hall, Room 304	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Smith	Mr. Jeffery C. Smith	Fire Chief	Fire Department	City of Hammond	6110 Calumet Avenue		Hammond	Indiana	46320		
Mr. McLaughlin	Mr. Mark McLaughlin	Executive Director		Hammond Development Corporation	5246 Hohman Avenue, Suite 100		Hammond	Indiana	46230		
Sir or Madam	Board of Directors			Hammond Urban Enterprise Association	649 Conkey Street		Hammond	Indiana	46324		
Dr. Susan Best	Dr. Susan Best	Health Officer		Lake County Health Department	Lake County Government Complex, Building A	2293 North Main Street	Crown Point	Indiana	46307		
Sir or Madam	Executive Director			Hammond Housing Authority	1402 173rd Street		Hammond	Indiana	46324		
Mr. Callahan	Mr. James W. Callahan	Chief of Inspections		City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Ms. Kantar	Ms. Kristina Kantar	City Attorney	Law Department	City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Peschke, Jr.	Mr. Arthur Peschke, Jr.	President	Parks and Recreation	City of Hammond		5825 Sohl Avenue	Hammond	Indiana	46320		
Chief Miller	Chief Brian Miller	Chief of Police	Police Department	City of Hammond		509 Douglas Street	Hammond	Indiana	46320		
Dr. Unger	Dr. Michael T. Unger	District Manager	Hammond Sanitary District	City of Hammond		5143 Columbia Avenue	Hammond	Indiana	46327		
Mr. Jakubczak	Mr. Ken Jakubczak	Board of Sanitary Commissioners	Vice President	City of Hammond		5143 Columbia Avenue	Hammond	Indiana	46327		
Mr. Perez	Mr. Johnny Perez	Superintendent		City of Hammond		601 Conkey Street	Hammond	Indiana	46324		

Mr. Reardon	Mr. Patrick Reardon	Executive Director	Hammond Urban Enterprise Association	City of Hammond		649 Conkey Street	Hammond	Indiana	46234		
Mr. Mitchell	Mr. Scott Mitchell	Superintendent	Sanitary District - Sewer Maintenance Department	City of Hammond		500 Calumet Avenue	Hammond	Indiana	46327		
Mr. Gleason	Mr. Gary Gleason	Commissioner	Streets Department	City of Hammond		601 Conkey Street	Hammond	Indiana	46324		
Ms. Daniels	Ms. Sharon Daniels	President	Water Department	City of Hammond	Hammond Water Works Department - Business Office	6505 Columbia Avenue	Hammond	Indiana	46320		
Sheriff Buncich	Sheriff John Buncich	Sheriff		Lake County Sheriff's Department		2293 North Main Street	Crown Point	Indiana	46307		
Trustee Mrvan	Mr. Frank J. Mrvan	Trustee		North-Township		5947 Hohman Avenue	Hammond	Indiana	46320		
Ms. Rivera	Ms. Cindy Rivera	Resource Coordinator		North-Township		5947 Hohman Avenue	Hammond	Indiana	46320		
Mr. Siska	Mr. Jerry Siska	Director of Transportation		North-Township		5947 Hohman Avenue	Hammond	Indiana	46320		
Mr. Simala	Mr. Dennis Simala	Projects Coordinator		North-Township		5947 Hohman Avenue	Hammond	Indiana	46320		
Mr. Novak	Mr. J. Novak	Board Member		North-Township		5947 Hohman Avenue	Hammond	Indiana	46320		
Mr. Flores	Mr. Ralph Flores, Jr.	Board Member		North-Township		5947 Hohman Avenue	Hammond	Indiana	46320		
Mr. Auksel	Mr. Pete Auksel	Board Member		North-Township		5947 Hohman Avenue	Hammond	Indiana	46320		
Mr. Mast	Mr. Travis Mast	Environmental Scoping Manager		INDOT - LaPorte District	315 East Boyd Boulevard		LaPorte	Indiana	46350		
Senator Coats	The Honorable Dan Coats	Indiana US Senator		United States Senate		493 Russell Senate Office Building	Washington	DC	20510		
Senator Glick	The Honorable Susan Glick	Indiana US Senator		United States Senate		306 Hart Senate Office Building	Washington	DC	20510		
Mr. Visclosky	The Honorable Pete Visclosky	Indiana US Representative	District 1	United States Representative		7895 Broadway, Suite A	Merrillville	Indiana	46410		
Mr. Randolph	The Honorable Lonnie Randolph	Indiana State Senator	District 2	Indiana General Assembly		200 West Washington Street	Indianapolis	Indiana	46204		
Ms. Lawson	The Honorable Linda Lawson	Indiana State Representative	District 1	Indiana General Assembly		200 West Washington Street	Indianapolis	Indiana	43204		
Chief Becker	Mr. Mark Becker	Chief of Police		City of East Chicago	Police Department	2301 East Columbus Drive	East Chicago	Indiana	46312		
Chief Edwards	Mr. John Edwards	Fire Chief		City of East Chicago	Fire Department	3901 Indianapolis Boulevard	East Chicago	Indiana	46312		
Director Cruz	Mr. Herbert Cruz	Director, Emergency Management		City of East Chicago	Departmentof Emergency Management	2301 East Columbus Drive	East Chicago	Indiana	46312		
Mr. Morrisroe	Mr. Richard Morrisroe	City Planner		City of East Chicago	Planning and Economic Development	4444 Railroad Avenue	East Chicago	Indiana	46312		
Mayor Copeland	The Honorable Anthony Copeland	Mayor		City of East Chicago	Mayor's Office	4527 Indianapolis Boulevard	East Chicago	Indiana	46312		
Chief Belos	Mr. Peter Belos	Chief of Police		Village of Burnham, Illinois	Police Department	14450 Manistee Avenue	Burnham	Illinois	60633		
Chief Horberg	Mr. Andy Horberg	Fire Chief		Village of Burnham, Illinois	Fire Department	14101 Hoxie Avenue	Burnham	Illinois	60633		
Mayor Polk	The Honorable Robert Polk	Mayor		Village of Burnham, Illinois	Mayor's Office	14450 Manistee Avenue	Burnham	Illinois	60633		
Chief Baranzelli	Mr. John Branzelli	Bureau Chief		Illinois Department of Transportation	Design and Environment	2300 South Dirksen Parkway	Springfield	Illinois	62764-0001		
Mr. Frey	Mr. Bill Frey	Interim Director		Illinois Department of Transportation	District 1	201 West Center Court	Schaumburg	Illinois	60196-1096		
Mr. Gordish	Mr. Mark Gordish	Assistant Engineer		City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320		
Mr. Rodriguez	Mr. Jezreel Rodriguez	City Engineer		City of East Chicago	Engineering Department	4444 Railroad Avenue	East Chicago	Indiana	46312		
Mr. Hall	Mr. John Hall	Field Office Director		Indianapolis Field Office	151 North Delaware Street, Suite 1200		Indianapolis	Indiana	46204		
Ms. Hedman	Ms. Susan Hedman	Regional Administrator			Region 5 Office	77 West Jackson Boulevard	Chicago	Illinois	60604		

United States Department of the Interior
Fish and Wildlife Service

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

January 8, 2013

Mr. Jason T. Miles
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, Indiana 46256-3957

Project No.: 1297017
Project: SR 312,(Gostlin Street/Sheffield Avenue/Chicago Street) Reconstruction
Location: Hammond, Lake County

Dear Mr. Miles:

This responds to your letter dated December 19, 2012, requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The proposed project consists of the reconstruction of SR 312 through northcentral Hammond, which involves sections of Gostlin Street, Sheffield Avenue, and Chicago Street, between the Indiana-Illinois state line at Brainard Avenue on the west and the Hammond-East Chicago city line at White Oak Avenue on the east.

Your letter indicates that Gostlin Street west of Sheffield Avenue would be moved to a new alignment; but where that alignment might be is not mentioned. We assume it would need to be to the south because of the current jog to the southeast between Wabash and Sheffield Avenues; however, there are numerous residences along the south side of Gostlin Street, with garages and an alley to the south. Immediately south of the narrow alley are the double tracks of the Chicago South Shore and South Bend Railroad (CSS&SBR), locally known as the South Shore electric commuter railroad. Therefore, there could be significant community impacts associated with

relocating Gostlin Street, and environmental impacts could consist of the loss of significant numbers of shade trees which provide some bird and small mammal habitat while also providing green space amenities for the residents of the area.

Sheffield Avenue is a 2-lane north-south street which is bounded by various homes and businesses. The only information provided in your letter is that this street would be slightly realigned, including modifying the 90-degree turn at Chicago Street; this likely would require removal of several houses in the northeast quadrant of the intersection in order to provide a more gradual curve, especially since it is also indicated that a roundabout would be constructed at Hohman Avenue, which is just 1 block east of Sheffield. Various businesses at the Hohman Avenue intersection would be taken by a roundabout. Again, there could be significant community impacts associated with these modifications, but the environmental impacts would be minor due to the lack of natural habitats.

Between Hohman Avenue and Torrence Avenue, Chicago Street is primarily through a residential neighborhood, mostly consisting of single-family houses but also including some apartment buildings. The street has 2 travel lanes and on-street parking is allowed; there is no tree lawn and the sidewalks are immediately adjacent to the street pavement. Widening this section of the roadway may involve just eliminating the parking, which would put traffic immediately adjacent to the sidewalks, making a potentially dangerous situation for pedestrians. Widening could also involve removal of a large number of homes, which would have significant community impacts. Shade trees and other urban habitats, which provide habitat for various birds and small mammals as well as providing green space amenities, could be lost to the project.

East of Torrence Avenue, Chicago Street jogs northeast and widens to 4 travel lanes as it approaches Calumet Avenue/US 41, where right and left turn lanes are provided in 3 of the intersection quadrants; north-bound Calumet Avenue is the only approach without a dedicated right turn lane. There is no indication in your letter that this major intersection would be modified.

East of Calumet Avenue Chicago Street is already 4 lanes and the only reconstruction mentioned for this area is intersection improvements at Pine and Columbia Avenues. Pine Avenue is along the west side of Irving School and is a major student crossing, as is Oak Avenue on the east side of the school. Irving Park is within the southeast quadrant of the Chicago Street-Columbia Avenue intersection and will need to be avoided by the street improvements in this area. Immediately east of Irving Park, Chicago Street is crossed by the elevated South Shore tracks and the Indiana Toll Road, and Bishop Noll Institute and its sports fields are just east of the Toll Road along the south side of Chicago Street.

It will certainly be necessary to avoid, reduce, or mitigate community impacts due to this proposed project, and that needs to include providing green spaces and other amenities to improve the quality of life for the people of the area. Mini-parks could be provided on remnant parcels that are only partially used for the roadway improvements, and tree and shrub plantings could be provided to screen remaining residential areas from the widened roadway.

ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (Myotis sodalis) and Karner blue butterfly (Lycaeides melissa samuelis) and the threatened Pitcher's thistle (Cirsium pitcheri) and Mead's milkweed (Asclepias meadii). However, there is no habitat for any of these species within the proposed project area, so we agree that the proposed project is not likely to adversely affect these endangered and threatened species.

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

We appreciate the opportunity to comment at this early stage of project planning. As specific project plans are developed, please recoordinate with our office. If you have any questions, please contact Elizabeth McCloskey at (219) 983-9753 or elizabeth_mccloskey@fws.gov.

Sincerely yours,

Elizabeth S. McCloskey

for Scott E. Pruitt
Supervisor

cc: Christie Stanifer, Environmental Coordinator, Division of Water, Indianapolis, IN
Federal Highway Administration, Indianapolis, IN

United States Department of Agriculture

NRCS
Natural Resources Conservation Service
6013 Lakeside Blvd.
Indianapolis, IN 46278

January 10, 2013

Jason T. Miles, JD
Environmental Scientist
American Consulting, Inc.
7260 Shadeland Station
Indianapolis, Indiana 46256-3957

Dear Mr. Miles:

The proposed project reconstruct and widen Chicago Street in the City of Hammond, Lake County, Indiana, as stated in your letter received December 20, 2012, will not cause a conversion of prime farmland.

If you need further information, please contact Lisa Bolton at 317-295-5842.

Sincerely,

Roger Kult

ROGER KULT
Acting State Conservationist

Helping People Help the Land

An Equal Opportunity Provider and Employer

Project No. 1297017 Des. No. _____

Project Description: Chicago Street Widening and Reconstruction South Brainard Avenue to White Oak Avenue, Hammond, Lake County

Name of Organization requesting early coordination:

American Structurepoint Inc.

QUESTIONNAIRE FOR THE INDIANA GEOLOGICAL SURVEY

1) Do unusual and/or problem ( ) geographic, ( ) geological, ( ) geophysical, or ( ) topographic features exist within the project limits? Describe:
No, and these improvements should not affect, nor be affected, the geology of the area.

2) Have existing or potential mineral resources been identified in this area? Describe:
None

3) Are there any active or abandoned mineral resources extraction sites located nearby? Describe: None

This information was furnished by:

Name: Robin Rupp Title: Geologist
Address: 611 North Walnut Grove, Bloomington, IN 47405
Phone: 812-855-7428 Date: January 23, 2013

INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
We Protect Hoosiers and Our Environment.

Mitchell E. Daniels Jr.
Governor

Thomas W. Easterly
Commissioner

100 North Senate Avenue
Indianapolis, Indiana 46204
(317) 232-8603
Toll Free (800) 451-6027
www.idem.IN.gov

December 21, 2012

66-33
Mr. Jason Miles
American Structurepoint
7260 Shadeland Station
Indianapolis, Indiana 46256

Dear Mr. Miles:

RE: Wellhead Protection Area Proximity Determination
Chicago Street From South Brainard Avenue To White Oak Avenue, Hammond, Indiana, Lake County

Upon review of the above referenced site, it has been determined that the site **is not located** within a Wellhead Protection Area. This information is accurate to the best of our knowledge. However, there are in some cases, a few factors that could impact the accuracy of this determination. For example, some Wellhead Protection Area Delineations have not been submitted or many have not been approved by this office. In these cases, we use a 3,000 foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's Wellhead Protection Area Delineation, please visit our tracking database at http://www.in.gov/idem/4289.htm.

Note, the Drinking Water Branch has launched a new self service feature which allows one to determine a wellhead proximity without submitting the application form. Use the following instructions: 1) Go to http://idemmaps.idem.in.gov/apps/whpa/ ; 2) Using the icon/tools in the upper right hand corner of the application, zoom to your site location or address; and 3) Once you have located your site of interest click on the "I" icon, and then using your mouse click on your location. The site wellhead protection area proximity determination will be displayed below the icon tools in the upper right hand corner of tool. In the future, please consider using this self service feature if it is suitable for your needs.

If you have any additional questions, please feel free to contact me at the address above or at (317) 234-7476.

Sincerely,

James Sullivan, Chief
Ground Water Section
Drinking Water Branch
Office of Water Quality

JS:gml

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Indiana Department of Environmental Management

We make Indiana a cleaner, healthier place to live.

Mike Pence

Governor

100 North Senate Avenue
Indianapolis , Indiana 46206

Thomas W. Easterly
Commissioner

(317) 232-8603
800) 451-6027
www.IN.gov/idem

City of Hammond
Mark Gordish
5925 Calumet Avenue
Hammond , IN 46320

American Structurepoint, Inc.
Briana M. Hope
7260 Shadeland Station
Indianapolis , IN 46256

Date

Dear Grant Administrator or Other Finance Approval Authority:

RE: Reconstruction and widening of Chicago St. corridor (former SR312)through Hammond, from S. Brainard Ave. to White Oak Ave. to include: new pavement, curb and gutter, sidewalks, storm sewers, lighting, and traffic signals. Realignment of Gostlin St between the state line and Sheffield Ave. Realignment of intersection at Sheffield and Chicago. Chicago St. will be widened between Hohman and Torrence. Intersection improvements at Johnson Ave., Pine Ave., and Columbia Ave.

The Indiana Department of Environmental Management (IDEM) is aware that many local government or not-for-profit entities are seeking grant monies, a bond issuance, or another public funding mechanism to cover some portion of the cost of a public works, infrastructure, or community development project. IDEM also is aware that in order to be eligible for such funding assistance, applicants are required to first evaluate the potential impacts that their particular project may have on the environment. In order to assist applicants seeking such financial assistance and to ensure that such projects do not have an adverse impact on the environment, IDEM has prepared the following list of

environmental issues that each applicant must consider in order to minimize environmental impacts in compliance with all relevant state laws.

IDEM recommends that each applicant consider the following issues when moving forward with their project. IDEM also requests that, in addition to submitting the information requested above, each applicant also sign the attached certification, attesting to the fact that they have read the letter in its entirety, agree to abide by the recommendations of the letter, and to apply for any permits required from IDEM for the completion of their project.

IDEM recommends that any person(s) intending to complete a public works, infrastructure, or community development project using any public funding consider each of the following applicable recommendations and requirements:

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

   USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (http://www.lrl.usace.army.mil/orf /default.asp) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciosko, and Wells counties; smaller portions of Jasper, Starke, Marshall , Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

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

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality. To learn more about the water quality certification program, visit: http://www.in.gov/idem/4384.htm.

3. If the USACE determines that a wetland or other body of water is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A state isolated wetland permit from IDEM's Office of Water Quality is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the Office of Water Quality at 317-233-8488.

4. If your project will impact more than 0.5 acres of wetland, stream relocation, or other large-scale alterations to bodies of water such as the creation of a dam or a water diversion, you should seek additional input from the Office of Water Quality, Wetlands staff at 317-233-8488.

5. Work within the one-hundred year floodway of a given body of water is regulated by the Department of Natural Resources, Division of Water. Contact this agency at 317-232-4160 for further information.

6. The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for

aquatic life.

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

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

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

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

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

    Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize

the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

8. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317-232-4080) for additional project input.

9. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.

10. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.

11. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project (see page 1) should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed under specific conditions (http://www.in.gov/idem/4148.htm). You also can seek an open burning variance from IDEM.

   IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on-site. You must register with IDEM if more than 2,000 pounds is to be composted; contact 317-232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) on-site, although burying large quantities of such material can lead to subsidence problems.

2. Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

   If construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for three to five years, precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus Histoplasma capsulatum, which stems from bird or bat droppings that have accumulated in one area for three to five years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at 317-233-7272.

3. The U.S. EPA and the U.S. Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. For a county-by-county map of predicted radon levels in Indiana , visit http://www.in.gov/idem/4267.htm.

   The U.S. EPA further recommends that all homes and apartments (within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L or higher, then U.S. EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L or higher, then U.S. EPA recommends the installation of radon-reduction measures. For a list of qualified radon testers and radon mitigation (or reduction) specialists, visit http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf. Also, is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

   To learn more about radon, radon risks, and ways to reduce exposure, visit http://www.in.gov/isdh/regsvcs/radhealth/radon.htm, http://www.in.gov/idem/4145.htm, or http://www.epa.gov/radon/index.html.

4. With respect to asbestos removal, all facilities slated for renovation or demolition (except residential buildings that have four (4) or fewer dwelling units and which will not be used for commercial purposes)

must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

In all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at www.in.gov/icpr/webfile/formsdiv/44593.pdf.

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of $150 per project; projects below these amounts will be billed a fee of $50 per project. Billings will occur on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit: http://www.in.gov/idem/4983.htm.

5. With respect to lead-based paint removal, IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978 , or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal, visit http://www.in.gov/idem/permits/guide/waste/leadabatement.html.

6. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing

more than seven percent (7%) oil distillate, is prohibited during the months of April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (http://www.ai.org/legislative/iac/T03260/A00080.PDF).

7. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (www.ai.org/legislative/iac/t03260/a00020.pdf.). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.

8. For more information on air permits, visit http://www.in.gov/idem/4223.htm, or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or oamprod at idem.in.gov.

LAND QUALITY

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

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.

2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit http://www.in.gov/idem/4998.htm.

3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.

4. If Polychlorinated Biphenyls (PCBs) are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.

5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes. (Asbestos removal is addressed above, under Air Quality.)

6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317-308-3039(http://www.in.gov/idem/4999.htm).

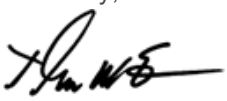
FINAL REMARKS

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

Please note that this letter does not constitutes a permit, license, endorsement, or any other form of approval on the part of either the Indiana Department of Environmental Management or any other Indiana state agency.

Should you have any questions relating to the content or recommendations of this letter, or if you have additional questions about whether a more complete environmental review of your project should be conducted, please feel free to contact Steve Howell at (317) 232-8587, snhowell@idem.in.gov.

Sincerely,



Thomas W. Easterly
Commissioner

Signature(s) of the Applicant

I acknowledge that I am seeking grant monies, a bond issuance, or other public funding mechanism to cover some portion of the cost of the public works, infrastructure, or community development project as described herein, which I am working (possibly with others) to complete.

Project Description

Reconstruction and widening of Chicago St. corridor (former SR312)through Hammond, from S. Brainard Ave. to White Oak Ave. to include: new pavement, curb and gutter, sidewalks, storm sewers, lighting, and traffic signals. Realignment of Gostlin St between the state line and

Sheffield Ave. Realignment of intersection at Sheffield and Chicago. Chicago St. will be widened between Hohman and Torrence. Intersection improvements at Johnson Ave., Pine Ave., and Columbia Ave.

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

Dated Signature of the Public Owner Contact/Responsible Elected Official

01-16-2015 E.R.C.

Mark Gordish, City of Hammond

Dated Signature of the Project Planner/Consultant Contact Person

01/16/2015

Briana M. Hope , American Structurepoint, Inc.

Thomas M. McDermott, Jr.
Mayor

DEPARTMENT OF PLANNING AND DEVELOPMENT
CITY OF HAMMOND
MAYOR'S OFFICE OF ECONOMIC DEVELOPMENT

BETH DOWNES JACOBSON
Director

Wednesday, January 23, 2013

Jason T. Miles, JD
Environmental Scientist
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, IN 46256-3957

Dear Mr. Miles,

Thank you for sending the information regarding the Chicago Street Widening and Reconstruction Plan, extending from South Brainard Avenue to White Oak Avenue in Hammond, Indiana. The Economic Development Commission is in full support of the proposed project. We feel it will indeed improve safety, traffic congestion, and travel times in this area. These proposed improvements will be good for the economy and future development of Hammond.

At this time, the Economic Development Commission has no questions or concerns. If a need for additional information arises, we will not hesitate to contact Structurepoint. The City of Hammond values the proposed project and is available to provide assistance as needed.

Sincerely,

E Jacobson

Elizabeth Downes Jacobson
Director of Economic Development,
on behalf of the Economic Development Commission

cc: Richard Blastic, President
Bonnie Henry, Vice President
Charles Petterson, Secretary
Belia Ybarra, Member
Louis Karubas, Member
Nicole Bennett, Attorney

649 Conkey Street
Hammond, IN 46324

219.853.6508
fax: 219.853.6334
www.gohammond.com

From: Debra Malone
To: Miles, Jason
Subject: Project No. 1297017
Date: Thursday, January 03, 2013 11:14:54 AM

Jason,

After discussing the proposed project with Ronald Novak, Director of our Department, we have the following comments regarding the Chicago Street Widening and Reconstruction South Brainard Avenue to White Oak Avenue, Hammond, Lake County, Indiana – Project No. 1297017.

You may want to check with Mike Beslow, On-scene Coordinator, USEPA Region V, 77 W. Jackson, Chicago, Illinois 60604. Voice: (312) 353-8678 Email: Beslow.mike@epamail.epa.gov on 241 Brunswick Street – the location of the former Hammond Solvent Recovery site and the former site of a dry cleaner factory. That site and the adjacent properties along Sheffield Avenue and Gostlin Street have been sampled and some of the properties may require remedial action. Since this road project will take place near these properties you may want to investigate further.

Debra Malone, Chief Engineer
Hammond Department of Environmental Management

SANITARY DISTRICT of HAMMOND

5143 COLUMBIA AVENUE
HAMMOND, INDIANA 46327-1794
TELEPHONE (219) 853-6412 - 13 - 14 - 88
FAX (219) 853-6321

Board of Sanitary Commissioners

STANLEY J. DOSTATNI
KEN JAKUBCZAK
MARTY WIELGOS
SAM DIMOPOULOS
RUSSELL A. SNYDER

MICHAEL T. UNGER, Ph.D.
District Manager

RACHEL PETERSON
Business Manager

JOSEPH P. ALLEGRETTI
Legal Counsel

January 9th, 2013

Jason T. Miles, JD
Environmental Scientist
American Structurepoint Inc.
7260 Shadeland Station
Indianapolis, IN 46256-3957

Re: RT 312 Project

Dear Mr. Miles:

In reference to your letter dated of 12/19/2012 and received on 1/2/2013 my comments are as follows. Combination sewers will need to be replaced with this entire project along with all structures within Hammond's boundaries. I have enclosed a data disk of work orders for your review on RT 312 going back to 2005.

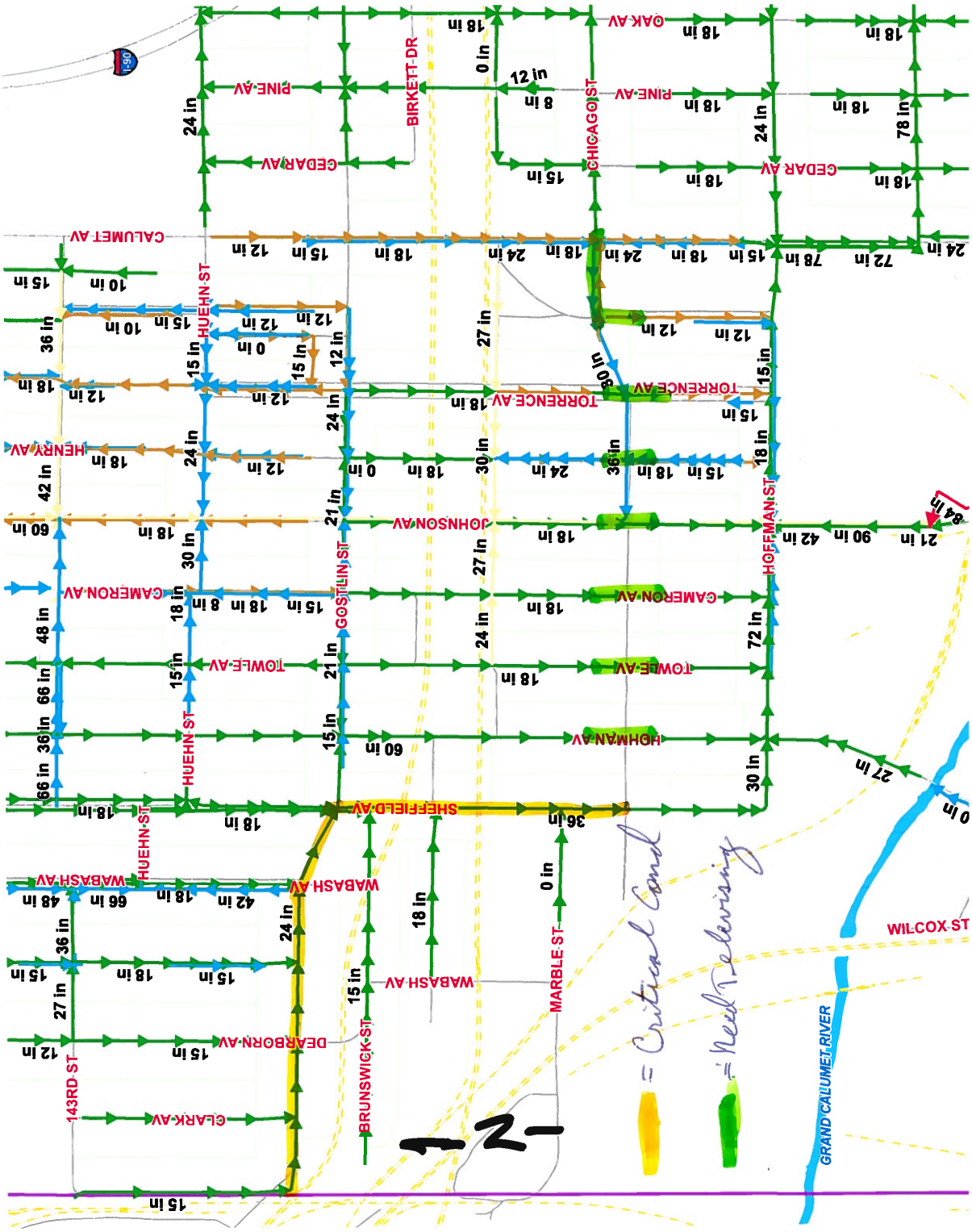
Recently I received a phone call from SafeGuard Environmental Service who was asking for dumping information. During our conversation I found out they were going to clean and televise the sewers within this project. This would have been great; although they were not aware of the areas of this project the sewers are in critical condition and could collapse at any time. If they continued to jet there would have been a good chance the lines would have been blown apart. I had no prior knowledge of them doing this work prior to the phone call. This issue has been resolved and I expect to be notified prior of any work to be performed in our collection system.

The environmental concerns of this project you will need to contact Mr. Ron Novak of Hammond Environmental Management; he can be reached at 219-853-6306. In closing, I am glad to see this project is proceeding.

Sincerely:

Scott Mitchell, Superintendent
HSD Sewer Maintenance

Cc; Sanitary Board of Commissioners
Dr. Michael Unger, District Manager,
Glen Campbell, American Structurepoint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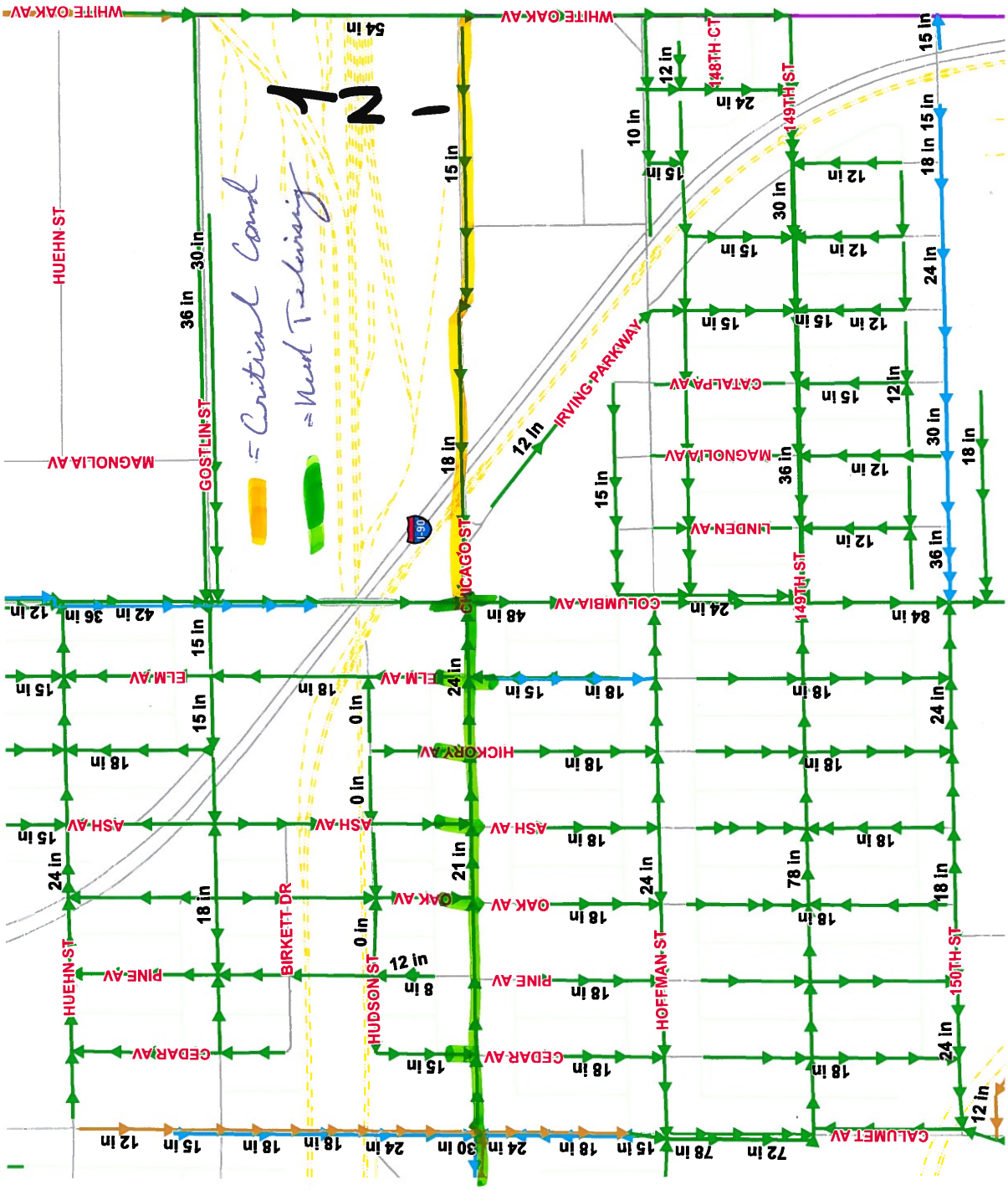
= Need replacing


= Critical Cond
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149TH ST
150TH ST
CALUMET AV
HOFFMAN ST
HUDSON ST
BIRKETT DR
ELM AV
HICKORY AV
ASH AV
OAK AV
PINE AV
CEDAR AV
I-90

Illinois Department of Transportation
Division of Highways/Region One / District One
201 West Center Court/Schaumburg, Illinois 60196-1096

January 30, 2013

Mr. Jason T. Miles, JD
Environmental Scientist
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, IN 46256-3957

Dear Mr. Miles:

This is in response to your December 19, 2012 letter (copy attached) regarding the reconstruction and widening of Chicago Street from South Brainard Avenue to White Oak Avenue in the City of Hammond, located in Lake County, Indiana. After carefully reviewing your letter, we have determined that South Brainard Avenue in Illinois, is under our jurisdiction. In order to provide a comprehensive response, the Department is currently coordinating this project internally among several disciplines, which will take several weeks. As such, we will provide a complete response to your letter by February 28, 2013.

If you have any questions or need additional information, please contact me or Peter E. Harmet, Bureau Chief of Programming, at (847) 705-4393.

Very truly yours,

John Fortmann, P.E.
Acting Deputy Director of Highways,
Region One Engineer

Attachments

cc: Mr. Glen Campbell, American Structurepoint, Inc.

Following receipt of this letter, American Structurepoint scheduled a meeting with IDOT. Meet minutes are included on the following pages.

MEETING MINUTES

Date: Wednesday, February 20, 2013

Time: 1:00 p.m.

Location: IDOT District One Headquarters
Executive Conference Room
201 West Center Court
Schaumburg, IL 60196

Subject: Chicago Street Widening and Reconstruction with American Structurepoint

Attendees: See Attached Sign-In Sheet

The purposed of this meeting was to discuss American Structurepoint's project regarding the widening and reconstruction of Chicago Street from South Brainard Avenue to White Oak Avenue in the city of Hammond, Indiana. The proposed project is approximately 2.1 miles long and includes improvements to the existing roadway, including new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting and new traffic signals. Other improvements include sections of Gostlin Street being realigned, the intersection of Sheffield Avenue and Gostlin Street being shifted southwest and becoming a roundabout, the intersection of Sheffield Avenue and Chicago Street being realigned and the intersection of Hohman Avenue and Chicago Street becoming a roundabout. Additionally, Chicago Street between Hohman Avenue and Torrence Avenue will be widened and intersection improvements will be proposed at Johnson Avenue, Pine Avenue and Columbia Avenue.

This project is being implemented in order to improve safety, reduce congestion and improve travel times throughout the project area. In the past 3 years, there have been over 150 accidents reported in the project area. There has also been interest from the industrial plants in the area to improve mobility. The current ADT in the area is 12,000 with a 2.8% growth rate and 20% truck traffic.

Currently, the phase one work on this project is at 25% completion. American Structurepoint is working on an Environmental Assessment (EA) due to the extensive amount of public involvement necessary to implement the proposed improvements. There is one possible building that may be classified as historically significant under criteria A but a historical property report has not been finalized. Due to the project being federal funded, an EA was requested by the Federal Highway Administration (FHWA) in January, 2013. American Structurepoint is looking to receive a FONSI by January, 2014 to proceed with a contract letting in the spring of 2015.

South Brainard Avenue is the only section of the project under IDOT's jurisdiction. Once completed, American Structurepoint will be sending their traffic management plan and maintenance of traffic plan sheets for IDOT approval. Currently they are scheduling preliminary field visits to determine if one lane of Chicago Street can stay open in each direction or if a detour will be required. If a detour is determined necessary, American Structurepoint will be sending alternative detour plans to the IDOT detour committee in the Bureau of Traffic. American Structurepoint noted that the existing water bodies and railroads in the area are an

issue for detours. South Brainard Avenue is the only street to cross both Burnham Woods and the existing rail within a mile of its intersection with Gostlin Street. They are hoping to make a traffic management plan that always provides one lane in each direction of South Brainard Avenue to be open. The Department clarified that a detour will require a permit whereas limited signage may only require a letter of authority from the contractor.

American Structurepoint asked whether the railroad department at the Indiana DOT could resolve any issues with the CSX and NICTD railroads within the project area, including the area in Illinois. The IDOT representatives forwarded Andy Rabadi's information to the American Structurepoint representatives to get clarification. IDOT also expressed concern for railroad coordination if extensive queuing is located on any railroad tracks throughout the project. American Structurepoint responded that queuing on the railroad tracks is not currently a problem but will be studied for future problems.

Currently, American Structurepoint does not have plans to do any direct work on South Brainard Avenue. As long as there is no environmental work being done on the area within the Department's jurisdiction, they do not need any sort of plan approval from IDOT's environmental section. However, if the ESR limits are expanded into Illinois, the Department will need to complete its own environmental survey. Also, American Structurepoint must coordinate any type of pavement striping or drainage work on South Brainard Avenue with the Department if the need arises.

American Structurepoint asked whether there are any IDOT projects close to their project area. The IDOT representatives responded that the closest job would be in Calumet City, Illinois and will likely not affect the project's staging.

The representatives from American Structurepoint determined they had all the necessary input from IDOT at this stage in their phase one study. A formal response to Blue Tickle #4401 is no longer needed. Once the traffic management plan and maintenance of traffic plan sheets have been completed, they will be sent to IDOT for approval. Any other necessary information or coordination with IDOT will be requested as needed.

By:
Carlos Feliciano / Marla Kindred - IDOT

CHICAGO STREET RECONSTRUCTION AND WIDENING
(INDOT DES NO. 1297017)
IDOT PROJECT COORDINATION MEETING
MEETING AGENDA
February 20, 2013 @ 1:00 P.M.

I. Introductions

II. Project Overview
   A. Project Limits
      a. Phase I - Brainard Avenue to Calumet Avenue (~1.1. miles)
      b. Phase II – Calumet Avenue to White Oak Avenue (~1.0 miles)

   B. Purpose & Need

   C. Scope of Work
      a. Roadway Reconstruction & Widening

      b. Utility Rehabilitation/Reconstruction

      c. Environmental Services

   D. Schedule
      a. FONSI: January, 2014
      b. Contract Letting: Spring, 2015

   E. Railroad Coordination

III. Conceptual Maintenance of Traffic Alternatives

IV. Future/Adjacent Projects

V. Open Discussion

VI. Action Items

201100320

IDOT - PROJECT COORDINATION MEETING

for

HAMMOND BOARD OF PUBLIC WORKS & SAFETY
CHICAGO STREET RECONSTRUCTION & WIDENING PROJECT (Des No. 1297017)

HAMMOND, LAKE COUNTY, INDIANA

Meeting Date: February 20, 2013
Meeting Time: 1:00 P.M. (CST)
Meeting Location: Region 1 District Office - 201 West Center Court, Schaumburg, Illinois

Name	Firm / District	Phone No.	Fax No.	E-mail
Glen Campbell	American Structurepoint	219.508.6045		gcampbell@structurepoint.com
Carlos Muñoz-Alba	IDOT - Bureau of Traffic Permits	847-705-4144		Carlos.munoz@illinois.gov
Tom Gullenbach	IDOT - Traffic / Permits	847-705-4130		thomas.gullenbach@illinois.gov
Jim Prola	AECOM / IDOT GEO UNIT	847-705-4679		JAMES.PROLA@ILLINOIS.GOV
Marla Kindred	IDOT - In House	847-705-4124		Marla.Kindred@illinois.gov
Vanessa Ruiz	IDOT - PROL	" " 4624		Vanessa.ruiz@illinois.gov
CARLOS FELICIANO	IDOT - PROGRAMMING	" " 4106		CARLOS.FELICIANO@ILLINOIS.GOV
LISA HEAVEN-BAILY	IDOT - TRAFFIC PROGRAMS	4158		LISA.HEAVEN-BAILY@ "
SAM MEAD	IDOT - ENVIRONMENTAL	847-705-4101		SAM.MEAD@ILLINOIS.GOV
James Stumpner	IDOT - Maint.	847-705-4162		
CHRISTOPHER MURPHY	AMERICAN STRUCTUREPOINT	317-547-5580		CMURPHY@STRUCTUREPOINT.COM
Rick Wojcik	IDOT - Programming / Hydraulic	847 705 4105		Rick.Wojcik@illinois.gov
Chris Meader	American Structurepoint	317.547.5580		CMeader@structurepoint.com

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife

Early Coordination/Environmental Assessment

DNR #: ER-16748 **Request Received:** January 3, 2013

Requestor: American Structurepoint Inc
Jason T Miles
7260 Shadeland Station
Indianapolis, IN 46256

Project: Chicago Street widening and reconstruction for a distance of about 2.1 miles from South Brainard Avenue to White Oak Avenue, Hammond; Project No. 1297017

County/Site info: Lake

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

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

NOTE: This project falls within the Lake Michigan Coastal Program's boundary; therefore, it may be subject to Federal Consistency (FC) review. Please go to http://www.in.gov/dnr/lakemich/files/20070214-IR-312070085NRA.xml.pdf for more information regarding items requiring additional review. If the project requires a Permit, Agency Action, or Funding as listed in Section III (pages 8-13) please follow the FC process outlined at http://www.in.gov/dnr/lakemich/6041.htm.

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

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

Fish & Wildlife Comments: We recommend reducing the amount of tree removal required to the greatest extent possible within the wooded lot located between two commercial buildings north of the roadway and near the east end of the project site.

The measures below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:
1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Plant five native trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height.

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife

Early Coordination/Environmental Assessment

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

for _____ **Date:** January 17, 2013
Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Appendix C: Section 106 of the NHPA	
Documentation of Section 106 Finding	C-1 to C-44
Public Notice / Legal Notice of Historic Effect and 4(f) Property Effect	C-45 to C-49
SHPO Concurrence with Finding	C-50 to C-51

Documentation of Section 106 Finding

FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (FOR HISTORIC PROPERTIES) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECTS
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
CHICAGO STREET WIDENING AND RECONSTRUCTION
IN THE CITY OF HAMMOND, NORTH TOWNSHIP, LAKE COUNTY
DES. NO.: 1297017

AREA OF POTENTIAL EFFECT
(Pursuant to 36 CFR § 800.4(a)(1))
The Area of Potential Effects (APE) has been generally drawn to incorporate properties adjacent to the proposed road widening and reconstruction. At locations where property acquisitions are possible, or where larger improvements were recommended, the APE was expanded. The APE for archaeological resources was defined as the project footprint. (See Appendix A: Plans and Appendix B: Maps.)

ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR § 800.4(c)(2))
No properties are listed in, or eligible for listing in, the National Register of Historic Places (NRHP) within the APE.

EFFECT FINDING
The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA), has determined a finding of "No Historic Properties Affected" is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of "No Historic Properties Affected" for the Chicago Street Widening and Reconstruction project.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)
This undertaking will not convert property from any Section 4(f) historic property to a transportation use. INDOT, acting on behalf of FHWA, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required.

Patrick Carpenter for FHWA
Manager, Cultural Resources Office
Environmental Services
Indiana Department of Transportation

7-15-2013
Approved Date

FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR SECTION 800.4(d)(1)
CHICAGO STREET WIDENING AND RECONSTRUCTION
IN THE CITY OF HAMMOND, NORTH TOWNSHIP, LAKE COUNTY
DES. NO.: 1297017

1. DESCRIPTION OF THE UNDERTAKING
(Pursuant to 36 CFR § 800.4(a)(1))

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street [formerly known as State Route (SR) 312] through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the city of Hammond. The entire length of the proposed project is approximately 2.1 miles. SR 312 coincides with three separate streets as it traverses the project study area, including Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits, from west to east, begin at the intersection of Gostlin Street (SR 312) and South Brainard Avenue to the intersection of Sheffield Avenue and Chicago Street. At this intersection the project study area turns east along Chicago Street to the study area's eastern terminus at the intersection of Chicago Street and White Oak Avenue.

This project will consist of approximately 2.1 miles of road reconstruction. The typical section between Stateline Avenue and Sheffield Avenue will consist of two, 12-foot travel lanes in each direction with a 17-foot raised median; a 5-foot buffer area with 5-foot sidewalk, north of the roadway; and a 10-foot clear-zone south of the proposed roadway. The typical section between Hohman Avenue and Gostlin Street will consist of one, 12-foot travel lane in each direction with a 14-foot-wide two-way-left-turn-lane, with a variable width buffer area and a 6-foot sidewalk on either side of the roadway. Between Hohman Avenue and Calumet Avenue, the typical section will consist of two, 12-foot travel lanes in each direction with 6-foot sidewalk on each side of the roadway. Single-lane roundabouts are proposed at the intersection of Gostlin Street and Sheffield Avenue, as well as at Chicago Street and Hohman Avenue. Said roundabouts will consist of a single 18-foot circulatory roadway, 16-foot truck apron, and an 82-foot diameter center island. Lastly, new concrete curb and gutter, and an enclosed storm sewer will be installed along the length of the project. (See Appendix A: Plans.)

36 CFR § 800.16(d) defines the Area of Potential Effects (APE) as the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The APE has been generally drawn to incorporate properties adjacent to the proposed road widening and reconstruction. At locations where property acquisitions are possible, or where larger improvements were recommended, the APE was expanded. The APE for archaeological resources was defined as the project footprint. (See Appendix A: Plans and Appendix B: Maps.)

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Pursuant to 36 CFR § 800.4(b), historians from Weintraut & Associates (W&A) initiated identification efforts by reviewing the National Register of Register of Historic Places (NRHP), Indiana Register of Historic Sites and Structures, the State Historical Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Bridge Inventory, the Indiana Historic Sites and Structures Inventory (IHSSI) survey cards at the Division of Historic Preservation and Archaeology (DHPA), and the *Lake County Interim Report* for previously identified properties, as well as prior Section 106 studies completed by W&A. In conducting research, historians examined primary and secondary resources. Documentary

research for the project included a review of county histories, monographs, historic plat maps, Sanborn Fire Insurance Maps, and online resources.

In a letter dated December 19, 2012, American Structurepoint described the project and invited the following parties to join Section 106 consultation for the Chicago Street Widening and Reconstruction Project: Indiana State Historic Preservation Officer (SHPO); Indiana Landmarks, Northwest Field Office and Central Office; City of Hammond, City of Hammond Historic Preservation Commission; Hammond Historical Society; East Chicago Historical Society; City of East Chicago; Village of Burnham; Lake County Historic Preservation Coalition; and Lake County Historical Society. The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) were also included in the correspondence as participating agencies. Indiana Landmarks Northwest Field Office, City of Hammond Historic Preservation Commission, and the City of Hammond Zoning Department accepted the invitation to join consultation. SHPO is a designated consulting party. (See Appendix C: Consulting Parties and Appendix F: Correspondence.)

Historians from W&A conducted an aboveground survey of the APE on January 9, 2013. Historians recorded survey notes and took photographs of all Contributing properties more than fifty years of age in the APE. As part of the identification and evaluation efforts historians identified seventy-two properties rated or considered Contributing or higher. Sixteen properties had been previously recorded in the IHSSI survey. Of those, three properties were no longer extant. Historians identified an additional fifty-nine properties which were recommended as Contributing to the historic fabric of the City of Hammond and Lake County, Indiana. (See Appendix D: Photographs.)

On January 23, 2013, the SHPO responded to the list of consulting parties included in the Early Coordination letter dated December 19, 2012 and received December 26, 2012 by stating that the office did “not have any consulting parties to recommend beyond those whom you already have invited.” (See Appendix F: Correspondence.)

W&A completed a Historic Property Report (HPR) in March 2013. Historians for W&A recommended the Polish Army Veterans’ Post No. 40 as eligible for listing in the NRHP. (See Appendix E: Report Summaries.)

American Structurepoint transmitted the HPR to SHPO and consulting parties in a letter dated April 10, 2013, and requested comments. American Structurepoint transmitted the HPR to the owners of the Polish Army Veterans’ Post No. 40 on May 7, 2013. (See Appendix F: Correspondence.)

Also on May 7, 2013, SHPO emailed American Structurepoint and W&A requesting additional information regarding the Polish Army Veterans’ Post No. 40. Specifically, SHPO asked: 1.) if the building was “used as a meeting place by members of Hammond’s Polish community in general—a place that would have been considered important to the a larger group” than the veterans’ association; 2.) the approximate date glass blocks replaced window panes; and 3.) if the historians were able to obtain any information about the building’s interior integrity. SHPO also inquired about the project activities at that location. (See Appendix F: Correspondence.)

W&A responded to the SHPO’s questions on May 8, 2013. W&A noted that their research “did suggest an association with the Polish community as a neighborhood grocery store from at least the 1920s through the 1930s based on the owner surnames or birthplaces.” Additionally, historians expressed the belief that “as a community structure . . . the building symbolizes the Polish presence in a working-class community that has few resources with integrity.” W&A also responded to SHPO’s questions on the estimated date of installation of glass bricks (c. 1930 to c. 1950), acknowledged their efforts to obtain information about the building’s interior were not successful; and provided information about proposed project activities. (See Appendix F: Correspondence.)

The Hammond Historic Preservation Commission responded to the HPR in a letter dated May 8, 2013. The Commission agreed with the eligibility recommendation of the Polish Army Veterans' Post No. 40 and expressed concern about "the street design in front of this building." The Commission did not agree with the ineligibility recommendation of the NIPSCO substation at 4533 Hanover Street but added "it appears that the street project would not adversely affect this building." Finally, the Commission offered clarification regarding the incorporation dates of the town and city of Hammond and noted that the City of Hammond was named after Thomas Hammond, not George Hammond. (See Appendix F: Correspondence.)

SHPO responded to the HPR in a letter dated May 13, 2013. SHPO accepted the APE as defined in the HPR. SHPO did not concur with the recommendation of NRHP eligibility for the Polish Army Veterans' Post No. 40. SHPO stated, "Although the building evidently held some significance to the Polish community in Hammond, both while it served as a grocery store and while it was used by the veterans' organization as a meeting hall, we are not sure that it is appropriate to view the significance of those two uses cumulatively." SHPO also stated, "we do not know whether the interior the building has an appropriate level of integrity to support a case for its eligibility . . . "SHPO concurred "that no other buildings or structures that were identified within the APE appear to be individually eligible for inclusion in the National Register." (See Appendix F: Correspondence.)

Archaeologists for Archaeological Consultants of Ossian (ACO) conducted a records check of the APE on January 29, 2013, and reviewed SHAARD, Cultural Resource Management and other reports, cemetery records, and historic maps for previously identified resources. ACO conducted a field investigation of the APE on February 12, 2013 and on June 1, 2013. Field investigations for the project included visual walkover and a total of sixty-three shovel test units. The Phase Ia reconnaissance did not locate archaeological resources within the APE. ACO completed an Indiana Archaeological Short Report (ASR) on June 16, 2013 and recommended the project be allowed to proceed as planned. (See Appendix E: Reports.)

Since no historic resources were located during archaeological reconnaissance, the ASR is being submitted to the SHPO concurrently with this 800.11(d) documentation.

No other efforts to identify historic properties took place as a result of this project.

A public notice of the finding of "No Historic Properties Affect" will be published in a local newspaper and the public will be afforded thirty (30) days to comment. If appropriate, this document will be revised to reflect public comment.

3. BASIS FOR FINDING

No historic properties are present within the APE for the Chicago Street Reconstruction undertaking. Therefore, a finding of No Historic Properties Affected is appropriate.

Appendices

- **Appendix A: Plans**
- **Appendix B: Maps**
- **Appendix C: Consulting Parties**
- **Appendix D: Photographs**
- **Appendix E: Report Summaries**
- **Appendix F: Correspondence**

Documentation of Section 106

APPENDIX A. Plans

See Appendix A, Page A-39 to A-272

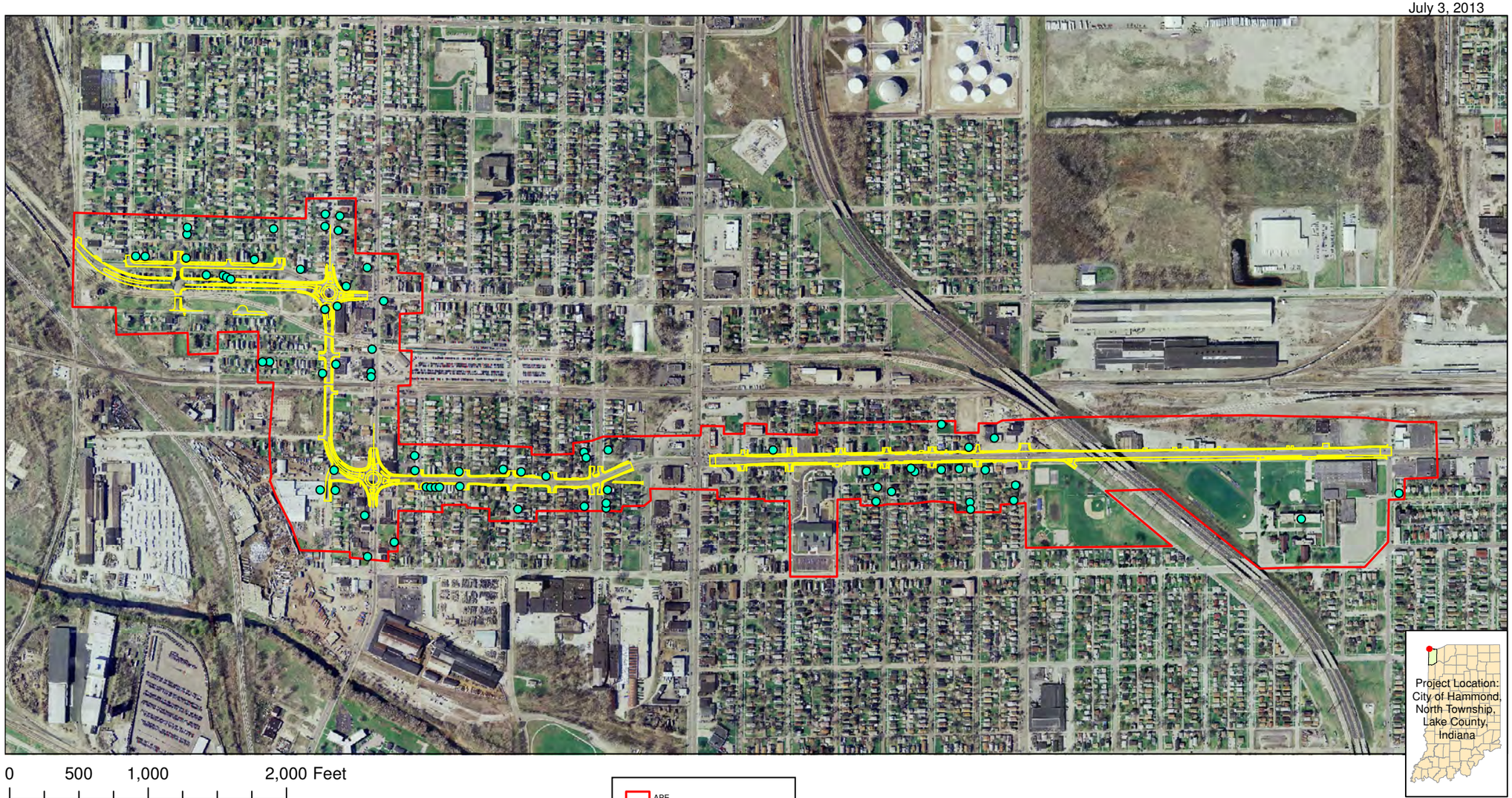
Documentation of Section 106

APPENDIX B. Maps

State Location Map (Appendix A, Page A-2)
USGS Topographic Map (Appendix A, Page A-3)
Aerial Map (Appendix A, Page A-4)

Chicago Street Widening and Reconstruction
City of Hammond, North Township, Lake County, Indiana
Des. No.: 1297017
2005 Aerial Photo

July 3, 2013

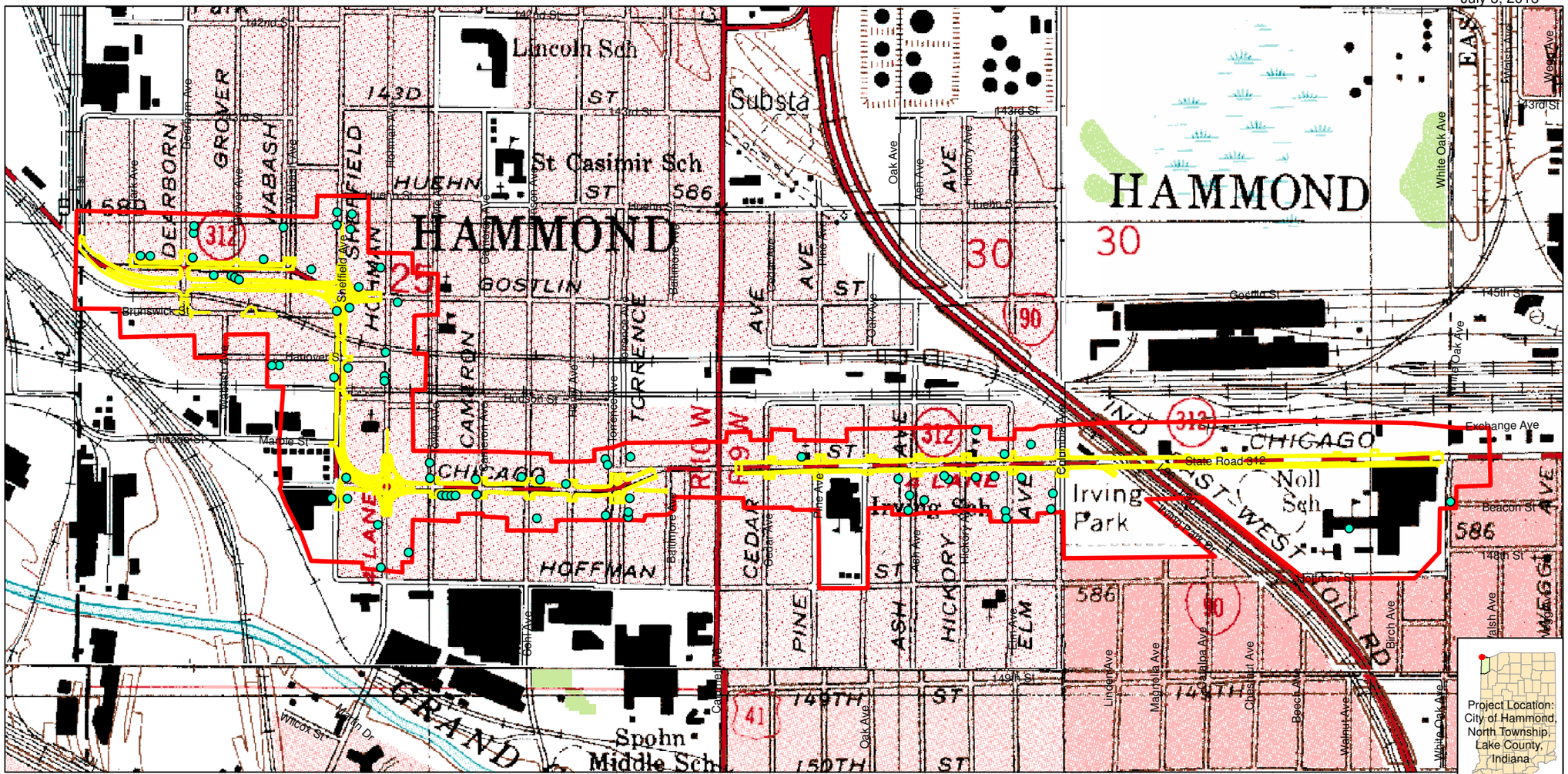


WEINTRAUT & ASSOCIATES, INC.

Note: Information shown on this map is not warranted for accuracy or merchantability. GIS data used to create this map are from the best known sources existing at this time.However, experience shows that many national datasetsare not all inclusive. Use of this map should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. This map does not represent a legal document.

Chicago Street Widening and Reconstruction
City of Hammond, North Township, Lake County, Indiana
Des. No.: 1297017
Portion of the USGS 7.5' series: Calumet City, Highland, Lake Calumet, and Whiting, Indiana Topographic Quadrangles

July 3, 2013

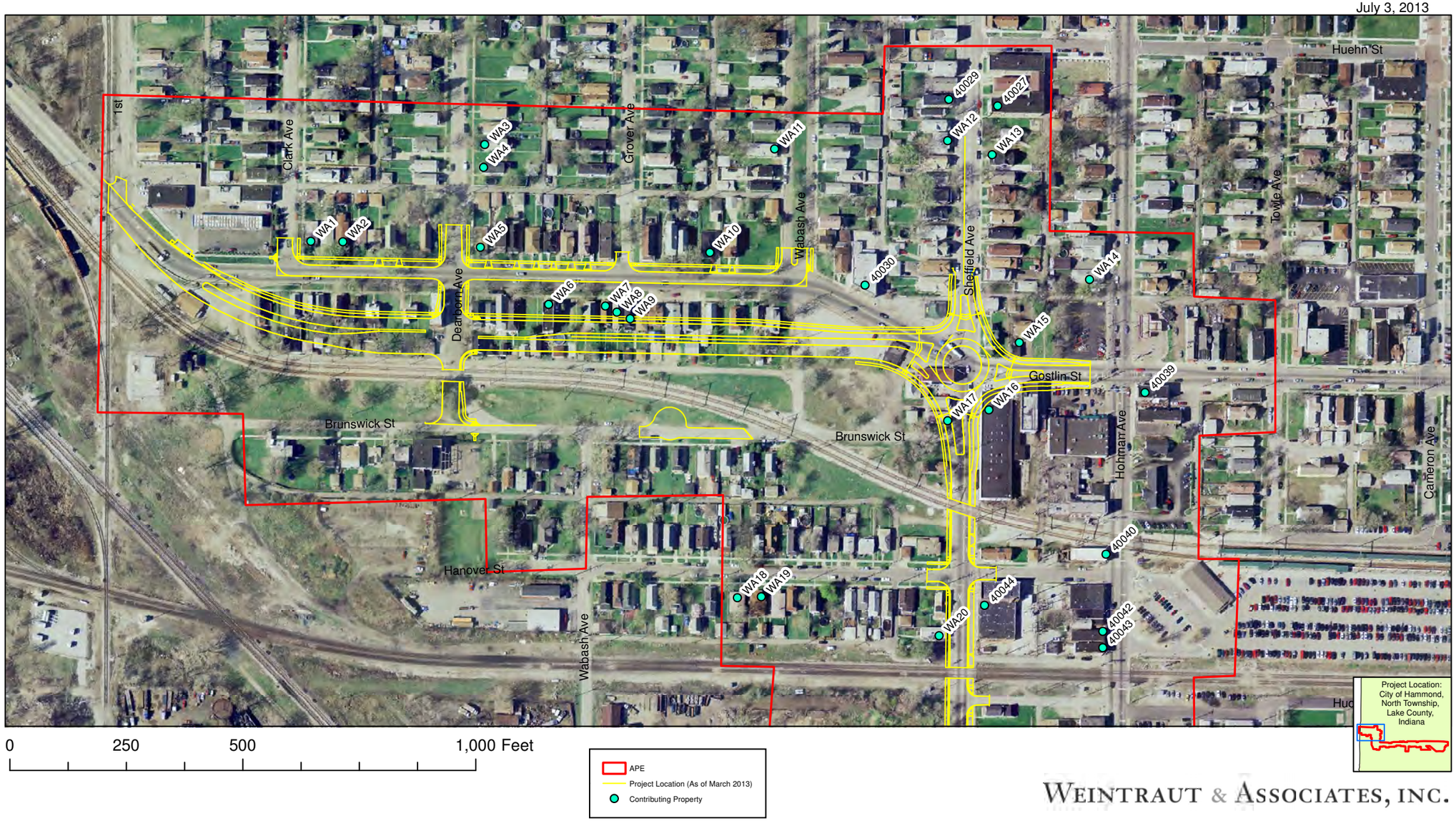


WEINTRAUT & ASSOCIATES, INC.

Note: Information shown on this map is not warranted for accuracy or merchantability. GIS data used to create this map are from the best known sources existing at this time.However, experience shows that many national datasetsare not all inclusive. Use of this map should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. This map does not represent a legal document.

Chicago Street Widening and Reconstruction Zoom-in Map 1
City of Hammond, North Township, Lake County, Indiana
Des. No.: 1297017
2005 Aerial Photo

July 3, 2013



WEINTRAUT & ASSOCIATES, INC.

Note: Information shown on this map is not warranted for accuracy or merchantability. GIS data used to create this map are from the best known sources existing at this time.However, experience shows that many national datasetsare not all inclusive. Use of this map should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. This map does not represent a legal document.

Chicago Street Widening and Reconstruction Zoom-in Map 2
City of Hammond, North Township, Lake County, Indiana
Des. No.: 1297017
2005 Aerial Photo

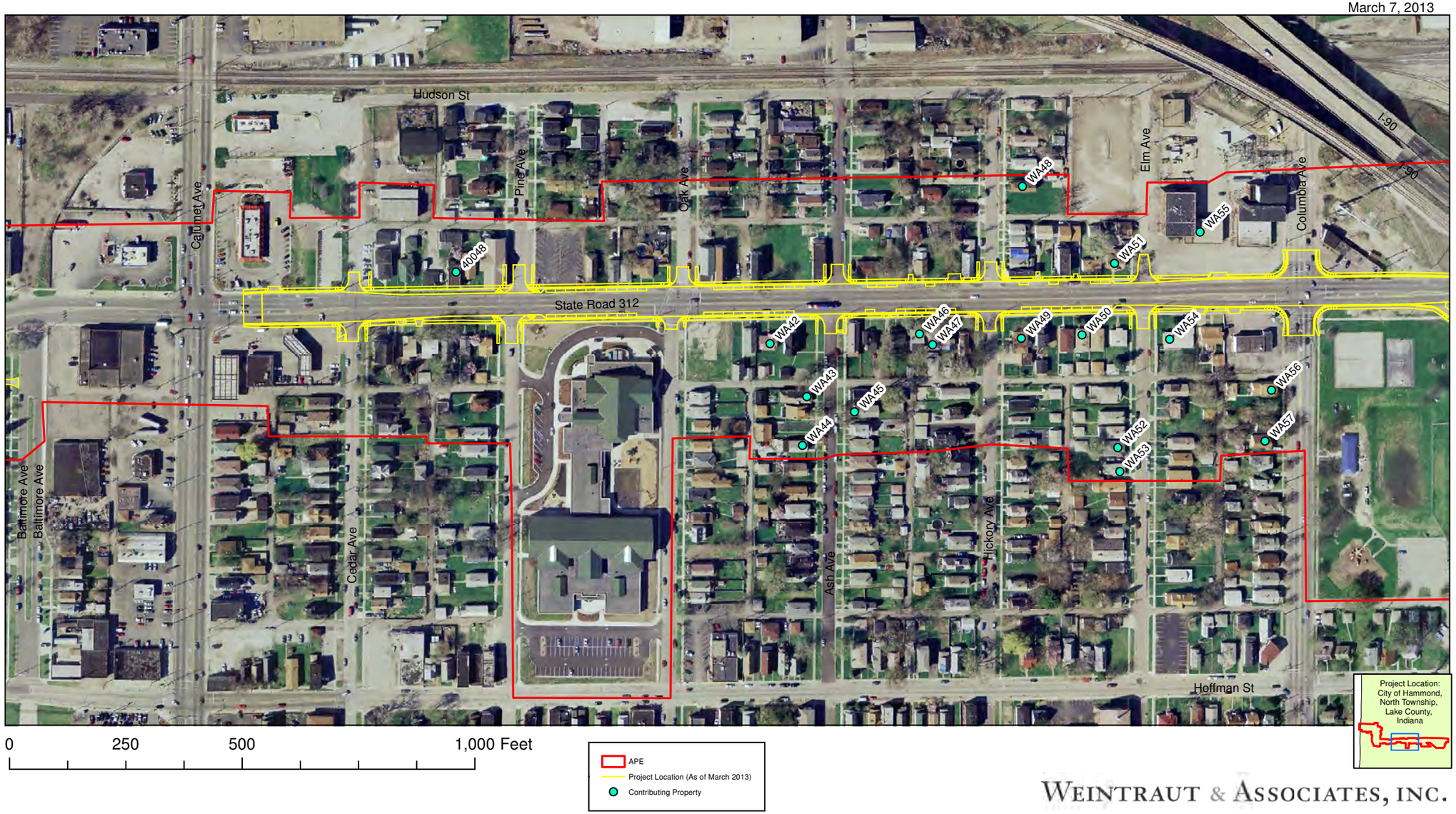
March 7, 2013

WEINTRAUT & ASSOCIATES, INC.

Note: Information shown on this map is not warranted for accuracy or merchantability. GIS data used to create this map are from the best known sources existing at this time.However, experience shows that many national datasetsare not all inclusive. Use of this map should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. This map does not represent a legal document.

Chicago Street Widening and Reconstruction Zoom-in Map 3
City of Hammond, North Township, Lake County, Indiana
Des. No.: 1297017
2005 Aerial Photo

March 7, 2013

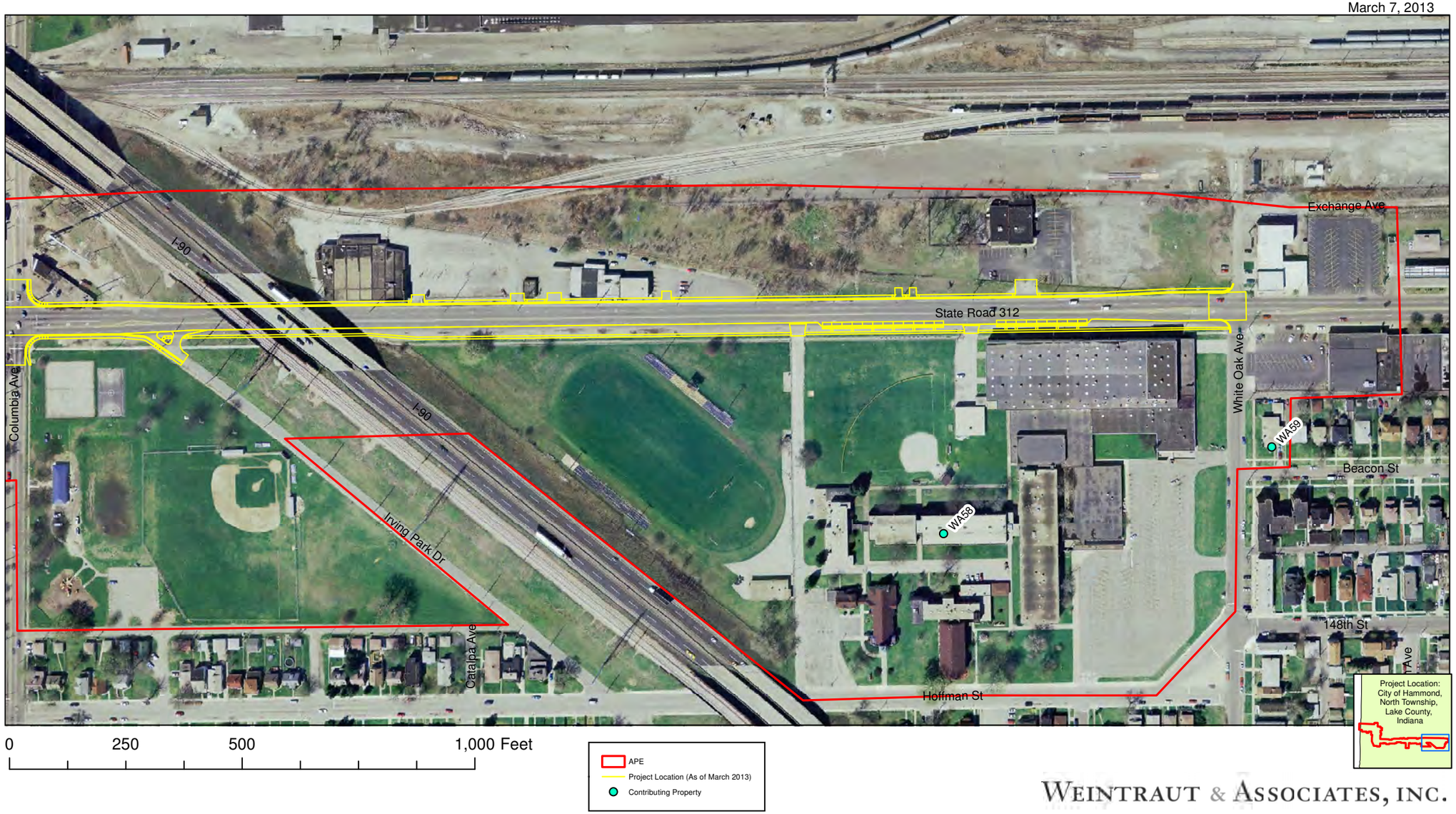


WEINTRAUT & ASSOCIATES, INC.

Note: Information shown on this map is not warranted for accuracy or merchantability. GIS data used to create this map are from the best known sources existing at this time.However, experience shows that many national datasetsare not all inclusive. Use of this map should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. This map does not represent a legal document.

Chicago Street Widening and Reconstruction Zoom-in Map 4
City of Hammond, North Township, Lake County, Indiana
Des. No.: 1297017
2005 Aerial Photo

March 7, 2013



WEINTRAUT & ASSOCIATES, INC.

Note: Information shown on this map is not warranted for accuracy or merchantability. GIS data used to create this map are from the best known sources existing at this time.However, experience shows that many national datasetsare not all inclusive. Use of this map should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. This map does not represent a legal document.

Documentation of Section 106

APPENDIX C. Consulting Parties

Section 106 Early Coordination Mailing List
Project Name: Chicago Street Widening and Reconstruction
Route/Street: Chicago Street
DES No: 1297017
Project No: 2011.0032

*Parties in yellow participated as Section 106 Consulting Parties

Salu	Name	Title	Agency/Company	Department	Address 1	Address 2	City	State	Zip
Dr. Glass	James A. Glass, Ph.D.	State Historic Preservation Officer	Indiana Department of Natural Resources	Division of Historic Preservation and Archaeology	402 West Washington Street, W274		Indianapolis	Indiana	46204
Mr. Carpenter	Mr. Patrick Carpenter	Administrator of Cultural Resources Section	Indiana Department of Transportation	Cultural Resources Section	100 North Senate Avenue, N642		Indianapolis	Indiana	46204
Mr. Mast	Mr. Travis Mast	Environmental Scoping Manager	Indiana Department of Transportation	LaPorte District Office	315 East Boyd Boulevard		LaPorte	Indiana	46350
Ms. Tolbert	Ms. Tiffany Tolbert	Director	Indiana Landmarks, Northwest Field Office		608 East Third Street		Hobart	Indiana	46342
Mayor McDermott	The Honorable Thomas McDermott	Mayor	City of Hammond	Hammond City Hall, 2nd Floor	5925 Calumet Avenue		Hammond	Indiana	46320
Mr. Dostatni	Mr. Stanley J. Dostatni	City Engineer	City of Hammond	Hammond City Hall	5925 Calumet Avenue		Hammond	Indiana	46320
Mr. Taillon	Mr. Phil Taillon	Executive Director	City of Hammond Office of Economic Development / Planning Office		649 Conkey Street		Hammond	Indiana	46234
Mr. Swibes	Mr. Patrick Swibes	Chairperson	City of Hammond Historic Preservation Commission	Department of Planning and Development	649 Conkey Street		Hammond	Indiana	46234
Mr. Woods	Mr. Bruce L. Woods	Lake County Historian	Lake County Historical Society		Courthouse Square, Suite 205		Crown Point	Indiana	46307
Ms. Dosen	Ms. Gloria Dosen	East Chicago Historian	East Chicago Historical Society		2401 East Columbus Drive		East Chicago	Indiana	46312
Ms. Evans	Ms. Peg Evans	Hammond Historian	Hammond Historical Society		564 State Street		Hammond	Indiana	46320
Ms.Newland	Ms. Joyce Newland	Environmental Specialist	Federal Highway Administration		Federal Office Building, Room 254	575 North Pennsylvania Street	Indianapolis	Indiana	46204
Mr. Novak	Mr. Don Novak	Zoning Administrator	City of Hammond Zoning Office		Hammond City Hall	5925 Calumet Avenue	Hammond	Indiana	46320
Mayor Copeland	The Honorable Anthony Copeland	Mayor	City of East Chicago	Mayor's Office	4527 Indianapolis Boulevard		East Chicago	Indiana	46312
Mayor Polk	The Honorable Robert Polk	Mayor	Village of Burnham	Mayor's Office	14450 Manistee Avenue		Burnham	Illinois	60633
Ms. Christianson	Ms. Elin Christianson	Co-Chairperson	Lake County Historic Preservation Coalition		141 Beverly Boulevard		Hobart	Indiana	46342
Mr. Davis	Mr. Marsh Davis	President	Indiana Landmarks	Indiana Landmarks Center	1201 Central Avenue		Indianapolis	Indiana	46202
Ms.Francis	Ms. Tamara Francis	NAGPRA Contact	Delaware Nation		PO Box 825		Anadarko	Oklahoma	73005
Mr. Holton	Mr. Kerry Holton	President	Delaware Nation, Oklahoma		PO Box 825		Anadarko	Oklahoma	73005
Mr. Frank	Mr. Harold Frank	Chairperson	Forest County Potawatomi Community		PO Box 340		Crandon	Wisconsin	54520
Mr. Meshiguad	Mr. Kenneth Meshiguad	Chairperson	Hannahville Indian Community		N14911 Hannahville B1 Road		Wilson	Michigan	49896-9728
Mr. Gamble	Mr. Thomas Gamble	Chairperson	Miami Tribe of Oklahoma		PO Box 1326		Miami	Oklahoma	74355-1325
Ms. Olds	Ms. Julie Olds	NAGPRA Contact	Miami Tribe of Oklahoma		PO Box 1326		Miami	Oklahoma	74355-1326
Mr. Ballard	Mr. John Ballard	Chief	Ottawa Tribe of Oklahoma		811 Third Avenue NE	PO Box 110	Miami	Oklahoma	74355-0110
Mr. Froman	Mr. John Froman	Chief	Peoria Tribe of Indians of Oklahoma		PO Box 1527		Miami	Oklahoma	74355
Mr. Hecksher	Mr. Frank Hecksher	NAGPRA Contact	Peoria Tribe of Indians of Oklahoma		PO Box 1527		Miami	Oklahoma	74355

\\IndySANP\Projects\2011\00320\E. Reports_Specs\Environmental\Section 106\IN2011.00320.EV.Section 106 ECMailList.xls

Section 106 Consultation

PROJECT ID **Chicago Street Widening and Reconstruction**

AGENCY City of Hammond, Indiana

WILL PARTICIPATE [X] WILL NOT PARTICIPATE [ ]

CONTACT PERSON Don Novak

ADDRESS Zoning Adm
5925 Calumet Ground Floor
Hammond IND 46320

PHONE 219 853 6318 FAX

E-MAIL novakd@gohammond.com DATE 1-2-13

Section 106 Consultation

PROJECT ID **Chicago Street Widening and Reconstruction**

AGENCY City of Hammond, Indiana Historic Preservation Comm

WILL PARTICIPATE [X] WILL NOT PARTICIPATE [ ]

CONTACT PERSON Brian Poland

ADDRESS Hammond Historic Preservation Commission
Dept. of Planning & Development
649 Conkey St
Hammond, IN 46324

PHONE 219. 853-6398 FAX 219-853-6334

E-MAIL planner@gohammond.com DATE 1/7/2013

Section 106 Consultation

PROJECT ID **Chicago Street Widening and Reconstruction**

AGENCY City of Hammond, Indiana

WILL PARTICIPATE [X] WILL NOT PARTICIPATE [ ]

CONTACT PERSON Tiffany Tolbert

ADDRESS Indiana Landmarks
1008 E. 300 Street
Hobart, IN 46342

PHONE 219/947-2057 FAX

E-MAIL DATE 1/7/13

Documentation of Section 106

APPENDIX D. Photographs

See photographs folder on this CD

or available upon

Documentation of Section 106

APPENDIX E. Report Summaries

Historic Property Report
Chicago Street Widening and Reconstruction
DES No.: 1297017

North Township, Lake County, Indiana

Prepared for

City of Hammond

Prepared by

WEINTRAUT & ASSOCIATES, INC.

Principal Investigator: Dr. Linda Weintraut

Authors: Kelly Lally Molloy, M.A., and Bethany Natali, M.A.

PO Box 5034

Zionsville, Indiana

(317) 733-9770

(Linda@weintrautinc.com)

March 2013

Executive Summary: Chicago Street Widening and Reconstruction Des. No.: 1297017

The City of Hammond, with funding from the Federal Highway Administration (FHWA), is proposing a project to improve driver safety by correcting the horizontal alignment deficiencies of Chicago Street, formerly State Road (SR) 312; improving the efficiency of the intersections at Gostlin Street and Sheffield Avenue, and Chicago Street and Hohman Avenue; providing new pedestrian facilities, where feasible, to create continuity for pedestrian traffic in the area; and maintaining a state of good repair of the road and utility infrastructure along the proposed project location. The project will consist of approximately 2.1 miles of road reconstruction.

The project is located in an urban (intermediate) section of the City of Hammond in North Township, Lake County, Indiana. Pursuant to 36 CFR 800.16(d), the Area of Potential Effects (APE) has been generally drawn to incorporate properties adjacent to the proposed road widening and reconstruction. At locations where property acquisitions are possible, or where larger improvements were recommended, the APE was expanded to account for these recommendations. (See APE Map in Appendix 2.)

Project historians for Weintraut & Associates, Inc. (W&A) who meet the Secretary of the Interior's Professional Standards identified and evaluated historic properties within the APE for this project in accordance with Section 106 of the National Historic Preservation Act (1966), as amended, and 36 C.F.R. Part 800, Final Rule on Revision of Current Regulations, December 12, 2000, and incorporating amendments effective August 5, 2004.

As part of the identification and evaluation efforts for the Section 106 study of this undertaking, historians identified seventy-two properties rated or considered Contributing or higher. Sixteen properties had been previously recorded in the Indiana Historic Sites and Structures Inventory (IHSSI). Of those, three properties are no longer extant. Historians identified an additional fifty-nine properties which they are recommending as Contributing to the historic fabric of the City of Hammond and Lake County, Indiana. No properties within the APE are listed in the National Register of Historic Places (NR). As a result of this Section 106 investigation, historians for W&A are recommending the Polish Army Veterans' Post No. 40 (089-338-40039) as eligible for listing in the NR.

INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (1-11)

INDIANA DEPARTMENT OF NATURAL RESOURCES
DIVISION OF HISTORIC PRESERVATION
AND ARCHAEOLOGY
402 West Washington Street, Room W274
Indianapolis, Indiana 46204-2739
Telephone Number: (317) 232-1646
Fax Number: (317) 232-0693
E-mail: dhpa@dnr.IN.gov

Where applicable, the use of this form is recommended but not required by the Division of Historic Preservation and Archaeology.

Author: Larry Stillwell

Date *(month, day, year)*: 6/16/13

Project Title: An Archaeological Field Reconnaissance of the Proposed Chicago Street Widening Project from White Oak Avenue to South Brainard Avenue (Des. No. 1297017) in Hammond, Lake County, Indiana.

PROJECT OVERVIEW

Project Description:

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the City of Hammond. The entire length of the proposed project is approximately 2.1 miles. SR 312 coincides with three separate streets as it traverses the project study area, including Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits, from west to east, begin at the intersection of Gostlin Street (SR 312) and South Brainard Avenue and continue east along Gostlin Street to the intersection of Gostlin Street and Sheffield Avenue, where the project study area continues south along Sheffield Avenue to the intersection of Sheffield Avenue and Chicago Street. At this intersection, the project study area turns east along Chicago Street to the study area's eastern terminus at the intersection of Chicago Street and White Oak Avenue.

The western end of the proposed project corridor is currently a two-lane roadway. Travelling east along the corridor, the roadway remains at two lanes until the intersection of Gostlin Street and Sheffield Avenue, where a left-turn lane is provided for both eastbound and westbound traffic. Turning south, Sheffield Avenue is a two-lane facility. No left-turn lane is provided at the intersection of Sheffield Avenue and Chicago Street. Turning east onto Chicago Street from Sheffield Avenue, Chicago Street is a two-lane facility with striped on-street parking along both sides of the roadway up to its intersection with Calumet Avenue, where both left- and right-turn lanes are provided for eastbound and westbound traffic. East of Calumet Avenue, Chicago Street becomes a four-lane roadway with two eastbound and two westbound travel lanes and striped on-street parking along both sides of the roadway through to the end of the project study area. Left-turn lanes are provided for both eastbound and westbound traffic at the intersection of Chicago Street and Columbia Avenue.

The project study area is urban with residential, commercial, and industrial properties mixed in with some educational and religious facilities. The proposed project will include improvements to the existing roadway, including new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. Several alternatives are currently being evaluated. The current proposed project includes realignment of Gostlin Street between the Indiana/Illinois state line and Sheffield Avenue, leaving the current alignment of Gostlin Street as a local access road between Clark Avenue and Wabash Avenue. The intersection of Sheffield Avenue and Gostlin Street will be shifted to the southwest and become a roundabout. Sheffield Avenue will be slightly realigned, and the intersection of Sheffield Avenue and Chicago Street will realigned to eliminate the 90-degree turn. The intersection of Hohman Avenue and Chicago Street will also become a roundabout. Additionally, Chicago Street between Hohman Avenue and Torrence Avenue will be widened t accommodate these improvements. Intersection improvements are also proposed at Johnson Avenue, Pine Avenue, and Columbia Avenue.

This project is being proposed to improve safety, reduce congestion, and improve travel times

through the project area. It is anticipated that new permanent right-of-way will be required from residential, commercial, park, and industrial properties.The proposed project is anticipated to be constructed in two phases with Phase I extending from Brainard Avenue to Calumet Avenue and Phase II extending from Calumet Avenue to White Oak Avenue. .

INDOT Designation Number/ Contract Number: 1297017 Project Number: 13FR8

DHPA Number: Approved DHPA Plan Number:

Prepared For: American Structurepoint, Inc.

Contact Person: Ms. Briana Hope

Address: 7260 Shadeland Station

City: Indianapolis State: IN ZIP Code: 46256-3917

Telephone Number: 317 547 5580 E-mail Address: BHope@structurepoint.com

Principal Investigator: Larry N. Stillwell

Signature: Larry N Stillwell

Company/Institution: Archaeological Consultants of Ossian (ACO)

Address: PO Box 2374

City: Muncie State: IN ZIP Code: 47307

Telephone Number: 765 730 0524 E-mail Address: LSACO1029@aol.com

RESULTS

☐ Archaeological records check has determined that the project area does not have the potential to contain archaeological resources.

☐ Archaeological records check has determined that the project area has the potential to contain archaeological resources.

☒ Phase Ia reconnaissance has located no archaeological resources in the project area.

☐ Phase Ia reconnaissance has identified landforms conducive to buried archaeological deposits.

Actual Area Surveyed hectares: 2.39 acres: 5.9

Comments:

RECOMMENDATION

☐ The archaeological records check has determined that the project area has the potential to contain archaeologic resources and a Phase Ia archaeological reconnaissance is recommended.

☐ The archaeological records check has determined that the project area does not have the potential to contain archaeological resources and no further work is recommended before the project is allowed to proceed.

☒ The Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and it is recommended that the project be allowed to proceed as planned.

☐ The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits. It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed.

☐ The Phase Ia archaeological reconnaissance has determined that the project area is within 100 feet of a cemetery and a Cemetery Development Plan is required per IC-14-21-1-26.5.

Cemetery Name:

Other Recommendations/Commitments:

Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

Attachments

☒ Figure showing project location within Indiana.

☒ USGS topographic map showing the project area *(1:24,000scale).*

☒ Aerial photograph showing the project area, land use and survey methods.

☒ Photographs of the project area.

☐ Project plans *(if available)*

Other Attachments: Description of sites located near project area see Attachment 1.

References Cited: Attachment 2

Comments:

Curation

Curation Facility for Project Documentation: Ball State University

Documentation of Section 106

APPENDIX F. Correspondence

AMERICAN STRUCTUREPOINT INC.

December 19, 2012

James A. Glass, PhD
Deputy Director
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 West Washington Street, W274
Indianapolis, Indiana 46204

Re: Chicago Street Widening and Reconstruction
South Brainard Avenue to White Oak Avenue
Hammond, Lake County, Indiana
Project No. 1297017

Dear Dr. Glass:

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the City of Hammond. The entire length of the proposed project is approximately 2.1 miles. SR 312 coincides with three separate streets as it traverses the project study area, including: Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits, from west to east, begin at the intersection of Gostlin Street (SR 312) and South Brainard Avenue, and continue east along Gostlin Street to the intersection of Gostlin Street and Sheffield Avenue where the project study area continues south along Sheffield Avenue to the intersection of Sheffield Avenue and Chicago Street. At this intersection the project study area turns east along Chicago Street to the study area's eastern terminus at the intersection of Chicago Street and White Oak Avenue.

The western end of the proposed project corridor is currently a two-lane roadway. Travelling east along the corridor, the roadway remains at two lanes until the intersection of Gostlin Street and Sheffield Avenue, where a left-turn lane is provided for both eastbound and westbound traffic. Turning south, Sheffield Avenue is a two-lane facility. No left-turn lane is provided at the intersection of Sheffield Avenue and Chicago Street. Turning east onto Chicago Street from Sheffield Avenue, Chicago Street is a two-lane facility with striped on-street parking on both sides of the roadway up to its intersection with Calumet Avenue, where both left-and right-turn lanes are provided for eastbound and westbound traffic. East of Calumet Avenue, Chicago Street becomes a four-lane roadway with two eastbound and two westbound travel lanes and striped on-street parking on both sides of the roadway through to the end of the project study area. Left-turn lanes are provided for both eastbound and westbound traffic at the intersection of Chicago Street and Columbia Avenue.

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7260 Shadeland Station Indianapolis, IN 46256-3957 TEL 317.547.5580 FAX 317.543.0270 www.structurepoint.com

The project study area is urban with residential, commercial, and industrial properties mixed in with some educational and religious facilities. The project area is generally flat and featureless and is located in the Northern Moraine and Lake Region of Indiana.

The proposed project will include improvements to the existing roadway, including new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. Several alternatives are currently being evaluated. The current preferred alternative includes realignment of Gostlin Street between the Indiana/Illinois state line and Sheffield Avenue, leaving the current alignment of Gostlin Street as a local access road between Clark Avenue and Wabash Avenue. The intersection of Sheffield Avenue and Gostlin Street will be shifted to the southwest and become a roundabout. Sheffield Avenue will be slightly realigned, and the intersection of Sheffield Avenue and Chicago Street will realigned to eliminate the 90-degree turn. The intersection of Hohman Avenue and Chicago Street will also become a roundabout. Additionally, Chicago Street between Hohman Avenue and Torrence Avenue will be widened to accommodate these improvements. Intersection improvements are also proposed at Johnson Avenue, Pine Avenue, and Columbia Avenue.

This project is being proposed to improve safety, reduce congestion, and improve travel times through the project area. It is anticipated that new permanent right-of-way will be required from residential, commercial, park, and industrial properties. Preliminary estimates indicate that xx acres of right-of-way will be necessary and approximately 40 residential relocations and 8 commercial relocations will be necessary.

The proposed project is anticipated to be constructed in two phases, with Phase I extending from Brainard Avenue to Calumet Avenue and Phase II extending from Calumet Avenue to White Oak Avenue. It is anticipated that Phase I will be begin in July 2015 with Phase II being let in September 2016. Estimated construction costs as of September 2011 were $16 million, with 80 percent of this total being provided by federal funding and 20 percent coming from local funding. Maintenance of traffic during construction will be coordinated with the Indiana Department of Transportation, the Illinois Department of Transportation, the City of East Chicago, and the City of Hammond.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2(c), you are hereby invited to be a consulting party to participate in the Section 106 process. This process involves efforts to identify historic properties potentially affected by the undertaking; assess the effects of the undertaking on historic properties; and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties.

We realize you and/or your organization may want to perform a formal review of properties that may be affected as part of this project and, therefore, may require more detailed information regarding the scope of the project. A Historic Property Report and Archaeological Investigation are underway and these documents will be submitted to you for review when complete.

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The following organizations have been contacted and invited to become consulting parties with regard to potential historic resource impacts associated with the proposed roadway improvements. Please review this list, and provide any additional organizations you are aware of that may also have an interest in the potential historic resource impacts of this project.

- Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology
- Indiana Department of Transportation
- Indiana Landmarks, Northwest Field Office
- Indiana Landmarks
- City of Hammond
- City of Hammond Historic Preservation Commission
- Hammond Historical Society
- East Chicago Historical Society
- City of East Chicago
- Village of Burnham
- Lake County Historic Preservation Coalition
- Lake County Historical Society

Per 36 CFR 800.3(f), we hereby request the State Historic Preservation Office (SHPO) notify this office if the SHPO is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the aforementioned project.

You are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. To facilitate the development of this project, you are asked to reply within 30 days of receipt of this letter. If no response is received by that date, it will be assumed you have no comments at the present time. Your timely cooperation in the development of this project will be appreciated. Please contact me at (317) 547-5580 or by email at jmiles@structurepoint.com if there are any questions or if additional information is needed.

Very truly yours,
American Structurepoint, Inc.

Jason T. Miles, JD
Environmental Scientist

JTM:mgn

Enclosures

Cc: Glen Campbell, American Structurepoint, Inc.
City of Hammond

201100320

HAMMOND HISTORIC PRESERVATION COMMISSION
649 Conkey Street • Hammond, Indiana 46324 • 219-853-6397

January 9, 2013

Jason T. Miles, JD
Environmental Scientist
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, IN 46256

RE: Chicago Street Widening and Reconstruction
Hammond, Lake County, Indiana
Project No. 1297017

Dear Mr. Miles:

Your December 19, 2012 letter to Patrick Swibes of the Hammond Historic Preservation Commission (HHPC) has been received in my office. On behalf of the HHPC, I am responding to your invitation to participate to indicate that the Hammond Historic Preservation Commission wishes to participate in the Section 106 process.

In reviewing your letter, you provide general descriptions of street changes and street realignments. It is unclear from your submission what the extent of the street reconstruction will be. From the description you have provided, we make a few assumptions that the project, in part, will go outside of the current right-of-way. We request more specific information to that point.

Secondly, you indicate that a result of your Red Flag Investigation was the identification of "several potentially historic sites". Please identify which sites you have identified that may be impacted by this project.

Upon receipt of the requested information, we will conduct our evaluation and determine if any historic sites are affected in an adverse manner, followed by an appropriate response in accordance with 36 CFR Part 800.

Thank you for this opportunity.

Very truly yours,

Brian L. Poland, AICP
Director of City Planning

CITY OF HAMMOND, INDIANA · 1884 ·

DNR Indiana Department of Natural Resources

Michael R. Pence, Governor
Robert E. Carter, Jr., Director

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

January 23, 2013

Jason T. Miles, JD
Environmental Scientist
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, Indiana 46256-3957

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

Re: Chicago Street Widening and Reconstruction, South Brainard Avenue to White Oak Avenue (Des. No. 1297017; DHPA 14341)

Dear Mr. Miles:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470f), implementing regulations at 36 C.F.R. Part 800, and the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana" ("Minor Projects PA") the staff of the Indiana State Historic Preservation Officer has surveyed your letter dated December 19, 2012, and received on December 26, for the aforementioned project in cites of Hammond and East Chicago in Lake County, Indiana, and Village of Burnham in Cook County, Illinois.

We do not have any consulting parties to recommend beyond those whom you already have invited.

We will be glad to comment on the anticipated historic property report and report of the archaeological investigation, once the INDOT Cultural Resources Office has approved your distribution of those reports to us.

For more information about the reports that we will need to review, you can find INDOT's *Indiana Cultural Resources Manual* at www.in.gov/indot/files/January_2008_Manual.pdf. The revised 36 C.F.R. Part 800 regulations that took effect on August 5, 2004, are at www.achp.gov, and the Minor Projects PA is at www.in.gov/indot/files/Minor_Projects_PA__signed__with_updated_Appendix_A_and_B.pdf

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. In all future correspondence regarding this project, please refer to DHPA No. 14341.

Very truly yours,

Chad W. Slider

Ron McAhron
Deputy Director
Indiana Department of Natural Resources

RM:JLC:jlc

emc: Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Jason Miles, JD, American Structurepoint, Inc.

AMERICAN
STRUCTUREPOINT
INC.

April 10, 2013

State Historic Preservation Officer
Attn: John Carr
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
402 West Washington Street, W274
Indianapolis, Indiana 46204

Re: Chicago Street Widening and Reconstruction
South Brainard Avenue to White Oak Avenue
Hammond, Lake County, Indiana
Des. No. 1297017
DHPA No. 14341
American Structurepoint No. 2011.00320

Dear Mr. Carr:

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the city of Hammond. The entire length of the proposed project is approximately 2.1 miles. SR 312 coincides with three separate streets as it traverses the project study area, including Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits, from west to east, begin at the intersection of Gostlin Street (SR 312) and South Brainard Avenue, and continue east along Gostlin Street to the intersection of Gostlin Street and Sheffield Avenue where the project study area continues south along Sheffield Avenue to the intersection of Sheffield Avenue and Chicago Street. At this intersection the project study area turns east along Chicago Street to the study area's eastern terminus at the intersection of Chicago Street and White Oak Avenue.

A *Historic Property Report: Chicago Street Widening and Reconstruction, Des. No. 1297017, North Township, Lake County, Indiana* has been prepared by Weintraut & Associates for the proposed project corridor (March 2013). This report was submitted to the Indiana Department of Transportation, Environmental Services, Cultural Resources Office (INDOT-ES/CRO) for review. INDOT-ES/CRO approved this report for release to Consulting Parties on April 8, 2013. A copy of this report including Stage 1 Preliminary Plans is included for your review and comment.

201100320

7260 Shadeland Station Indianapolis, IN 46256-3957 TEL 317.547.5580 FAX 317.543.0970 www.structurepoint.com

One property, Polish Army Veterans' Post No. 40 located at 241 Gostlin Street, was recommended as eligible for inclusion on the National Register of Historic Places under Criterion A for its association with the ethnic and military heritage of the Hammond Polish community.

You are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. To facilitate the development of this project, you are asked to reply within 30 days of receipt of this letter. If no response is received by that date, it will be assumed you have no comments at the present time. Your timely cooperation in the development of this project will be appreciated. Please contact me at (317) 547-5580 or by email at jmiles@structurepoint.com if there are any questions or if additional information is needed.

Very truly yours,
American Structurepoint, Inc.

Jason T. Miles, JD
Environmental Scientist

JTM: jah

Enclosures

cc: Glen Campbell, American Structurepoint
City of Hammond Engineering Department, Stan Dostatni, City Engineer (Enclosure)
Patrick Carpenter, INDOT-ES/CRO
Travis Mast, INDOT LaPorte District
Linda Weintraut, Weintraut & Associates
State Historic Preservation Officer (Enclosure)
Don Novak, City of Hammond Zoning (Enclosure)
Brian Poland, Hammond Historic Preservation Commission (Enclosure)
Tiffany Tolbert, Indiana Landmarks (Enclosure)

201100320

AMERICAN STRUCTUREPOINT INC.

May 7, 2013

Fidel and Maria Elena Salina
1332 18th Place
Chicago, Illinois 60608

Re: Chicago Street Widening and Reconstruction
South Brainard Avenue to White Oak Avenue
Hammond, Lake County, Indiana
Des. No. 1297017
DHPA No. 14341
American Structurepoint No. 201100320

Dear Mr. and Mrs. Salina:

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the city of Hammond. The entire length of the proposed project is approximately 2.1 miles. SR 312 coincides with three separate streets as it traverses the project study area, including Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits, from west to east, begin at the intersection of Gostlin Street (SR 312) and South Brainard Avenue, and continue east along Gostlin Street to the intersection of Gostlin Street and Sheffield Avenue, where the project study area continues south along Sheffield Avenue to the intersection of Sheffield Avenue and Chicago Street. At this intersection the project study area turns east along Chicago Street to the study area's eastern terminus at the intersection of Chicago Street and White Oak Avenue.

A *Historic Property Report: Chicago Street Widening and Reconstruction, Des. No. 1297017, North Township, Lake County, Indiana* has been prepared by Weintraut & Associates for the proposed project corridor (March 2013). This report was submitted to the Indiana Department of Transportation, Environmental Services, Cultural Resources Office (INDOT-ES/CRO) for review. INDOT-ES/CRO approved this report for release to Consulting Parties on April 8, 2013. A copy of this report including Stage 1 Preliminary Plans is included for your review and comment. Please note that the plans included in this report are preliminary and may change as the project progresses.

201100320

7260 Shadeland Station Indianapolis, IN 46256-3957 TEL 317.547.5580 FAX 317.543.0270 www.structurepoint.com

One property, Polish Army Veterans' Post No. 40, located at 241 Gostlin Street, was recommended as eligible for inclusion on the National Register of Historic Places under Criterion A for its association with the ethnic and military heritage of the Hammond Polish community. As the owner of the property, you are invited to be a consulting party.

You are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. To facilitate the development of this project, you are asked to reply within 30 days of receipt of this letter. If no response is received by that date, it will be assumed you have no comments at the present time. Please contact me at (317) 547-5580 or by email at GoChicagoStreet@structurepoint.com if there are any questions or if additional information is needed. Additionally, please visit GoChicagoStreet.com for additional information regarding the proposed project.

Very truly yours,
American Structurepoint, Inc.

Christine Meador
Environmental Scientist

CAM:alo

Enclosures

cc: Glen Campbell, American Structurepoint
City of Hammond Engineering Department, Stan Dostatni, City Engineer (Enclosure)
Patrick Carpenter, INDOT-ES/CRO
Travis Mast, INDOT LaPorte District
Linda Weintraut, Weintraut & Associates

201100320

bethany w <bethany@weintrautinc.com>

Des No 1297017, Chicago Street Widening & Reconstruction--Polish Army Veterans' Post No 40

1 message

Carr, John <JCarr@dnr.in.gov> Tue, May 7, 2013 at 3:18 PM
To: JMiles@structurepoint.com, linda@weintrautinc.com, Kelly@weintrautinc.com, bethany w <bethany@weintrautinc.com>
Cc: "Tharp, Wade" <WTharp1@dnr.in.gov>, "Carpenter, Patrick A" <PACarpenter@indot.in.gov>, "Miller, Shaun (INDOT)" <smiller@indot.in.gov>

Anyone or all,

As I've been reviewing the HPR for this project, several questions about the Polish Army Veterans' Post No. 40 (089-338-40030) and the project's relationship to that building have occurred to me and to Frank Hurdis, whose advice I sought:

· **Aside from PAVA's use of the Post No. 40 building, did the research the historians conducted in preparing the HPR indicate that the building was important in local popular culture?** In other words, was it used as a meeting place by members of Hammond's Polish community in general—a place that would have been considered important to a larger group than the just the PAVA members?

· I read on p. 18 that the building apparently began to be used for meetings of PAVA in 1948 and that PAVA met there as late as 1996. The boarding up of some of the windows is probably hard to date, but **what's your best guess as to when the glass blocks apparently replaced window panes?**

· **Am I correct in assuming that the historians did not have access to the interior of the Post No. 40 building and otherwise did not obtain any information about its interior features and condition, such that nothing is known about its interior integrity?**

· **What will happen to Gostlin St. immediately in front of the former Post No. 40 building?** If I'm reading Zoom-in Map 1 in the HPR correctly, that part of Gostlin will be cut off from the roundabout that will replace the existing Gostlin-Sheffield intersection, and it appears that coming from west of Post No. 40, Gostlin will curve northward into Wabash Ave. **After this project is finished, will there still be vehicular access to the short stretch of Gostlin in front of Post No. 40 (e.g., from where Gostlin will curve into Wabash), or will the only vehicular access directly to the building be from the north, via the alley? If access will be only from that north-south alley, would vehicles be able to reach the front of Post No. 40, or will even that part of Gostlin be removed?** I realize that I'm getting into effects here, but how closely we scrutinize the proposed determination of individual National Register eligibility might depend on the ways and degree in which Post No. 40 is might be affected.

John L. Carr

Team Leader for Historic Structures Review

Division of Historic Preservation and Archaeology

Indiana Department of Natural Resources

402 W. Washington St., Room W274

Indianapolis, IN 46204

Ph. No.: 317-233-1949 Fax No.: 317-232-0693

bethany w <bethany@weintrautinc.com>

Re: Des No 1297017, Chicago Street Widening & Reconstruction--Polish Army Veterans' Post No 40

1 message

Linda Weintraut <linda@weintrautinc.com> Wed, May 8, 2013 at 3:25 PM
To: "Carr, John" <JCarr@dnr.in.gov>
Cc: JMiles@structurepoint.com, Kelly Molloy <Kelly@weintrautinc.com>, bethany w <bethany@weintrautinc.com>, "Tharp, Wade" <WTharp1@dnr.in.gov>, "Carpenter, Patrick A" <PACarpenter@indot.in.gov>, "Miller, Shaun (INDOT)" <smiller@indot.in.gov>

John,

Please see responses below. Please let us know if you have additional questions.

Thanks, Linda

Question: Aside from PAVA's use of the Post No. 40 building, did the research the historians conducted in preparing the HPR indicate that the building was important in local popular culture? In other words, was it used as a meeting place by members of Hammond's Polish community in general—a place that would have been considered important to a larger group than the just the PAVA members?

Response: The historians' research was directed at finding a symbolic link between this resource and a particular ethnic community. Research from city directories, in combination with Sanborn map research of the neighborhood and U.S. census records, did suggest an association with the Polish community as a neighborhood grocery store from at least the 1920s through the 1930s based on the owner surnames or birthplaces. Sanborn mapping from 1915 shows the APE is primarily working-class residences with a small number of commercial buildings (mostly located on Sheffield Avenue). As a community structure (first a local grocery and later as the PAVA Post No. 40), the historians believe the building symbolizes the Polish presence in a working-class community that has few resources with integrity. Initially, the owner/operator of the grocery occupied the same building; though by 1923 the grocers listed different residences.

Historians did not specifically research the property's connection to "popular culture" in the academic sense of an association with written materials, performances, and other ephemera associated with "mass" or "low brow" culture of the early twentieth century. Historians did not find any indication of a popular culture association with the building but were not looking for that, either, in conducting research.

Question: I read on p. 18 that the building apparently began to be used for meetings of PAVA in 1948 and that PAVA met there as late as 1996. The boarding up of some of the windows is probably hard to date, but what's your best guess as to when the glass blocks apparently replaced window panes?

Response: Historians estimate the glass block was installed sometime between the 1930s to 1950s. This estimate is based on two factors: (1.) A spike in residential home construction in the APE from c. 1930 to c. 1950 characterized in part by the use of glass block as a decorative detail and (2.) The possible addition of the glass block when PAVA occupied the building in 1948.

Question: Am I correct in assuming that the historians did not have access to the interior of the Post No. 40 building and otherwise did not obtain any information about its interior features and condition, such that nothing is known about its interior integrity?

Response: That is correct. The building was not accessible at the time historians surveyed the APE. In conducting research for the building, historians eventually contacted the wife a local council person who confirmed her husband had knowledge of the building's use as the PAVA building. Further attempts to reach the city council person were not successful. In addition, historians attempted to contact representatives of the PAVA for information on the site; those attempts were also unsuccessful.

Question: What will happen to Gostlin St. immediately in front of the former Post No. 40 building? If I'm reading Zoom-in Map 1 in the HPR correctly, that part of Gostlin will be cut off from the roundabout that will replace the existing Gostlin-Sheffield intersection, and it appears that coming from west of Post No. 40, Gostlin will curve northward into Wabash Ave. After this project is finished, will there still be vehicular access to the short stretch of Gostlin in front of Post No. 40 (e.g., from where Gostlin will curve into Wabash), or will the only vehicular access directly to the building be from the north, via the alley? If access will be only from that north-south alley, would vehicles be able to reach the front of Post No. 40, or will even that part of Gostlin be removed? I realize that I'm getting into effects here, but how closely we scrutinize the proposed determination of individual National Register eligibility might depend on the ways and degree in which Post No. 40 is might be affected.

Response: American Structurepoint is currently evaluating different alternatives for the proposed project and therefore do not know exactly what will occur in the area of the Post No. 40 Building. The preferred alternative that was included in the HPR does cut off access in front of the building. Structurepoint has not completed any design yet on what will happen to the old roadway but it will not be open to through traffic. It maybe a parking lot, greenspace, or combination that reflects the old roadway. Structurepoint is open to suggestions. Please be aware that Structurepoint has not selected the preferred alternative as the definitive alternative to move forward as this alternative impacts the most residential properties and environmental justice populations. Other alternatives that do not impact as many residential properties impact the front of the Post No. 40 Building.

An alternative analysis is included with these responses for information and review. This document was just released yesterday to the public.

If the SHPO office has any further questions regarding the project design, please contact Christine Meador at: cmeador@structurepoint.com or 317-547-5580. Also, American Structurepoint has established a website for this project at http://gochicagostreet.com/.

On Tue, May 7, 2013 at 3:18 PM, Carr, John <JCarr@dnr.in.gov> wrote:

> Anyone or all,
>
> As I've been reviewing the HPR for this project, several questions about the Polish Army Veterans' Post No. 40 (089-338-40030) and the project's relationship to that building have occurred to me and to Frank Hurdis, whose advice I sought:
>
> · **Aside from PAVA's use of the Post No. 40 building, did the research the historians conducted in preparing the HPR indicate that the building was important in local popular culture?** In other words, was it used as a meeting place by members of Hammond's Polish community in general—a place that would have been considered important to a larger group than the just the PAVA members?

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John L. Carr

Team Leader for Historic Structures Review

Division of Historic Preservation and Archaeology

Indiana Department of Natural Resources

402 W. Washington St., Room W274

Indianapolis, IN 46204

Ph. No.: 317-233-1949 Fax No.: 317-232-0693

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Linda Weintraut, Ph.D.
Weintraut & Associates, Inc.
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4649 Northwestern Drive
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HAMMOND HISTORIC PRESERVATION COMMISSION
649 Conkey Street • Hammond, Indiana 46324 • 219-853-6397

May 8, 2013

Jason T. Miles, JD
Environmental Scientist
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, IN 46256-3957

RE: Chicago Street Widening and Reconstruction
South Brainard to White Oak Avenue
Hammond, Lake County, IN
Des. No. 1297017
DHPA No. 14341
American Structurepoint No. 2011.00320

Dear Mr. Miles

On behalf of the Hammond Historic Preservation Commission, I wish to respond to your correspondence of April 10, 2013 regarding the above referenced project.

The Hammond Historic Preservation Commission concurs with the recommendation that the Polish Army Veterans' Post No. 40 building at 241 Gostlin Street is eligible for inclusion on the National Register of Historic Places. The HPC does have a concern about the street design in front of this building. It appears from the proposed design that the current Gostlin Street in front of the building is being curbed at Wabash Avenue. This appears to eliminate street access to the building, the adjacent residential structure, and the alley. Eliminating the local street access to these properties would negatively affect their viability and negative affect access to city services in the alley. It is suggested that local street access is maintained up to the alley.

The HPC does not concur with the recommendation regarding the NIPSCO substation at 4533 Hanover Street and believes the eligibility of this building is worthy of further consideration. However it appears that the street project would not adversely affect this building.

Contrary to the sources quoted on page 6, the Town of Hammond was incorporated on December 3, 1883. The City of Hammond was incorporated on April 21, 1884. The City of Hammond was not named after George Hammond. It was named after Thomas Hammond, George's brother. George Hammond was quoted as saying that "Hammond would never be a permanent town" and was strongly opposed to the incorporation-

efforts. The source of this is the "Hammond, Indiana's American Bicentennial Yearbook" p.50. The misinformation of who Hammond was named after is a serious local issue.

On behalf of the Hammond Historic Preservation Commission, this opportunity to comment on this project is greatly appreciated.

Very truly yours,

Brian L. Poland, AICP
Director of City Planning

Cc: HPC files

Michael R. Pence, Governor
Robert E. Carter, Jr., Director

Indiana Department of Natural Resources

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

May 13, 2013

Jason T. Miles, JD
Environmental Scientist
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, Indiana 46256-3957

Federal Agency: Federal Highway Administration ("FHWA")

Re: Historic property report (Molloy and Natali, 3/2013) for the Chicago Street Widening and Reconstruction, South Brainard Avenue to White Oak Avenue, Hammond, Lake County (Des. No. 1297017; American Structurepoint No. 2011.00320; DHPA No. 14341)

Dear Mr. Miles:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer has reviewed the historic property report ("HPR") received with your cover letter dated April 10, 2013, and received on April 12, as well as e-mail messages from Dr. Linda Weintraut of Weintraut & Associates on May 8 and from Christine Meador of your firm on May 9, pertaining to the aforementioned project within the City of Hammond in Lake County, Indiana.

We accept the area of potential effects ("APE") as it is described and depicted in the HPR, for the project as it has been described in your letter and in the HPR.

While we appreciate the effort that has been made to identify and evaluate the National Register of Historic Places Criterion A significance of the Polish Army Veterans' Post No. 40 at 241 Gostlin Street (Indiana Historic Sites and Structures Inventory No. 089-338-40030), we do not believe that the information presented to us to date makes a strong enough case for Criterion A significance to merit National Register eligibility. Although the building evidently held some significance to the Polish community in Hammond, both while it served as a grocery store and while it was used by the veterans' organization as a meeting hall, we are not sure that it is appropriate to view the significance of those two uses cumulatively. Furthermore, at this point, we do not know whether the interior of the building has an appropriate level of integrity to support a case for its eligibility as either a grocery or a meeting hall, even if a stronger case for its significance could be made.

We agree with the evaluation of the HPR that no other buildings or structures that were identified within the APE appear to be individually eligible for inclusion in the National Register. Furthermore, it does not appear that any National Register-eligible districts extend into the APE.

The comments above pertain only to historic buildings or structures, because no information was provided about archaeological resources.

If you have questions about buildings or structures, please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. In all future correspondence about the Chicago Street Widening and Reconstruction, please continue to refer to DHPA No. 14341.

Until further notice, please address all written, Section 106 correspondence intended for the Indiana SHPO staff to Chad W. Slider, Assistant Director for Environmental Review, Division of Historic Preservation and Archaeology, 402 West Washington, Room W274, Indianapolis, Indiana 46204.

Very truly yours,

Chad W. Slider

for Chris Smith
Interim Deputy Director
Indiana Department of Natural Resources

CS:JLC:WTT:jlc

emc: Joyce Newland, Federal Highway Administration, Indiana Division
Patrick Carpenter, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Jason Miles, JD, American Structurepoint, Inc.
Christine Meador, American Structurepoint, Inc.

PUBLIC NOTICE
LEGAL NOTICE OF HISTORIC EFFECT AND 4(f) PROPERTY EFFECT
Chicago Street Widening and Reconstruction, Hammond, Des. No. 1297017, DHPA No. 14341

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the city of Hammond. The entire length of the proposed project is approximately 2.1 miles. SR 312 coincides with three separate streets as it traverses the project study area, including Gostlin Street, Sheffield Avenue, and Chicago Street.

The proposed improvements to the roadway include new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. The proposed project would widen Gostlin Street from two lanes to four lanes between the project's western terminus at Brainard Avenue and the intersection of Gostlin Street and Sheffield Avenue. In order to meet the city's access management strategy goal of having a gateway into Hammond, a center median would also be included along Gostlin Street. The preferred alignment currently is the shifting of Gostlin Street to the south on new alignment, in order to correct the curve at the state line and the intersection of Sheffield Avenue. Sheffield Avenue would be widened with one travel lane in each direction with a continuous center left-turn lane. Finally, from its intersection with Hohman Avenue to its intersection with Baltimore Avenue, Chicago Street would be widened from two lanes to four lanes. Roundabouts are anticipated at the intersection of Gostlin Street and Sheffield Avenue, as well as Chicago Street and Hohman Avenue. Chicago Street will also be widened at the intersections with Johnson Avenue and Dearborn Avenue to accommodate designated left-turn lanes. Intersection improvements are also proposed at Pine Avenue and Columbia Avenue.

The proposed action does not affect properties or items listed on or eligible for the National Register of Historic Places. The Federal Highway Administration (FHWA) has issued a No Historic Properties Affected finding for the project. 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 800.6(a)(4), the documentation specified in 36 CFR 800.11(d) is available for inspection in the Engineering Department, City of Hammond, 5925 Calumet Avenue, Hammond, Indiana 46320; at the Hammond Public Library located at 564 State Street, Hammond, Indiana 46320; and on-line at GoChicagoStreet.com. This documentation serves as the basis for the FHWA's No Historic Properties Affected finding. The views of the public on this finding are being sought. Please reply to the contact listed below.

SECTION 4(F) COMPLIANCE REQUIREMENTS

This undertaking will not convert property from any Section 4(f) historic property to a transportation use. The Indiana Department of Transportation (INDOT), acting on behalf

of FHWA, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore, no Section 4(f) evaluation is required for historic properties.

This undertaking will convert approximately 0.001 acres of land from Irving Park to a transportation use for reconstruction of the sidewalk along Irving Park Drive and Chicago Street. No adverse impacts to the recreational facilities within the park are anticipated. FHWA intends to issue a *de minimis* Section 4(f) finding for this acquisition.

The views of the public on the undertaking are being sought. Comments must be received no later than August 30, 2013. Please direct any comments or questions to:

Ms. Christine Meador
Environmental Scientist
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, Indiana 46256
(317) 547-5580
Fax: (317) 543-0270
Email: cmeador@structurepoint.com or GoChicagoStreet@structurepoint.com

For additional information or to submit comments, visit GoChicagoStreet.com.

PUBLIC NOTICE
LEGAL NOTICE OF HISTORIC EFFECT AND 4(f) PROPERTY EFFECT

Chicago Street Widening and Reconstruction, Hammond, Des. No. 1297017, DHPA No. 14341

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 912) through Hammond from South Brainard Avenue on the Indiana border with Illinois to White Oak Avenue, at the eastern limits of the city of Hammond. The entire length of the proposed project is approximately 2.1 miles. SR 912 coincides with three separate streets as it traverses the project study area including Gostlin Street, Sheffield Avenue, and Chicago Street.

The proposed improvements to the roadway include new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. The proposed project would widen Gostlin Street from two lanes to four lanes between the project's western terminus at Brainard Avenue and the intersection of Gostlin Street and Sheffield Avenue. In order to meet the city's access management strategy goal of having a gateway into Hammond, a center median would also be included along Gostlin Street. The preferred alignment currently is the shifting of Gostlin Street to the south on new alignment, in order to correct the curve at the state line and the intersection of Sheffield Avenue. Sheffield Avenue would be widened with one travel lane in each direction with a continuous center left-turn lane. Finally, from the intersection with Hohman Avenue to its intersection with Baltimore Avenue, Chicago Street would be widened from two lanes to four lanes. Roundabouts are anticipated at the intersection of Gostlin Street and Sheffield Avenue, as well as Chicago Street and Hohman Avenue. Chicago Street will also be widened at the intersections with Johnson Avenue and Osborn Avenue to accommodate designated left-turn lanes. Intersection improvements are also proposed at Pine Avenue and Columbia Avenue.

The proposed action does not affect properties or items listed on or eligible for the National Register of Historic Places. The Federal Highway Administration (FHWA) has issued a No Historic Properties Affected finding for the project. 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 800.5(a)(4). Pursuant to 36 CFR 800.8(a)(4), the documentation specified in 36 CFR 800.11(d) is available for inspection in the Engineering Department, City of Hammond, 5925 Calumet Avenue, Hammond, Indiana 46320; at the Hammond Public Library located at 564 State Street, Hammond, Indiana 46320; and on-line at GoChicagoStreet.com. This documentation serves as the basis for the FHWA's No Historic Properties Affected finding. The views of the public on this finding are being sought. Please reply to the contact listed below.

SECTION 4(F) COMPLIANCE REQUIREMENTS

This undertaking will not convert property from any Section 4(f) historic property to a transportation use. The Indiana Department of Transportation (INDOT), acting on behalf of FHWA, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore, no Section 4(f) evaluation is required for historic properties.

This undertaking will convert approximately 0.001 acres of land from Irving Park to a transportation use for reconstruction of the sidewalk along Irving Park Drive and Chicago Street. No adverse impacts to the recreational facilities within the park are anticipated. FHWA intends to issue a de minimis Section 4(f) finding for this acquisition.

The views of the public on the undertaking are being sought. Comments must be received no later than August 30, 2013. Please direct any comments or questions to:

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Fax: (317) 549-0270
Email:
cmeador@structurepoint.com
or
GoChicagoStreet@structurepoint.com

For additional information or to submit comments, visit GoChicagoStreet.com.

7/25 - 2057 1306 - Hapeg/p

rd of Accounts

General Form No. 99P (Rev. 2009A)

an Structure Point Inc.
(Governmental Unit)

To: The Times Media Company

601-45th Avenue, Munster, IN 46321

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PUBLISHER'S CLAIM

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

y that the printed matter attached hereto is a true copy, of the same column width and type size,
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July 25, 2013

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Nicole L Musick
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1 | 2013

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ACCOUNT 100102438

AMERICAN STRUCTUREPOINT INC 0000612035 To **POST-TRIBUNE**

1433 E. 83RD AVE., MERRILLVILLE, IN 46410-6307

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Head -- number of lines .....

Body -- number of lines .....

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COMPUTATION OF CHARGES

87 Lines, 2 columns wide equals 174 equivalent lines at _____ cents per line 0.299 ..... $ 52.03

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) .....

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Width of single column in picas 7.33 Size of type 7.00 point

Number of insertions 1

Pursuant to the provisions of 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:

0000612035

7/27/13

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CATHY CYNCAR

DATE: Jul 27, 2013 TITLE: LEGAL CLERK

Cathy Cyncar

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PUBLIC NOTICE
LEGAL NOTICE OF HISTORIC EFFECT AND 4(f)
PROPERTY EFFECT
Chicago Street Widening and Reconstruction, Hammond, Des. No. 1297017, DHPA No. 14341

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the city of Hammond. The entire length of the proposed project is approximately 2.1 miles. SR 312 coincides with three separate streets as it traverses the project study area, including Gostlin Street, Sheffield Avenue, and Chicago Street.

The proposed improvements to the roadway include new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. The proposed project would widen Gostlin Street from two lanes to four lanes between the project's western terminus at Brainard Avenue and the intersection of Gostlin Street and Sheffield Avenue. In order to meet the city's access management strategy goal of having a gateway into Hammond, a center median would also be included along Gostlin Street. The preferred alignment currently is the shifting of Gostlin Street to the south on new alignment, in order to correct the curve at the state line and the intersection of Sheffield Avenue. Sheffield Avenue would be widened with one travel lane in each direction with a continuous center left-turn lane. Finally, from its intersection with Hohman Avenue to its intersection with Baltimore Avenue, Chicago Street would be widened from two lanes to four lanes. Roundabouts are anticipated at the intersection of Gostlin Street and Sheffield Avenue, as well as Chicago Street and Hohman Avenue. Chicago Street will also be widened at the intersections with Johnson Avenue and Dearborn Avenue to accommodate designated left-turn lanes. Intersection improvements are also proposed at Pine Avenue and Columbia Avenue.

The proposed action does not affect properties or items listed on or eligible for the National Register of Historic Places. The Federal Highway Administration (FHWA) has issued a No Historic Properties Affected finding for the project. 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 800.6(a)(4), the documentation specified in 36 CFR 800.11(d) is available for inspection in the Engineering Department, City of Hammond, 5925 Calumet Avenue, Hammond, Indiana 46320; at the Hammond Public Library located at 564 State Street, Hammond, Indiana 46320; and on-line at GoChicagoStreet.com. This documentation serves as the basis for the FHWA's No Historic Properties Affected finding. The views of the public on this finding are being sought. Please reply to the contact listed below.

SECTION 4(F) COMPLIANCE REQUIREMENTS

This undertaking will not convert property from any Section 4(f) historic property to a transportation use. The Indiana Department of Transportation (INDOT), acting on behalf of FHWA, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore, no Section 4(f) evaluation is required for historic properties.

This undertaking will convert approximately 0.001 acres of land from Irving Park to a transportation use for reconstruction of the sidewalk along Irving Park Drive and Chicago Street. No adverse impacts to the recreational facilities within the park are anticipated. FHWA intends to issue a de minimis Section 4(f) finding for this acquisition.

The views of the public on the undertaking are being sought. Comments must be received no later than August 30, 2013. Please direct any comments or questions to:

Ms. Christine Meador
Environmental Scientist
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Fax: (317) 543-0270

Email: cmeador@structurepoint.com or GoChicagoStreet@structurepoint.com

For additional information or to submit comments, visit GoChicagoStreet.com. **Pub: 7/27/2013 #612035**

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LEGAL NOTICE OF HISTORIC EFFECT AND 4(f)
PROPERTY EFFECT
Chicago Street Widening and Reconstruction, Hammond, Des. No. 1297017, DHPA No. 14341

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SECTION 4(F) COMPLIANCE REQUIREMENTS

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Fax: (317) 543-0270

Email: cmeador@structurepoint.com or GoChicagoStreet@structurepoint.com

For additional information or to submit comments, visit GoChicagoStreet.com. **Pub: 7/27/2013 #612035**

Michael R. Pence, Governor
Cameron F. Clark, Director

DNR Indiana Department of Natural Resources

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

HISTORIC PRESERVATION AND ARCHAEOLOGY

August 20, 2013

Patrick Carpenter
Manager, Cultural Resources Office
Environmental Services Division
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Federal Agency: Indiana Department of Transportation ("INDOT")
on behalf of Federal Highway Administration ("FHWA")

Re: Indiana archaeological short report (Stillwell, 6/16/2013), and INDOT's finding, on behalf of FHWA, of No Historic Properties Affected for the Chicago Street Widening and Reconstruction, extending from the intersection of Gostlin Street and South Brainard Avenue to the intersection of Chicago Street and White Oak Avenue, a distance of approximately 2.1 miles (Des. No. 1297017; American Structurepoint No. 2011.00320; DHPA No. 14341)

Dear Mr. Carpenter:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of American Structurepoint's letter dated July 19, 2013, with enclosures, which were received on July 22, for the above-indicated project in the City of Hammond, Lake County, Indiana.

Based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area; and we concur with the recommendation of the archaeologist, as expressed in the Indiana archaeological short report (Stillwell, 6/16/2013), that no further archaeological investigations appear necessary at this proposed project area.

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

As we had indicated in our May 13, 2013, letter, we do not believe that any above-ground properties identified in the historic property report (Molloy & Natali, 3/2013) are eligible for inclusion in the National Register, either individually or as part of a district.

Therefore, we concur with the INDOT's July 15, 2013, finding, on behalf of the FHWA, of No Historic Properties Affected for this undertaking.

If you have questions about buildings or structures, please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or

wtharp1@dnr.IN.gov. In any future correspondence about the Chicago Street Widening and Reconstruction, please continue to refer to DHPA No. 14341.

Please address all Section 106 correspondence intended for review by the Indiana SHPO—whether for this or any other project—to Chad W. Slider, Assistant Director for Environmental Review, Division of Historic Preservation and Archaeology, Indiana Department of Natural Resources, 402 West Washington Street, Indianapolis, Indiana 46204.

Very truly yours,

Chad W. Slider

Chris Smith
Deputy Director
Indiana Department of Natural Resources

CS:WTT:JLC:jlc

cc: Christine Meador, American Structurepoint, Inc.

emc: Joyce Newland, Federal Highway Administration, Indiana Division
Patrick Carpenter, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Christine Meador, American Structurepoint, Inc.
Jason Miles, JD, American Structurepoint, Inc.
Larry Stillwell, Archaeological Consultants of Ossian
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.

Appendix D: Red Flag and Hazardous Materials	
Red Flag Investigation (02/26/2013)	D-1 to D-40
Phase I Initial Site Assessment	D-41 to D-115

Red Flag Investigation

AMERICAN STRUCTUREPOINT INC.

7260 Shadeland Station, Indianapolis, Indiana 46256
TEL 317.547.5580 FAX 317.543.0270

www.structurepoint.com

M E M O R A N D U M

DATE: September 12, 2012, Revised February 26, 2013

TO: City of Hammond
5925 Calumet Avenue
Hammond, Indiana 46320

FROM: Jason Miles, Staff Scientist and Christine Meador, Project Scientist

RE: Des. No. 1297017
Chicago Street Widening and Reconstruction
Hammond, Lake County, Indiana
Structurepoint No. 2011.00320

CC: Glen Campbell, American Structurepoint, Inc.

Narrative:
The purpose of the Red Flag Investigation (RFI) is to provide an overview of environmental conditions and constraints within the proposed project study area and define areas for additional studies or further environmental consideration. The RFI consists of a review of readily available Geographic Information System (GIS) data layers provided by IndianaMap and the Indiana Natural Heritage Database. Records of infrastructure, environmental sites and hazardous materials records, natural resources, hydrology, geology, and historic resources are reviewed within a one-half-mile radius around the proposed project study area. For the purposes of this Red Flag Investigation, additional resources including the US Census, the Indiana Historic Sites and Structures Inventory - Lake County Interim Report, the National Register of Historic Places, and other readily available resources were also reviewed.

Project Limits
The proposed action will involve roadway reconstruction and widening of SR 312 between South Brainard Avenue and White Oak Avenue in Hammond, Indiana. SR 312 coincides with three separate streets throughout the project study area: Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits will extend, from west to east, beginning at the intersection of Gostlin Street (SR 312) and Brainard Avenue and continue east along Gostlin Street to the intersection of Gostlin Street and Sheffield Avenue (SR 312). The project study area will then continue south along Sheffield Avenue to the intersection of Sheffield Avenue and Chicago Street (SR 312) and then east along Chicago Street to the intersection of Chicago Street and White Oak Avenue.

Improvements
Proposed improvements include new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. Sheffield Avenue will be realigned between Gostlin Street and Chicago Street as part of the proposed action. Intersection improvements will also occur at the intersections of Chicago Street (SR 312) and Hohman Avenue, Johnson Avenue, Pine Avenue, and Columbia Avenue. Preliminary design alternatives are currently being evaluated.

SUMMARY

Infrastructure
Four railroad lines and several railroad spurs are located within the project study area. Forty eight railroads/segments cross the project study area at Sheffield Street and are likely to be impacted by the project. Coordination with railroads identified as part of this report will be undertaken.

Two active religious facilities are located along Chicago Street within the project study area. Coordination with these facilities will be undertaken to minimize impacts to these facilities.

Three planned multi-use trails are located within the project study area with one crossing Chicago Street immediately west of Interstate 90 and one extending from Sheffield Boulevard to White Oak Avenue. As these trails are still in the planning stages, no impacts are anticipated.

Two schools, the Bishop Noll Institute and Washington Irving Elementary School, are located along the project corridor. Coordination with these facilities will be undertaken to minimize impacts to these facilities

Thirteen pipelines were identified within the project study area, many of which cross the project corridor. Coordination with the pipeline owners will be undertaken to avoid impacts to these facilities.

Other road projects	0	Airports	0
Cemeteries	0	Hospitals	0
Railroads	48	Recreational Facilities	9
Religious Facility	13	Schools	7
Trails	3	Pipelines	13

Explanation:

Railroads
- Four railroads and multiple rail spurs are located within the one-half mile radius surrounding the project corridor.
    - Chicago, Southshore, and South Bend Railroad operates two rail lines that begin at the western end of the study area near Gostlin Street and continue west to east through the project study area crossing the project corridor at Sheffield Avenue and again at I-90 as the rail line turns south out of the project study area.

- CSX operates a rail line that begins at the western end of the study area near Gostlin Street, south of the Chicago, Southshore, and South Bend Railroad lines and continues west to east throughout the project study area crossing the project study area at Sheffield Avenue.
- Norfolk and Southern operated a rail line that begins at the western end of the study area near Gostlin Street and continues southeast and then south through the project study area This rail line is reported as both abandoned and active.
- EJ and E operated a rail line begins at the western end of the study area near Gostlin Street and continues southeast and then south through the study area. This rail line is reported as both abandoned and active.

Religious Facilities

- Thirteen religious facilities are located within one-half mile of the project study area.
- The following three religious facilities were identified as being directly along the project study area.
    - The Pine Street Presbyterian Church, located at 849 Chicago Street. However, research into this facility has identified it as no longer being in operation.
    - The Good Shepherd Apostolic Church, located at 951 Chicago Street.
    - Prayer Outreach Deliverance, located at 1101 Chicago Street.

Trails

- Two One trails were identified within the study area.
- The Grand Calumet River Trail from White Oak Avenue to Indianapolis Boulevard is listed as a planned asphalt trail managed by the Hammond Parks and Recreation Department. This trail is located along Interstate 90 within the project study area.
- Grand Calumet River Trail Hohman Avenue to White Oak Avenue is listed as a planned asphalt trail managed by the Hammond Parks and Recreation Department. This trail is located along the Grand Calumet River south of the project study area.

Recreational Facilities

- Nine recreational facilities were identified within a one-half mile radius of the project study area.
- Irving Park is located directly along the project study area at the southeast corner of intersection of Chicago Street and Columbia Avenue.
- Bishop Noll High School located at 1519 Hoffman Street is located directly along the project corridor between Interstate 90 and White Oak Avenue on the south side of the roadway.
- Washington Irving Elementary School, located at 4727 Pine Street is located directly along the project corridor between Oak Avenue and Pine Avenue on the south side of the roadway.

Schools

- Seven schools are located within one-half mile of the project study area.
- Bishop Noll Institute, located at 1519 Hoffman Street, is located between Interstate 90 and White Oak Avenue on the south side of Chicago Street.
- Washington Irving Elementary School, located at 4727 Pine Street is located directly along the project corridor between Oak Avenue and Pine Avenue on the south side of the roadway.

Pipelines

- There are 13 pipelines located within one-half mile of the project study area.

- Six of these pipelines cross Chicago Street paralleling White Oak Avenue with a seventh pipeline joining the other six and heading north at the intersection of Chicago Street and White Oak Avenue. These pipelines include:
  - Wolverine Pipe Line Company has two 16 inch refined products intrastate pipelines
  - Amoco Pipeline Company has a 22 inch crude oil interstate pipeline
  - ARCO Pipeline Company has two 8 inch refined products intrastate pipelines.
  - Northern Indiana Public Service Company has a 16 inch natural gas intrastate pipeline
  - Amoco Oil Company has an 8 inch and a 12 inch refined products interstate pipeline
  - Amoco Oil Company has an 14 inch and a 18 inch crude oil interstate pipeline
- Three pipelines parallel Hudson Street, running west to east and cross the project study area at the intersection of Sheffield Avenue and Hudson Street. These pipelines include:
  - Northern Indiana Public Service Company has a 12 inch transitioning to a 20 inch natural gas intrastate pipeline which runs west to east through the project study area from the Illinois border to Interstate 90 (approximately 6,400 feet)
  - Enron Liquids Pipeline Company has an 8 inch refined products intrastate pipeline which runs west to east through the project study area from the Illinois border to Interstate 90 (approximately 6,400 feet)
  - Clark refining has an 8 inch refined products intrastate pipeline which runs west to east through the project study area from the Illinois border to approximately Cedar Avenue where the pipeline turns north.
- One pipeline, Explorer Pipeline Company with a 14 inch refined products interstate pipeline is located along the north-south to east west railroad tracks between White Oak Avenue and Walsh Avenue then extending east south of Johnson Street.

Water Resources

No wetlands or wetland points were identified within the immediate vicinity of the project study area, and therefore it is not anticipated that any of these resources will be impacted.

One impaired stream, the Grand Calumet River, is located approximately 1,320 feet from the project study area. No work will be conducted in the stream and it is not anticipated that the stream will be impacted.

Canal Routes – Historic	0	Canal Structures – Historic	0
Wetland Line	1	Floodplain-DFIRM	16
Rivers, Streams and Lakes	1 river and 1 lake	Wetlands	6
Wetland Points	0	Lakes – Impaired*	0
Streams – Impaired*	1	Cave Entrance Density	0
Sinkhole Areas	0	Karst Springs	0
		Sinking-Stream Basins	0

* Reason for impairment, if applicable:

Explanation:

Streams – Impaired

- One impaired stream, the Grand Calumet River is located within a one-half mile radius of the project corridor. The stream is located south of the project corridor. No work will be conducted in the stream and it is not anticipated that the stream will be impacted.

Wetland Line

- One wetland line, noted as the Grand Calumet River is located within a one-half mile radius of the project corridor. The stream is located south of the project corridor. No work will be conducted in the stream and it is not anticipated that the stream will be impacted.

Wetlands

- Six wetlands were noted within the one-half mile radius of the project corridor. None of these wetland features are located immediately adjacent to the project corridor.

Mining/Mineral Exploration No oil or gas wells, mines, or petroleum fields were identified within one-half mile radius of the project study area.			
Oil Wells	0	Gas Wells	0
Mines – Surface	0	Mines – Underground	0
Petroleum Fields	0		0

Explanation:
No oil or gas wells, mines, or petroleum fields were identified within one-half mile radius of the project corridor.

Ecological Information

Natural and Ecological One stream gauging station and two areas managed by IDNR were identified within one-half mile of the project corridor. It is not anticipated that any of these locations will be impacted by the proposed action. Endangered, threatened, or rare (ETR) species were identified within one-half mile of the project study area. A more comprehensive review of the IDNR Natural Heritage Database will take place during the early coordination process (currently ongoing) to determine any potential impacts.			
Stream Gauging Stations (USGS)	1	Outstanding Rivers (NRC)	0
Natural Features (USGS)	0	National Natural Landmarks (USGS)	0
Champion Trees (IDNR)	0	Managed Land (IDNR)	2

Explanation:

Stream Gauging Station

- One stream gauging station is present within one-half-mile of the project corridor. The Grand Calumet River at Hohman Avenue is located approximately 1,400 feet south of the project study area.

Managed Land (IDNR)

- Two areas that are managed by IDNR were identified within one-half-mile of the project corridor; Edward Valve Park and Hermits Park which are 2,300 feet and 1,600 feet away from the project study area respectively. Due to this distance, it is not anticipated that either of these parks will be impacted by the proposed action.

Endangered, Threatened, or Rare Species

According to the USFWS County Distribution of Federally-listed threatened, endangered, proposed, and candidate species (http://www.fws.gov/midwest/endangered/lists/indiana-cty.html) Lake County is within the range of the federally endangered Indiana bat *(Myotis sodalis*) and Karner blue butterfly (*Lycaeides melissa samuelis*), the federally threatened Pitcher's thistle (*Cirsium pitcheri*) and Mead's milkweed (*Asclepias meadii*).

From the Lake County listing of the Indiana Natural Heritage Data Center, information on endangered, threatened, or rare (ETR) species and high quality natural communities, the following species have been documented within Lake County:

- 163 insect
- 145 vascular plant species
- 23 high quality natural communities
- 21 avian species
- 7 reptile species
- 5 mammal species
- 4 amphibian species
- 2 mussel species
- 1 crustacean
- 1 fish
- 1 migratory bird concentration area

A more comprehensive review of the IDNR Natural Heritage Database will take place during the early coordination process (currently ongoing). Consultation with the Indiana Department of Natural Resources and US Fish and Wildlife Service will be completed.

Cultural Resources

Review of the Indiana Historic Sites and Structures Inventory - Lake County Interim Report indicated several sites along the project study corridor. These include the following sites.

- Site 030: Polish Army Veteran's Post No 40 located at 241 Gostlin Street, Neoclassical design, ca. 1914 and listed as Notable for architecture, ethnic heritage, and military association.
- Site 044: NIPSCO Substation located at 4533 Hanover Street, Neoclassical design, ca. 1930 and listed as contributing for architecture and engineering
- Site 047: Duplex located at 4634 Torrence Avenue, ca. 1920 listed as contributing for vernacular construction.

- Site 048: Commercial building located at 839 Chicago Street, ca. 1920 listed as contributing for commerce and vernacular construction. Site 054: Apartment building located at 4703 Torrence Avenue, ca. 1925 listed as contributing for commerce and vernacular construction.

A full and comprehensive Historic Properties Review will be prepared for the area surrounding the proposed action.

Land and Water Conservation Fund
The United States Department of the Interior, National Park Service, Land and Water Conservation Fund Detailed Listing of Grants Grouped by County was reviewed for Lake County. Fifty sites were noted in Lake County, all of which were outside of the project area. There are no LWCF properties within the project study area.

Hazardous Material Concerns
Of the 78 Hazardous Material Concern records identified within one-half mile of the project study area, there are seven underground storage tank sites and four leaking underground storage tank sites in direct proximity to the project corridor that may be impacted by the proposed action.

Confined Feeding Operation	0	Construction Demolition Waste	0
Industrial Waste Sites	5	Leaking UG Storage Tanks	25
Open Dump Waste Sites	0	NPDES Pipe Locations	0
NPDES Facilities	0	Corrective Active Sites	0
Restricted Waste Sites	0	Septage Waste Sites	0
Solid Waste Landfills	0	Superfund Sites	0
Tire Waste Sites	0	Underground Storage Tanks	39
Voluntary Remediation Program	2	Brownfields	1
Waste Transfer Stations	0	Waste Treatment Storage Disposal	0
Manufactured Gas Plant	1	State Cleanup Site	5
Etiological Waste Site	0	Lagoon	0
IDEM 303d Listed Streams and Lakes*	0	IDEM 303d Listed Rivers*	0
RCRA Waste Treatment, Storage, and Disposal Sites (TSDs)	1	Institutional Control Sites	3

* Reason for impairment, if applicable:

Explanation:

Industrial Waste Sites
- Five industrial waste sites were identified within one-half mile of the project corridor. None are anticipated to be impacted by the project as they are all outside the immediate project study area.

Leaking Underground Storage Tanks

- 25 leaking underground storage tanks were identified within one-half mile of the project corridor. Four of these are in close proximity to the project corridor and could potentially be impacted by the proposed action. The following sites were noted adjacent to the project corridor.
    - Peter L Olenik located at 4703 Hohman Avenue listed as a low priority active remediation site affecting soils.
    - Speedway/ SM #8305 located at 4705 Calumet Avenue listed as an active spill affecting soils and groundwater, a low priority NFA-RISC Industrial site affecting soils and groundwater, and a medium priority deactivated site affecting soils and groundwater.
    - Ostroms Services Inc. located at 25 Gostlin Street listed as a medium priority active remediation site affecting soils and groundwater and a low priority active remediation site affecting soils.
    - Oil Exchange located at 1142 Chicago Street is listed as a low priority NFA-UST site affecting soils.

Underground Storage Tanks

- 39 underground storage tanks were identified within one-half mile of the project corridor. Seven of these sites are in close proximity of the project corridor and could potentially be impacted by the proposed action. The following sites were noted adjacent to the project corridor.
    - Amex Construction Co. Inc. located at 725 Chicago Avenue is listed with one 6,000-gallon gasoline and one 5,000-gallon diesel tank permanently out of service.
    - Peter L Olenik located at 4703 Hohman Avenue is listed with one unknown tank, one used oil tank, and three gasoline tanks of unknown quantity and permanently out of service.
    - Speedway/ SM #8305 located at 4705 Calumet Avenue is listed with two 12,000 gallon diesel, three 12,000 gallon gasoline tanks, and one 6,000 gallon kerosene tank listed as currently in use. It is also listed with one 1,000 gallon gasoline tank, one 12,000 gallon gasoline tank, one 15,000 gallon diesel tank, one 2,000 gallon diesel tank, one 2,000 gallon tank containing unknown, one 20,000 gallon diesel tank, two 4,000 gallon tanks containing unknown, and two 6,000 gallon gasoline tank listed as permanently out of service.
    - S&W Services located at 4747 Hohman Avenue is listed with one 500-gallon diesel, one 2,000-gallon gasoline, one 4,000 gallon gasoline, and one 550 gallon used oil tank all listed as permanently out of service.
    - Ostroms Services Inc. located at 25 Gostlin Street listed with one 275 gallon and one 500 gallon unregulated tanks, one 500 gallon, one 1,000 gallon, two 3,000 gallon and one 4,000 gallon gasoline tanks listed as permanently out of service, and two 275 gallon tanks containing other listed as permanently out of service. This site is also listed with one 1,000 gallon unregulated tank and two 8,000-gallon tanks containing kerosene and other, all listed as permanently out of service.
    - Oil Exchange located at 1142 Chicago Avenue is listed as within one 2,000-gallon tank containing other and one 4,000 gallon used oil tank both listed as permanently out of service.
    - Ridgeway IV located at 21 Gostlin Street is listed with three 12,000 gallon tanks containing gasoline and currently in service.

Voluntary Remediation Sites

- Two voluntary remediation sites were identified within one-half mile of the project corridor. Neither of these sites are anticipated to be impacted by the proposed project as they are all outside the immediate project study area.

Brownfield Site

- One Brownfield site was identified within one-half mile of the project corridor. This site is not anticipated to be impacted by the proposed action due to its distance from the project corridor.

State Cleanup Site

- Five State Cleanup Sites were identified within one-half mile of the project corridor. None of these sites are anticipated to be impacted by the proposed project as they are all outside the immediate project study area.

Manufactured Gas Plant

- One Manufactured Gas Plant, the NIPSCO Hammond plant, was identified within one-half mile of the project corridor. This site is not anticipated to be impacted by the proposed project as it is outside the immediate project study area.

RCRA Waste Treatment, Storage, and Disposal Sites (TSDs)

- Proliquids, which is an industrial waste facility and transporter, is located north of the project area. No impact is expected.

Institutional Control Sites

- Three (3) Institutional Control Sites are located within the ½ mile buffer. One (1) site, Americontainer at 4527 Columbia Avenue, is not adjacent to or within the project area. The second site, Speedway 8305 located at 4725 Calumet Avenue, is discussed above under the LUST section. The third site is the Polish Army Veterans Association located at 241-243 Gotlin Street, Hammond. This site was issued a comfort letter on January 3, 2003 and was noted with ground water and subsurface soils contaminated with Volatile Organic Compounds.

Environmental Justice

An Environmental Justice assessment was undertaken during this Red Flag Investigation as impacts to potential Environmental Justice populations was determined to be likely. According to the INDOT CE manual, the project requires an Environmental Justice (EJ) analysis because the project will require more than 0.5 acre of right-of-way and will also require the acquisition of two or more residential properties. An EJ concern is considered any impact that would have a disproportionately high and adverse effect on an environmental justice population. For EJ analysis, the reference community is typically a county, city, or town that contains the project and is called the community of comparison (COC). The community that overlaps the project limits is called the affected community (AC). Affected communities which are more than 50 percent minority or low-income are automatically EJ populations. For all other affected communities, an EJ population exists if the low-income population or minority population is 25 percent higher than the population in the community of comparison. A low-income population is a population with a median income that is below the federal poverty guidelines. A minority population consists of individuals who belong to one or more minority groups.

The most current data on minority and low income populations in the study area was obtained from the 2010 American Community Survey five-year estimates. The following analysis is based on this data.

The project area is comprised of four Census Tracts located in three places, as determined by a review of the 2010 US Census Tracts. These Census Tracts are considered to be the AC. For this analysis, the city of Hammond, Indiana was analyzed as the COC. Data from the Village of Burnham, Illinois and the City of East Chicago are included in the table below for reference. Within the COC, 21.15 percent of the population was considered low-income and 56.91 percent were considered minority populations.

An EJ population would exist if the population exceeds 26.43 percent low income or 71.14 percent minority populations. For reference to the community of comparison and the affected community see the table below.

Analysis of Potential EJ Populations	Community of Comparison			Affected Community			
	Burnham village, Illinois	East Chicago city, Indiana	Hammond city, Indiana	Census Tract 8257, Cook County, Illinois	Census Tract 203, Lake County, Indiana	Census Tract 204, Lake County, Indiana	Census Tract 305, Lake County, Indiana
LOW INCOME							
Total Population for whom poverty status is determined (estimated)	3940	30105	80785	3940	6143	5433	3966
Total Population Below Poverty Level (estimated)	755	9950	17084	755	924	1534	712
Percent Low Income	19.16%	33.05%	21.15%	19.16%	15.04%	28.23%	17.95%
125 Percent of COC	23.95%	41.31%	26.43%				
Potential Low-income EJ Impact?				No	No	Yes	No
MINORITY							
Total population (all races)	4188	30218	81312	4188	6143	5467	3966
Not Hispanic or Latino: White Alone	664	2075	35036	664	2618	1413	246
Minority (Calculated)	3524	28143	46276	3524	3525	4054	3720
Percent Non-white/Minority	84.15%	93.13%	56.91%	84.15%	57.38%	74.15%	93.80%
125 Percent of COC	105.18%	116.42%	71.14%				
Potential Minority EJ Impact?				Yes	Yes	Yes	Yes

The percentage of low-income populations are less than 50 percent of the total population for all four Census Tracts reviewed and less than the 125 percent of the COC for three of the four Census Tracts. However, Census Tract 20400 meets the criteria for an EJ Population with regards to low income populations.

The percentages of minority populations are greater than 50 percent of the total population for all four Census Tracts reviewed and therefore each contain an EJ Population.

Because of the potential for disproportionate impacts to EJ communities within the AC, INDOT's Equal Opportunity Division will be notified. Additionally, INDOT's Environmental Services and the Federal Highway Administration (FHWA) will be consulted to review how to avoid and, as necessary, mitigate any potential disproportionate impacts to the EJ communities within the AC.

Recommendations

Infrastructure
Coordination with railroads, local schools, and pipeline companies is recommended during project development to minimize impacts to these resources.

Water Resources
Five water resources were identified within one-half mile of the project corridor. None of these resources are anticipated to be impacted by the proposed action.

Mining/Mineral Exploration
No oil or gas wells, mines, or petroleum fields were identified within one-half mile radius of the project corridor.

Ecological Information
A more comprehensive review of the IDNR Natural Heritage database will take place during the early coordination process which is currently ongoing.

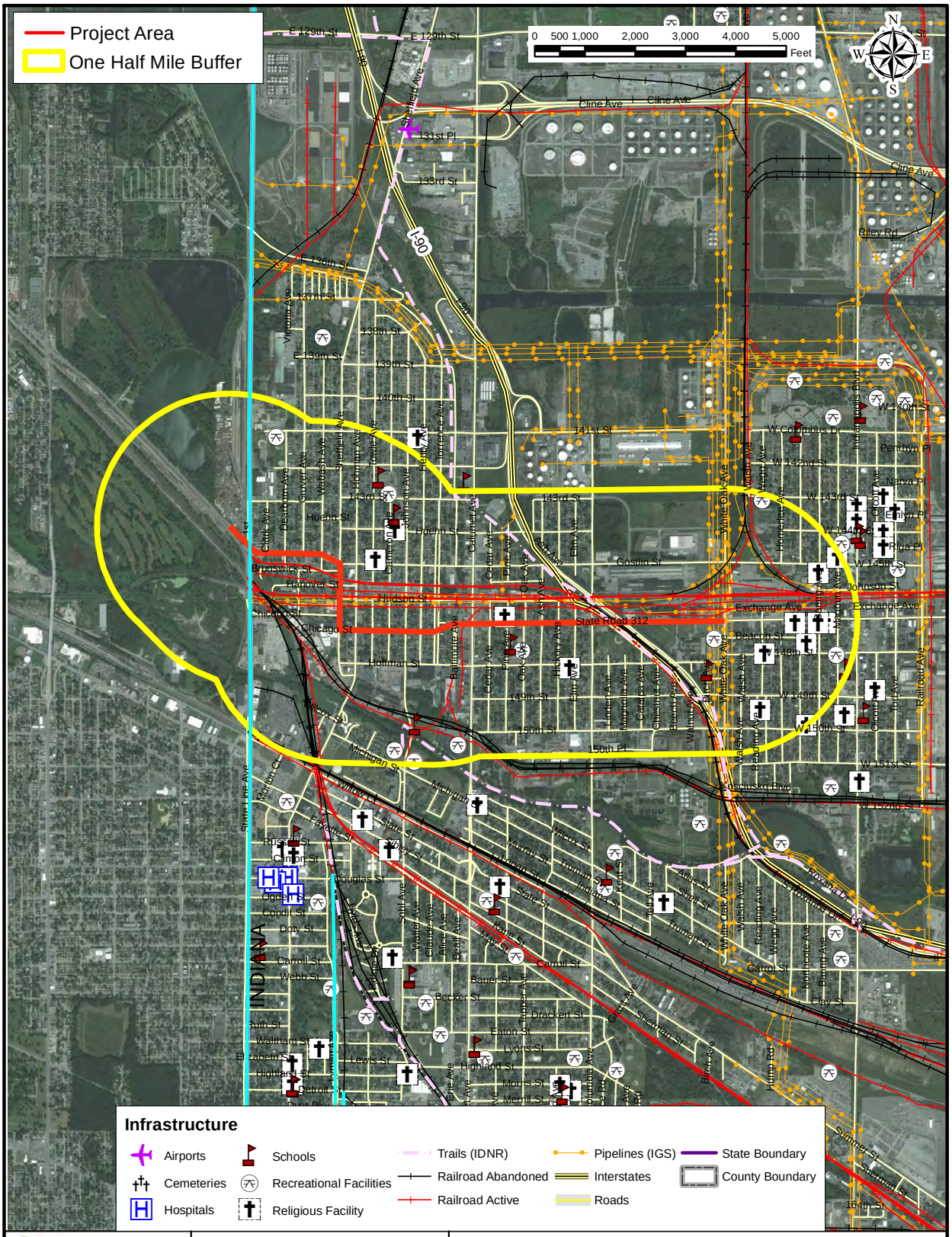
Cultural Resources
A full Historic Properties Review will be completed as part of the overall project development.

Hazardous Material Concerns
Seven underground storage tanks and four leaking underground storage tanks are in direct proximity of the project study area and may be impacted by the proposed action. A Phase 1 Environmental Site Assessment is recommend to further evaluate these parcels.

Environmental Justice

One of the four Census Tracts within the AC was noted to contain potential low-income populations and all four Census Tracts within the AC were noted to contain minority populations. Because of the potential for disproportionate impacts to EJ communities within the AC, INDOT's Equal Opportunity Division will be notified. Additionally, INDOT's Environmental Services and the Federal Highway Administration (FHWA) will be consulted to review how to avoid and, as necessary, mitigate any potential disproportionate impacts to the EJ communities within the AC.

Graphics:
A map for each report section with a ½ mile radius buffer around all project corridor showing all items identified as possible items of concern is attached.



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Chicago Street Widening and Reconstruction

Des. No.: 1297017

IndianaMap

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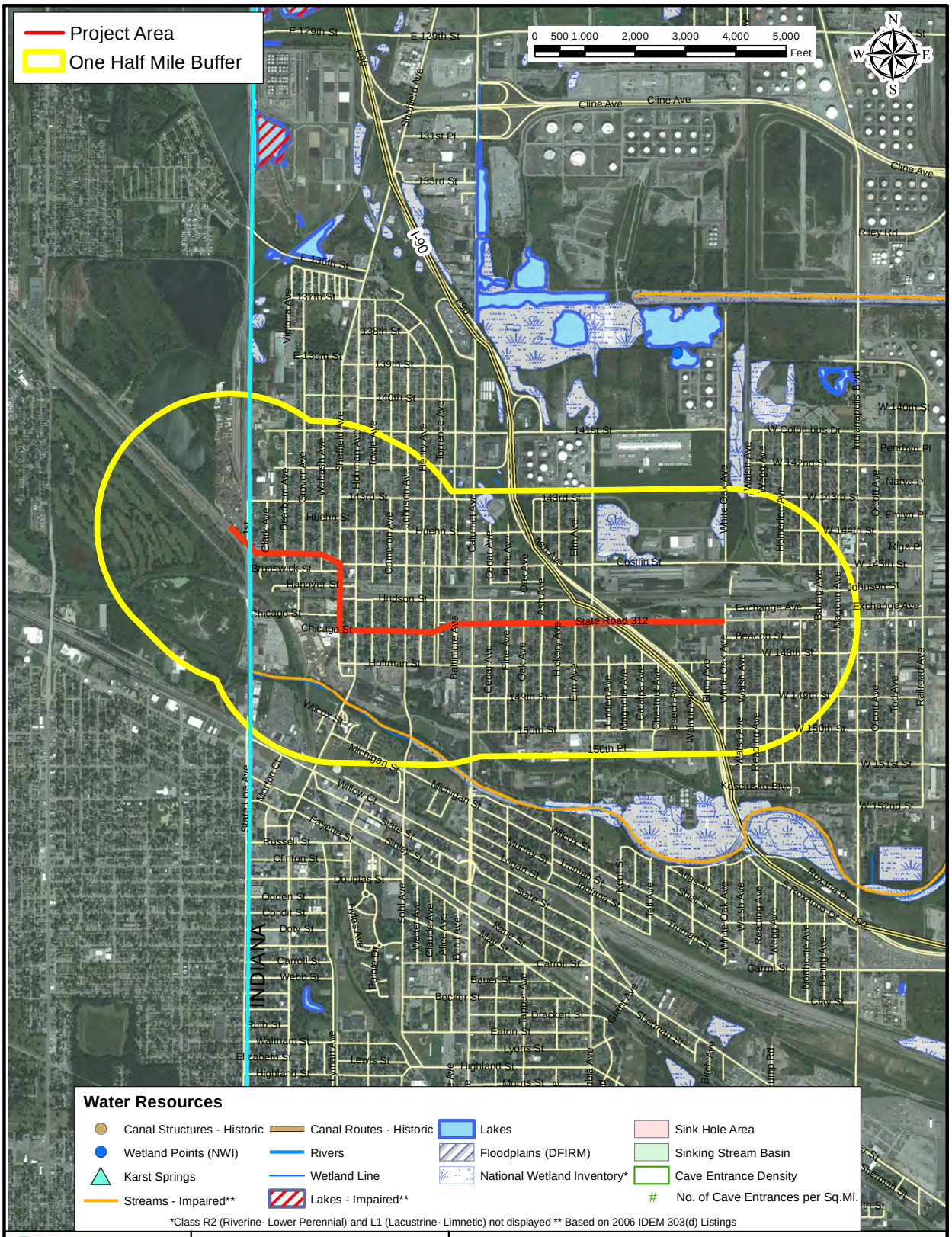

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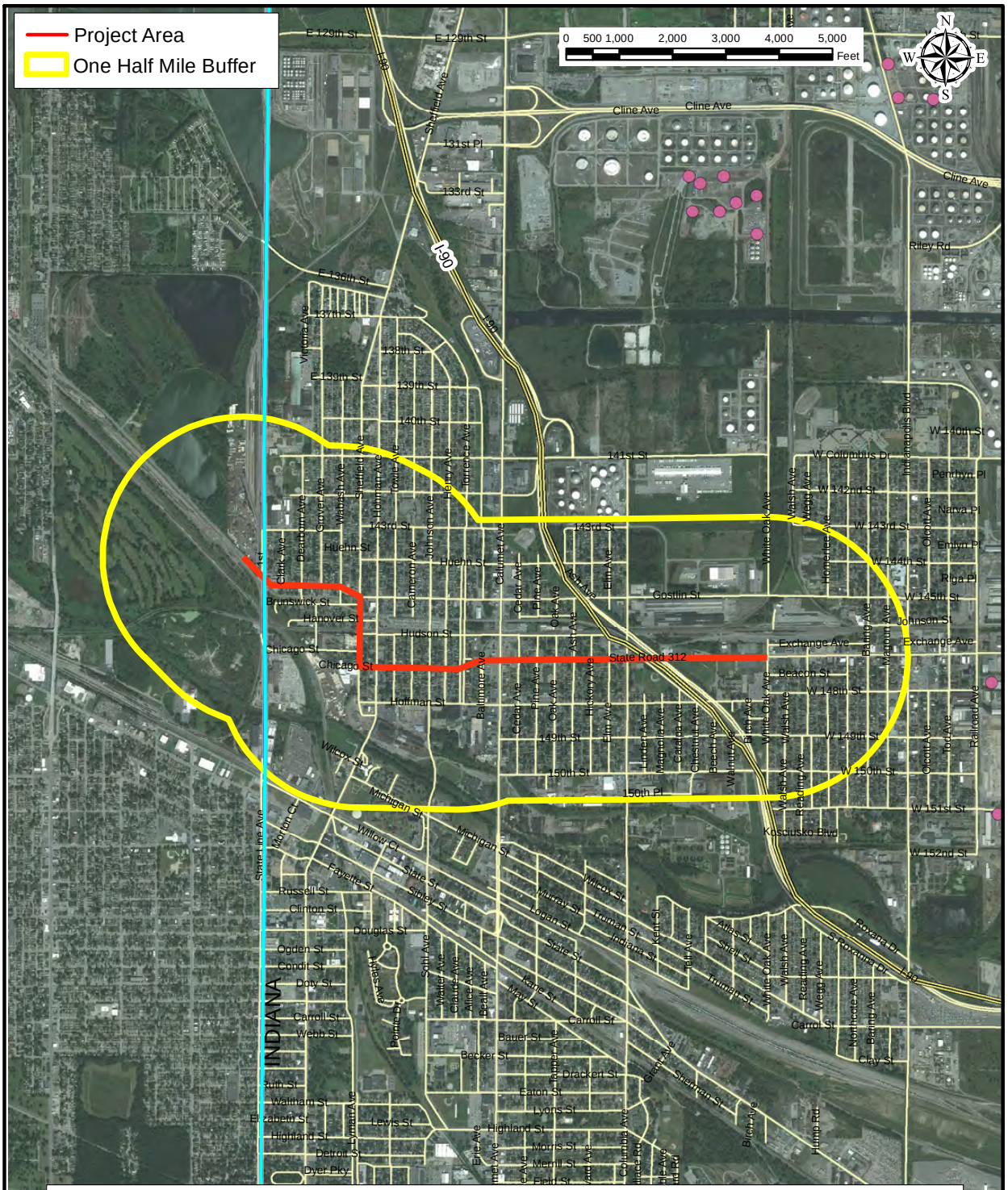

Mining/Mineral Exploration

- Abandoned Gas Storage Wells
- Gas Wells
- Gas Storage Wells
- Oil Wells
- Other Petroleum Test Wells
- Industrial Mineral Site (Active 2001)
- Sand and Gravel Pits - Abandoned
- Quarries - Abandoned
- Petroleum Fields
- Mines - Surface
- Mines - Underground

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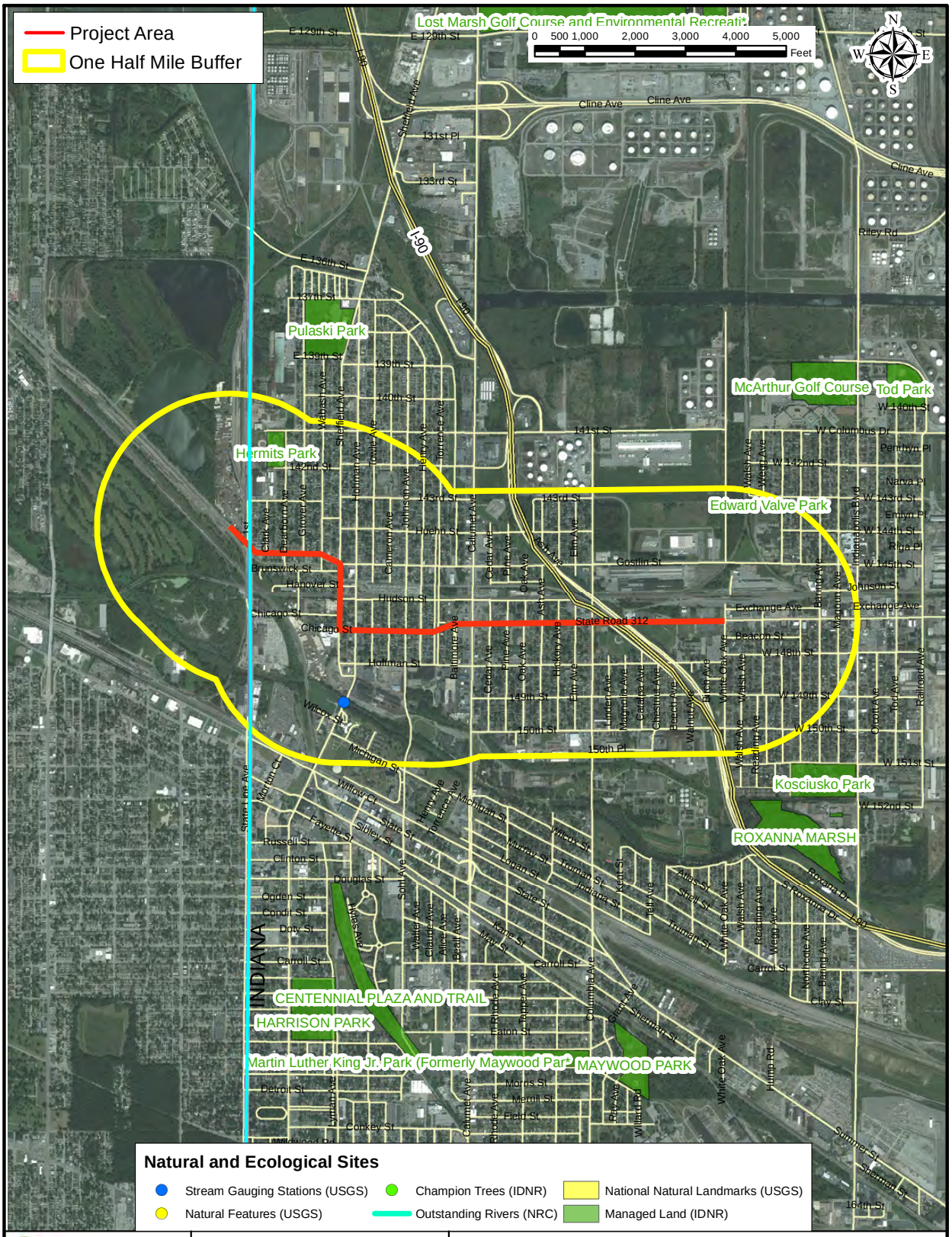

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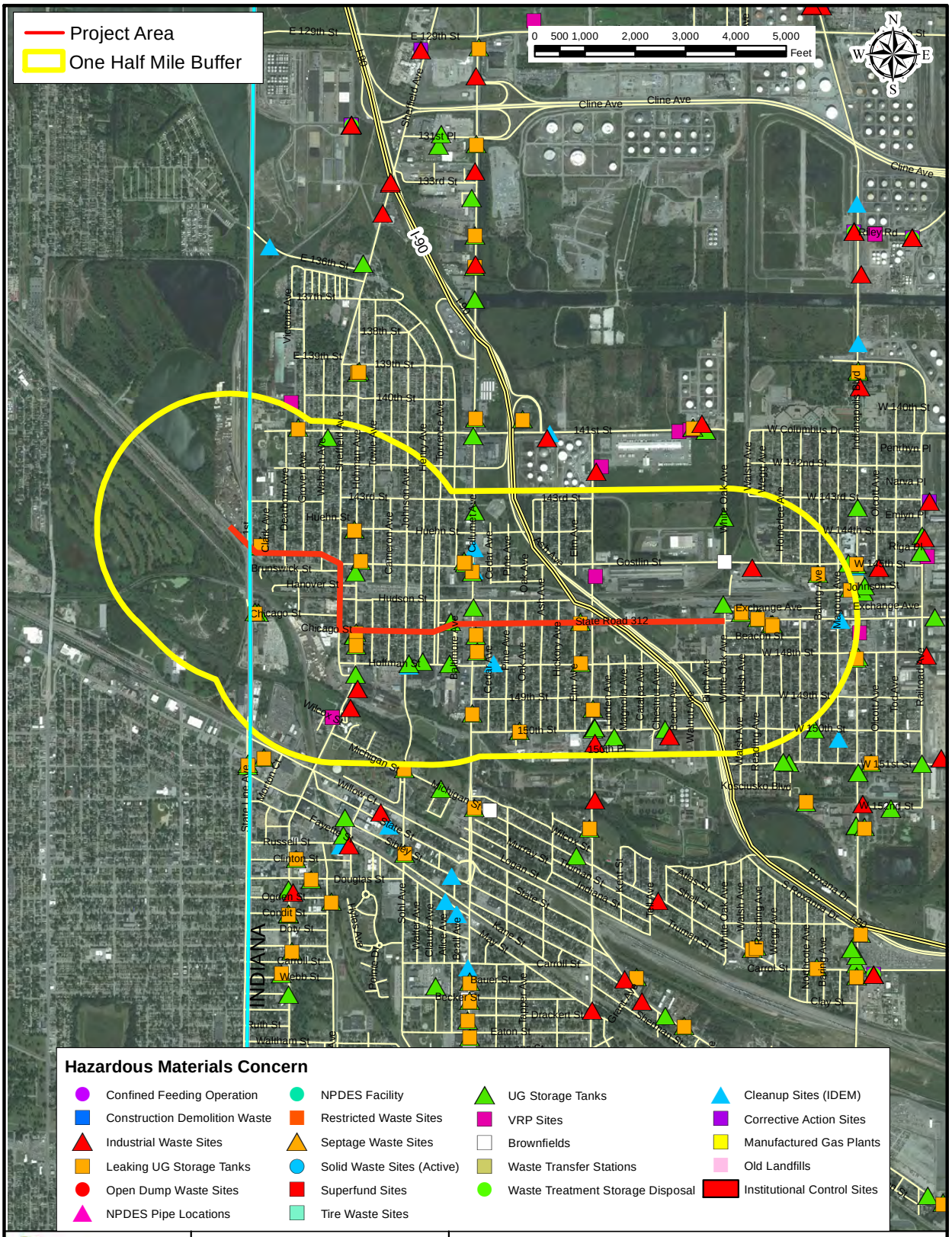

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Threatened and Endangered Species
USFWS List of species by County
Indiana Natural Heritage Database

See Appendix E, Page E-13 to E-24

Grant ID & Element	Type	Grant Element Title	Grant Sponsor	Amount	Status	Date Approved	Exp. Date	Cong. District
LAKE								
5 - XXX	D	EDWARD C. DOWLING PARK	HAMMOND PARK BOARD	$176,105.60	C	3/3/1967	12/31/1971	1
11 - XXX	D	TOLLESTON PARK SWIMMING POOL	GARY PARK BOARD	$86,399.00	C	8/24/1966	10/30/1967	1
12 - XXX	D	WASHINGTON PARK SWIMMING POOL	GARY PARK BOARD	$81,674.30	C	8/24/1966	10/30/1967	1
40 - XXX	D	HOMESTEAD PARK	HIGHLAND PARK BOARD	$25,843.01	C	6/4/1968	9/1/1970	1
55 - XXX	A	SOUTHRIDGE PARK ACQUISITION	HIGHLAND PARK BOARD	$25,000.00	C	6/27/1969	6/1/1970	1
59 - XXX	A	WADSWORTH PARK	GRIFFITH PARK BOARD	$21,028.26	C	1/16/1970	12/31/1971	1
62 - XXX	A	LEROY SITE ACQ.	LAKE COUNTY PARK BOARD	$93,738.09	C	3/6/1970	12/1/1972	1
63 - XXX	D	ELLENDALE PARK	HIGHLAND PARK BOARD	$14,397.57	C	2/25/1970	11/1/1971	1
71 - XXX	D	WADSWORTH PARK	GRIFFITH PARK BOARD	$48,696.29	C	5/7/1970	12/1/1971	1
87 - XXX	D	SHEPPARD PARK	HIGHLAND PARK BOARD	$64,420.35	C	4/28/1971	12/31/1974	1
102 - XXX	A	GRAND LAKE RECREATION AREA	EAST GARY PARK BOARD	$27,000.00	C	1/28/1972	6/30/1975	1
108 - XXX	D	RIVERVIEW COMMUNITY PARK	EAST GARY PARK BOARD	$90,019.50	C	8/2/1973	12/31/1974	1
137 - XXX	C	NORTHGATE PARK	DYER PARK BOARD	$205,965.45	C	2/16/1973	12/31/1977	1
150 - XXX	A	MEADOWS PARK ACQUISITION	HIGHLAND PARK BOARD	$100,758.00	C	3/12/1974	12/31/1976	1
168 - XXX	D	SUNNYSIDE PARK	EAST CHICAGO PARK BOARD	$35,000.00	C	2/11/1974	12/31/1977	1
170 - XXX	D	HOWE PARK	GARY PARK BOARD	$21,487.53	C	2/8/1974	12/31/1977	1
189 - XXX	D	DOWLING PARK TENNIS COURT LIGHTING	HAMMOND PARK BOARD	$8,830.75	C	3/3/1975	12/31/1977	1
193 - XXX	D	HARRISON PARK TENNIS COURT LIGHTING	HAMMOND PARK BOARD	$8,830.75	C	3/3/1975	12/31/1977	1
194 - XXX	D	MAYWOOD PARK ANNEX	HAMMOND PARK BOARD	$105,808.00	C	4/9/1975	12/31/1979	1
199 - XXX	C	RIDGEWAY PARK	MUNSTER PARK BOARD	$75,000.00	C	5/16/1975	12/31/1977	1
202 - XXX	D	HATCHER PARK	GARY PARK BOARD	$51,443.70	C	8/22/1975	6/30/1979	1

Grant ID & Element	Type	Grant Element Title	Grant Sponsor	Amount	Status	Date Approved	Exp. Date	Cong. District
LAKE								
206 - XXX	D	MEADOWS PARK DEVELOPMENT	HIGHLAND PARK BOARD	$218,361.00	C	3/31/1975	12/31/1979	1
226 - XXX	A	HOOSIER PRAIRIE ACQUISITION	DEPT. OF NATURAL RESOURCES	$450,000.00	C	5/12/1976	6/30/1977	1
227 - XXX	D	LIBERTY PARK	LOWELL PARK BOARD	$62,071.00	C	1/23/1976	12/31/1980	5
231 - XXX	C	D/PHEASANT HILLS PARK	DYER PARK BOARD	$95,216.00	C	11/10/1976	12/31/1980	1
237 - XXX	C	WOLF LAKE LAND ACQ	HAMMOND PARK BOARD	$74,800.00	C	3/26/1976	6/30/1979	1
239 - XXX	C	BLUEBIRD PARK	MUNSTER PARK BOARD	$110,518.00	C	2/27/1976	6/30/1979	1
253 - XXX	C	NEW CHICAGO CENTENNIAL PK	NEW CHICAGO PARK BOARD	$7,460.73	C	3/16/1976	12/31/1979	1
272 - XXX	D	WOLF LAKE BEACH DEVELOPMENT	HAMMOND PARK BOARD	$225,750.00	C	9/29/1978	12/31/1983	1
273 - XXX	A	PARK SITE NO 31 ACQ	LAKE COUNTY PARK BOARD	$425,000.00	C	2/7/1977	12/31/1981	5
302 - XXX	C	D/MUNSTER COMMUNITY PARK	MUNSTER PARK BOARD	$915,570.00	C	4/21/1978	12/31/1982	1
311 - XXX	D	M.C. BENNETT PARK	GARY PARK BOARD	$104,993.27	C	2/14/1978	12/31/1981	1
329 - XXX	R	JACKSON PARK RENOVATION	GARY PARK BOARD	$60,000.00	C	12/15/1978	12/31/1981	1
369 - D	D	LEMON LAKE COUNTY PARK DEVELOPMENT	LAKE COUNTY PARK BOARD	$37,158.99	C	2/26/1980	12/31/1984	5
369 - H	D	HARRISON PARK RENOVATION	HAMMOND PARK BOARD	$107,415.11	C	2/26/1980	12/31/1984	1
377 - XXX	D	MAIN SQUARE PARK	HIGHLAND PARK BOARD	$59,434.67	C	3/28/1980	12/31/1985	1
386 - XXX	C	D/GIBSON WOODS/SHELL OIL ACQ.	LAKE COUNTY PARK BOARD	$527,753.00	C	2/17/1981	12/31/1985	1
414 - XXX	D	WOLF LAKE PICNIC AREA & RESTROOMS	HAMMOND PARK BOARD	$24,809.50	C	8/29/1983	9/15/1984	1
417 - XXX	C	D/CENTENNIAL PLAZA AND TRAIL	HAMMOND PARK BOARD	$95,000.00	C	7/16/1984	12/31/1991	1
424 - XXX	D	LAKE ETTA DEVELOPMENT	LAKE COUNTY PARK BOARD	$299,960.00	C	3/9/1984	6/30/1991	1
455 - XXX	D	DEEP RIVER COUNTY PARK	LAKE COUNTY PARK BOARD	$99,945.80	C	9/24/1987	6/30/1992	1
464 - XXX	D	HOBART LAKEFRONT DEVELOPMENT	HOBART PARK BOARD	$100,000.00	C	6/27/1988	12/31/1992	1

Grant ID & Element	Type	Grant Element Title	Grant Sponsor	Amount	Status	Date Approved	Exp. Date	Cong. District
LAKE								
473 - XXX	D	OAK RIDGE PRAIRIE IMPROVEMENTS	LAKE COUNTY PARK BOARD	$56,476.00	C	8/17/1990	12/31/1997	1
488 - XXX	D	MARQUETTE PARK IMPROVEMENTS	GARY PARK BOARD	$75,000.00	C	6/2/1992	6/30/1997	1
489 - XXX	D	HOBART LAKEFRONT DEVELOPMENT PH II	HOBART PARK BOARD	$75,000.00	C	5/13/1993	6/30/1998	1
522 - XXX	D	PAVESE PARK EXPANSION AND REDEVELOPMENT	HOBART PARK BOARD	$200,000.00	C	4/1/2002	12/31/2006	1
523 - XXX	D	CENTENNIAL PARK PHASE II	MUNSTER PARK BOARD	$200,000.00	C	4/1/2002	12/31/2008	1
528 - XXX	C	LOWELL SPORTS PARK COMPLEX	LOWELL PARK BOARD	$200,000.00	C	4/4/2002	12/31/2006	1
533 - XXX	D	CITY BALL PARK	HOBART PARK BOARD	$200,000.00	C	3/19/2003	12/31/2008	1
555 - XXX	C	SCHERWOOD PARK	SCHERERVILLE PARK BOARD	$200,000.00	C	9/9/2005	12/31/2009	1
			LAKE County Total:	**$6,675,139.22**		**County Count:**	**50**	
LAWRENCE								
10 - XXX	A	SPRING MILL STATE PARK	DEPT. OF NATURAL RESOURCES	$7,500.00	C	3/27/1967	1/13/1969	8
132 - XXX	D	MITCHELL COMMUNITY SWIMMING POOL	MITCHELL PARK BOARD	$85,168.39	C	6/12/1973	6/30/1976	8
162 - XXX	D	SPRING MILL STATE PARK WATER LINE	DEPT. OF NATURAL RESOURCES	$295,800.00	C	2/4/1974	12/31/1976	8
180 - XXX	D	SPRING MILL STATE PARK FAM CAMPGRD	DEPT. OF NATURAL RESOURCES	$321,544.98	C	6/24/1974	12/31/1976	8
			LAWRENCE County Total:	**$710,013.37**		**County Count:**	**4**	

2010 US Census Data

See Environmental Justice Analysis
Appendix I, Page I-9 to I-37

Phase I Initial Site Assessment

Chicago Street (SR 312) Widening and Reconstruction
From South Brainard Avenue to White Oak Avenue
Hammond, North Township, Lake County, Indiana
Des. No. 1297017

Prepared for:

City of Hammond
5925 Calumet Avenue
Hammond, Indiana 46320

Prepared by:

American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, Indiana 46256
(317) 547-5580

December 19, 2012

201100320

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Section 1 – Executive Summary

A Phase I Initial Site Assessment (ISA) is a review of information about past property use to determine whether environmental contamination may be present. The ISA may be initiated if the Red Flag Investigation (RFI) demonstrates possible or likely contamination in the immediate area of the project, or if the project involves excavation or new right-of-way (ROW) purchase.

The City of Hammond is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond between South Brainard Avenue at the Indiana border with Illinois at the western end of the project area to White Oak Avenue at the eastern end of the project area. The former SR 312 in the project area coincides with three separate streets: Gostlin Street, Sheffield Avenue, and Chicago Street (see maps in the Appendix).

The proposed project will include improvements to the existing roadway, including new pavement, curb, gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. Chicago Street between Hohman Avenue and Torrence Avenue will be widened to accommodate these improvements. Additionally, Sheffield Avenue will be realigned between Gostlin Street and Chicago Street as part of the proposed action. This realignment will lessen the angle of the curves, which currently exist between Gostlin Street and Sheffield Avenue, as well as between Sheffield Avenue and Chicago Street. This action is being proposed to improve safety, reduce congestion, and improve travel times through the project area. Intersection improvements are also proposed at Hohman Avenue, Johnson Avenue, Pine Avenue, and Columbia Avenue. It is anticipated that approximately 8.8 acres of new permanent ROW will be required. This ROW will be acquired from residential, commercial, recreational, and industrial properties.

Pursuant to Section 3.2.74 of ASTM Standard E 1527-05, Recognized Environmental Conditions (RECs) are defined as the "presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate[d] an existing release, past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property." RECs were generally assigned to properties on the proposed project alignment with documented or observed contamination, or properties with past land uses suggesting the potential for release. A total of 17 sites were assessed along the corridor that were identified as having a REC, with 12 sites recommended for further investigation. Table 1 lists the properties addressed as part of the ISA.

Table 1: Recognized Environmental Conditions

Site ID	Site	Address	REC	Additional Investigation Recommended
1	Ostrom's Services	21-25 Gostlin Street	Active LUST	No
2	Residential	208 Gostlin Street	Former gas tank (e.g. AST or UST) on site as identified on historic maps with no closure documentation	Yes

Table 1: Recognized Environmental Conditions

Site ID	Site	Address	REC	Additional Investigation Recommended
3	Vacant Lot (Formerly Hammond Solvent Recovery)	241 Brunswick Street	US EPA Investigation; former solvent recovery facility	Yes
4	Former store	233 Gostlin Street	Gas tanks near the ROW as identified on historic maps with no documentation of closure or soil sampling	Yes
5	Polish Army Veterans Association	241-243 Gostlin Street	Contamination on site as sourced from adjacent facility (former Hammond Solvent Recovery Plant)	No
6	Former gas station	4446 Sheffield Avenue	Gas tanks near the ROW as identified on historic maps with no documentation of closure or soil sampling	Yes
7	Sheffield Scrap (Chuck's Towing & Storage)	4648 Sheffield Avenue	NFRAP site	No
8	Former gas station (Ace hardware)	4645 Hohman Avenue	Gas tanks near the ROW as identified on historic maps with no documentation of closure or soil sampling	Yes
9	KAR Service, Inc.	4714 Hohman Avenue	Former UST Site	No
10	Peter Olenik (Alex Auto Sales)	4703 Hohman Avenue	LUST site; documented contamination is not delineated	Yes
11	E-Z Tire Service	725 East Chicago Street	Historic LUST/UST; Gas tanks near the ROW as identified on historic maps with no documentation of closure or soil sampling	Yes
12	Former gas station (White Castle)	4632 Calumet Avenue	Gas tanks identified on historic maps with no documentation of closure or sampling	Yes
13	McDonald's (former KAR Auto Service)	4635 Calumet Avenue	Historic LUST/UST; Gas tanks near the ROW as identified on historic maps with no documentation of closure or soil sampling	Yes
14	Speedway SuperAmerica	4705 Calumet Avenue	Active LUST Site; residual contamination near ROW	Yes
15	Former gas station (Nick's Liquors)	4702 Calumet Avenue	Gas tanks near the ROW as identified on historic maps with no documentation of closure or soil sampling	Yes
16	Former gas station	936 Chicago Street	Gas tanks near the ROW as identified on historic maps with no documentation of closure or soil sampling	Yes
17	Oil Exchange	1142 Chicago Street	Former UST site	No

Section 2 - Introduction

2.1 - Purpose of Investigation

The purpose of the ISA is to identify RECs associated with the project study area, including those related to current and past activities on adjoining parcels. The need for the ISA is the result of the proposed widening and reconstruction of Chicago Street in Hammond, Lake County, Indiana.

The RFI, which is the initial screening of sites for potential hazardous materials concerns, was conducted prior to this study using the IndianaMap (http://maps.indiana.edu/) environmental databases and resulted in the identification of multiple sites with hazardous material concerns or petroleum products within one-half mile of the project study area, including five industrial waste sites, three corrective action sites, two voluntary remediation sites, one Brownfield site, five state cleanup sites, and one manufactured gas plant, none of which are anticipated to be impacted by the proposed project as they are all outside of the immediate project study area. Additionally, 25 leaking underground storage tank (LUST) sites and 39 underground storage tank (UST) sites were identified within one-half mile of the project corridor. Seven of the UST sites and four of the LUST sites are in close proximity to the project corridor and could potentially be impacted by the proposed action. Maps generated for the RFI showing the project corridor and associated search radius are included in the Appendix. Additional sites were added to the ISA based upon research and site assessment activities as described in Section 2.2.

2.2 - Scope of Services

This ISA has been conducted in general conformity with procedures outlined in the Hazardous Materials Unit Operating Manual published by the Indiana Department of Transportation – Office of Environmental Services. It includes a review of federal and state records and databases, a review of the property's history, a site reconnaissance, and review of other reasonably ascertainable information as deemed necessary by the environmental professional.

Through research and site assessment activities performed for sites recommended for further investigation in the RFI, additional sites not described in the RFI which present the potential for hazardous materials contamination may be uncovered. These sites include, but are not limited to, historic city directory listings for gas stations not appearing on regulatory databases, fire insurance maps showing gas stations or gas tanks not appearing on regulatory databases, and field indications of abandoned gas stations or underground storage tanks not appearing on regulatory databases. In the instances where these sites were discovered, the environmental professional has made a judgment to include, or not include, additional sites in the ISA based on their proximity and/or potential to have an adverse affect on the project area.

2.3 - Assumptions

Relevant data sources researched as part of this assessment are assumed to be accurate and current. Information obtained from interviews of local officials, property owners, property managers, employees, or residents is assumed to be accurate, unless otherwise contradictory to recorded information.

2.4 - Limitations and Exceptions

2.4.1 – General Limitations and Exceptions

Services performed by American Structurepoint are limited and ministerial in nature. Summaries and findings of this report describe only those conditions that appeared to be present at the time of our study.

It should be noted environmental evaluations are inherently limited in the sense conclusions are drawn and opinions are rendered from information obtained from limited research and site investigation. For these types of evaluations, it is often necessary to use information prepared by others, and American Structurepoint cannot be responsible for the accuracy of such information. Additionally, the passage of time may result in a change in the environmental characteristics in the project area and on surrounding properties. This report does not warrant against conditions present of a type or at a location not investigated. This report is not a regulatory compliance audit and is not intended to satisfy the requirements of any state, federal, or local real estate transfer laws.

Subsurface conditions were not field investigated, as that was outside the scope of this study, and they may differ from the conditions implied by observations of the surface. This study is not intended to quantify soil impacts, waste emplacement, or groundwater impacts. That data is accessible only by subsurface material and groundwater sampling through the completion of soil borings and the installation of monitoring wells. The scope of work did not include these activities. No investigation into mining maps or records has been made.

Other conditions may exist in inaccessible areas or be discussed in documents not reviewed. Therefore, this study does not eliminate the possibility that unobserved and/or undocumented environmental conditions that may affect the economic viability of the site could be present. This study does not address the possible presence of environmental contaminants under the ground surface or in areas not accessible at the time of the site visit. Accordingly, American Structurepoint's liability for any matter in connection with this report is limited in accordance with the terms of our Agreement for the preparation of this report.

2.4.2 – Site Specific Limitations

Due to the scope and limitations of this project, site reconnaissance was generally performed from public ROW and commonly accessible areas (parking lots, sidewalks, etc.). Interior portions of structures were not investigated as this was determined to be outside of the scope of work necessary to determine RECs in relation to the proposed project.

Section 3 - Physical Site Description and Characterization

The project is located along Chicago Street in the City of Hammond, Lake County, Indiana. The study area extends from its western limits at South Brainard Avenue at the Indiana border with Illinois to White Oak Avenue at the City of Hammond's border with the City of East Chicago. The former SR 312, in the project area, coincides with three separate streets: Gostlin Street, Sheffield Avenue, and Chicago Street (see maps in the Appendix). The project is located on the Lake Calumet and Whiting

USGS 7.5 Minute Topographic Quadrangle Maps, within Township 37 N, Range 10 W, Section 25 and Township 37 N, Range 9 W, Section 30. Topographic mapping is included in the Appendix.

3.1 - Current Land Use

Current land use within the proposed project corridor is a mixed use of residential, commercial, industrial, and recreational. At the western end of the study area, at the intersection of Gostlin Street and First Avenue, land use is commercial with a gas station, convenience store, automotive repair shop, and a fireworks retailer. East of this intersection, land use is residential, until the intersection of Gostlin Street and Sheffield Avenue, where the project study area turns south. The land use surrounding this intersection is mostly abandoned commercial with a bar on the southwest corner. Continuing south on Sheffield from Gostlin Street, land use is industrial and residential. Heading east on Chicago Street from Sheffield Avenue, land use is largely commercial near Sheffield Avenue, with a car dealership and an auto repair shop, but land use along Chicago Street becomes primarily residential between Sheffield Avenue and Calumet Avenue. At the intersection of Chicago Street and Calumet Avenue, land use is commercial, with a retail gas station, convenient store, and fast food restaurant chains. Land use between Chicago Street and Elm Avenue remains primarily residential with a couple small churches mixed with the residential properties. Continuing east on Elm Avenue, the north side of Chicago Street is mostly commercial with a convenient store and an automobile supply store. The south side of Chicago Street includes an automobile repair shop, E-Z Tire Service, at the corner of Chicago Street and Columbia Avenue. East of Columbia Avenue, the south side of Chicago Street is largely dominated by the Bishop Noll School, which extends until the project's eastern most limits at White Oak Avenue. The north side of Chicago Street in this area is a mix of commercial properties, including a NAPA auto parts store, and industrial properties.

3.2 - Drinking Water and Sanitary Sewer Resources

The project area is served by sanitary sewers and a municipal water system. No water wells were identified during the site visit. According to the Indiana Department of Environmental Management (IDEM) Wellhead Proximity Determinator, the proposed project is not located within a delineated wellhead protection area.

3.3 - Other Utilities

Multiple utilities exist within the project area, including electric (overhead utility lines), gas, phone, water, sewer, and communications.

3.4 – Physical Setting

Chicago Street within the project area is a heavily trafficked thoroughfare that runs east-west. The corridor is a mix of commercial, residential, industrial, and recreational properties. The topography of the area is flat along the entire corridor at approximately 590 feet above mean sea level (amsl). No streams or wetlands were identified within the project area. The Grand Calumet River is located approximately 1,200 feet south of the project area at its nearest point.

The Natural Resources Conservation Service Soil Survey for Lake County, Indiana was utilized to review the mapped soils within the project area. The only soil type identified within the project area is Urban land (Ur).

The City of Hammond is located in the Lake Michigan Border section of the Northern Moraine and Lake Physiographic Region of Northwest Indiana (Gray, 2000). This physiographic province is characterized by plains, moraines, dunes, and swales associated with the most recent glacial recession and subsequent lake formation in Northern Indiana. The unconsolidated thickness in the Hammond vicinity is approximately 50 to 100 feet. These glacial and lacustrine deposits overlie carbonate rocks of the Silurian age Wabash Formation.

Section 4 - Regulatory Records Review

A search of nationwide and local database sources was provided for this report by FirstSearch Technology Corporation on August 10, 2012. The search resulted in 136 environmental regulatory records within the ASTM search radii. An additional 1,059 sites, which were not geo-coded but located within the same zip code as the proposed project were also noted. Results of the FirstSearch report are summarized as follows: 32 UST records, 31 LUST records, 22 Spills, 15 RCRA generators of hazardous waste sites, seven (7) CERCLA NFRAP (no further remedial action is planned) sites, six (6) voluntary remediation sites, five (5) state listed sites, four (4) federal Brownfields, four (4) sites with land-use restriction/institutional controls, four (4) sites that are receiving assistance through the State Brownfield Program, three (3) incidents which have been reported to the National Response Center, two (2) RCRA Corrective Action sites, and one (1) record of a hazardous waste Transfer, Storage, or Disposal (TSD) facility. Summaries for each of these categories are included in their respective sections throughout this ISA.

The methods of investigation for the record review included a database search of state and federal records provided by FirstSearch and, in accordance with ASTM Standard Practice E 1527, as well as UST and LUST database files provided by IDEM, and regulatory records document from the IDEM Virtual File Cabinet (VFC).

4.1 - Federal Databases

4.1.1 - NPL National Priorities List

No NPL sites were noted within one mile of the project corridor.

4.1.2 - Superfund or CERCLIS

No Superfund or CERCLIS (Comprehensive Environmental Response Compensation and Liability Information System) sites were noted within 0.5 mile of the project corridor.

4.1.3 - RCRA Notifiers, RCRIS TSD, RCRIS L&SG

There are 18 RCRA sites (RCRA hazardous waste generators, RCRA Corrective Action, and/or RCRA TSD facilities) identified within the ASTM search radii of the project area. Six of the identified sites are Conditionally Exempt Generators (CEGs), meaning they generate less than 100 kg of hazardous waste per month. Four of these sites are Small Quantity Generators (SQGs) meaning they generate

between 100 kg and 1,000 kg of hazardous waste per month. Three sites are Large Quantity Generators (LQGs), meaning they generate greater than 1,000 kg of hazardous waste per month. Three sites are Transporters of hazardous waste, meaning that they are engaged in the off-site transportation of hazardous waste, but that they do not generate or store hazardous wastes. One facility was identified as being a Treatment, Storage, Disposal (TSD) facility, meaning the facility provides a temporary holding place for hazardous waste prior to it being treated, disposed, or stored somewhere else.

Two RCRA sites within the search radii are subject to Corrective Action (RCRA COR). The Niagara LaSalle Corporation, located 0.40 mile south of the project corridor, was identified as currently being subjected to corrective action. This facility, located at 1412 150th Street, is a LQG. An additional site, the GATX Rail Corporation at 4245 Railroad Avenue in East Chicago, approximately 0.93 mile northeast of the project corridor is also subject to corrective action. Table 2 provides a summary of the RCRA sites identified within the appropriate search radii of the project corridor.

Of the RCRA sites identified within the ASTM search radius, three sites are located adjacent to the project area (Map IDs 1, 6, and 25 in Table 2). None of these sites have any violations on file, and therefore do not pose an environmental threat to the project area.

Table 2. RCRA Site Summary

FirstSearch Map ID	Type	Site Name	Site Address	Subject to Corrective Action?
1	CEG[1]	SVC Auto Parts	1343 Chicago Street	No
6	Transporter	Orban Leasing Inc. of Indiana	725 Chicago Street	No
25	CEG[1]	OK Champion	4714 Sheffield Avenue	No
29	SQG[2]	Porters Cleaners	4524 Hohman Avenue	No
35	CEG[1]	Jaymar Ruby Albert Given Mfg.	1301 West Chicago Street	No
40	Transporter	Dombrowski and Holmes Inc.	4805 Sheffield Avenue	No
43	SQG[2]	Ortman Fluid Power	19 143rd Street	No
44	CEG[1]	Vermette Machine Co. Inc.	7 143rd Street	No
46	SQG[2]	Amsted Rail Incorporated	4831 Hohman Avenue	No
47	SQG[2]	Do All Cleaners	839 Hohman Avenue	No
52	CEG[1]	Prime Group Inc.	4527 Columbia Avenue	No
52	CEG[1]	Bar Processing	4527 Columbia Avenue	No
52	LQG[3]	Manta Industrial, Inc.	4527 Columbia Avenue	No
55	Transporter	Fuelex Inc.	127 Marble Street	No
56	LQG[3]	Transflo Terminal	1401 West 145th Street	No
66	TSD[4]	US Liquids DB STA Decanting Env.	N/A	No

Table 2. RCRA Site Summary

FirstSearch Map ID	Type	Site Name	Site Address	Subject to Corrective Action?
68	LQG[3]	Niagara LaSalle Corp.	1412 150th Street	Yes
75	NA	GATX Rail Corporation	4245 Railroad Avenue, East Chicago, Indiana	Yes

[1]CEG – Conditionally Exempt Small Quantity Generator: Generates less than 100 kg of hazardous waste per month
[2]SQG – Small quantity generator: generates 100 – 1,000 kg of hazardous waste per month
[3]LQG – Large quantity generator: generates more than 1,000 kg of hazardous waste per month
[4]TSD – Treatment, Storage, and Disposal facility
N/A - Not Available

4.1.4 – ERNS and SARA Title III

Three ERNS (Emergency Response Notification System) or SARA Title III (National Spill Reports) records were noted within 0.12 mile of the project corridor. Two records were from the same incident. Neither of the two incidents required any ongoing corrective action. The first incident (FirstSearch Map ID 7) was cleaned up via a vacuum truck and company clean-up crew. No action was taken to clean up the second incident as the release was of an unknown quantity. Additionally, there were 92 non-geocoded spills identified within the same zip code as the project corridor. Table 3 provides a summary of the ERNS and SARA Title III sites identified within 0.12 miles of the project corridor. A review of these ERNS records did not reveal any environmental threat to the project corridor.

Table 3. ERNS and SARA Title III Site Summary

FirstSearch Map ID	Site Name	Site Address	Status	Spill Details
7	Indiana Harborbelt RR	South Brainard Avenue	Railroad	February 18, 1990 200 gallons of diesel spilled from the fuel tanks of two train engines due to derailment.
7	Indiana Harborbelt RR	South Brainard Avenue	Railroad	February 18, 1990 200 gallons of diesel spilled from the fuel tanks of two train engines due to derailment.
38	George Mayer Co.	518 Hoffman Street	Fixed Facility	December 16, 1991 Release of lead onto concrete. Unknown quantity and no action was taken.

4.1.5 - TRI

According to the US EPA, 17 Toxic Release Inventory (TRI) sites were noted within the 46320 zip code for the year 2012. Two of these facilities were located within one-half mile of the project area, including Imperial Wallcoverings, Inc., located at 724 Hoffman Street approximately 0.15 mile south of the project corridor and Vermette Machine Co., Inc., located at 7 143rd Street, approximately 0.20 mile north of the project corridor at the western end of the study area.

4.1.6 - PADS

Three PADS (PCB Activity Database System) sites were noted within the 46320 zip code. None of these sites are located within or immediately adjacent to the project area. The first site is identified as a PCB generator, Natural Gas Pipeline Sta 311 located two miles west of Hammond on US 36. The second site is also a generator, Keil Chemical Division, located north of the project area at 3000 Sheffield Avenue. The third site, Clean Streams, Inc., is identified as a transporter of PCBs and is located approximately 2.5 miles southeast of the project area.

4.2 - State Databases

4.2.1 - Voluntary Remediation Program

Six Voluntary Remediation Program sites are located within 0.5 mile of the project corridor. Four of these sites are actively involved in the voluntary remediation program. These sites include The Do-All Village at 837 Hoffman Street, Hammond MGP at Wilcox and Hohman Avenue, LaSalle Steel Company at 1045 150th Street, and the Alpha Building/Rifraft Corporation at 141 141st Street. The other two sites are currently under institutional control. These two sites include the Hammond Enterprise Center at 4527 Columbia Avenue, and West Point Plaza at Bridon American Corp Street. None of these sites are located immediately adjacent to the project corridor, and therefore do not pose any environmental threat to the project area.

4.2.2 - LUST

A total of 31 LUST records at 24 sites were noted within 0.5 mile of the project corridor. A summary of these sites is listed in Table 4. Four of these LUST sites are located on the project corridor (Map IDs 2, 12, 18, and 22 in Table 4). These sites are discussed in more detail in Section 6.

Table 4: LUST Site Summary

FirstSearch Map ID	Site Name	Site Address	Priority	Status	Affected Area
2	Orstrom's Services, Inc.	25 Gostlin Street	Low	Active	Soil
2	Orstrom's Services, Inc.	25 Gostlin Street	Medium	Active	Soil, Groundwater
12	Peter L. Olenik	4703 Hohman Avenue	Low	Active	Soil

Table 4: LUST Site Summary

FirstSearch Map ID	Site Name	Site Address	Priority	Status	Affected Area
18	Speedway/SM 8305	4705 Calumet Avenue	Low	NFA-RISC	Soil, Groundwater
18	Speedway/SM 8305	4705 Calumet Avenue	Spill	Active	Soil, Groundwater
18	Speedway/SM 8305	4705 Calumet Avenue	Medium	Deactivated	Soil, Groundwater
22	Oil Exchange	1142 Chicago Street	Low	NFA-UST	Soil
24	Peoples Inc. East Chicago	1312 W. Chicago Street	Medium	MNA (Active)	Soil, Groundwater
28	S and W Service	4747 Hohman Avenue	Low	Discontinued (A)	Soil
31	Mattox and Sons Inc.	4361 Hohman Avenue	Medium	Active	Soil, Groundwater
32	Clark Store 1589	403 Gostlin Street	Medium	Active	Soil, Groundwater
33	Bodnars	1302 West Chicago Street	Low	NFA-UST	Soil
34	Hammond Fire Department Station 3	4751 Calumet Avenue	N/A	N/A	N/A
45	H and H Auto Service	4406 Hohman Avenue	Medium	Active	Soil, Groundwater
46	ASF-Keystone Inc.	3761 Hohman Avenue	Low	NFA-UST	Soil
46	ASF-Keystone Inc.	3761 Hohman Avenue	Low	Discontinued	Soil
49	Short Stop Mini Mart	1147 Hoffman Street	Medium	Active	Soil
53	Kordun's Auto Service	4508 Calumet Avenue	Low	NFA-UST	Soil
54	Ronning Citgo	1205 West Chicago Street	Medium	Active	Soil, Groundwater
54	Ronning Citgo	1205 West Chicago Street	Low	Discontinued	Soil
54	Ronning Citgo	1205 West Chicago Street	Medium	Active	Soil, Groundwater
59	Calumet Flexicore Corp	24 Marble Street	Medium	NFA-UST	Groundwater
59	Calumet Flexicore Corp	24 Marble Street	Medium	Active	Soil, Groundwater
60	Sam's Marathon 4	4450 Calumet Avenue	Medium	Active	Soil, Groundwater
62	Hammond Fire Department Old 3 Station	4949 Calumet Avenue	Low	Discontinued	Soil

Table 4: LUST Site Summary

FirstSearch Map ID	Site Name	Site Address	Priority	Status	Affected Area
63	CSX Transportation	14251 S. Brainard Avenue	*	Active	N/A
64	UNR Leavitt	4923 Columbia Avenue	Medium	NFA-UST	Soil, Groundwater
67	National Industrial Maintenance Inc.	4530 Baring Avenue	Medium	NFA-RISC	Soil, Groundwater
71	Hammond Yellow Coach Lines	920 150th Street	Low	Discontinued	Soil
72	Alpha Steel/Rifraft Corp.	141 141St Street	Medium	NFA-UST	Soil
73	Hammond Park Garage	Michigan and Sohl	Low	NFA-UST	Soil

NFA - No Further Action
N/A - Not Available
*Site is part of the leaking underground storage tank incident tracking database

4.2.3 - UST

There are 32 UST records at 27 sites noted within 0.25 mile of the project corridor according to the FirstSearch database report. A summary of these sites is listed in Table 5. Many of these sites were also identified on the LUST database, as indicated in Table 4 in Section 4.2.2. Eight of the UST sites are located on or adjacent to the project corridor (Map IDs 2, 3, 6, 12, 18, 21, and 23 in Table 5). These sites are discussed in more detail in Section 6.

Table 5: UST Site Summary

FirstSearch Map ID	Site Name	Site Address	Status	Tanks
2	Orstrom's Services, Inc.	25 Gostlin Street	Unregulated and/or Permanently Out of Service	12 tanks Ranging from 275 gallons to 8,000 gallons
3	Ridgeway IV	21 Gostlin Street	Currently in Use	3 tanks, 12,000 gallons each
6	Amex Construction Co. Inc.	725 Chicago Street	Permanently Out of Service	2 tanks, 6,000 and 5,000 gallons
12	Peter L. Olenik	4703 Hohman Avenue	Permanently Out of Service	5 tanks
18	Speedway/SM 8305	4705 Calumet Avenue	Currently in Use (6 tanks) Permanently Out of Service (11 tanks)	17 tanks, ranging from 1,000 to 12,000 gallons
21	Roadside Rescue Inc.	4714 Hohman Avenue	Permanently Out of Service	4 tanks (as identified from documentation on the IDEM VFC)

Table 5: UST Site Summary

FirstSearch Map ID	Site Name	Site Address	Status	Tanks
21	Roadside Rescue Inc.	4714 Hohman Avenue	Permanently Out of Service	4 tanks (as identified from documentation on the IDEM VFC)
22	Oil Exchange	1142 Chicago Street	Permanently Out of Service	2 tanks, 2,000 and 4,000 gallons
23	4635 Calumet Avenue Bldg.	4635 Calumet Avenue	Permanently Out of Service	1 tank, 250 gallons
24	Peoples Inc. East Chicago	1312 West Chicago Street	Currently in Use (3 tanks) Permanently Out of Service (7 tanks)	10 tanks, ranging from 500 to 8,000 gallons
26	NIPSCO Hammond	4621 Elm Street	Permanently Out of Service	1 tank, 7,500 gallons
27	MCI Hammond (HMDFIN)	White Oak Avenue and Exchange Avenue	N/A	N/A
27	MCI Hammond (HMDFIN)	White Oak Avenue and Exchange Avenue	Currently in Use (1 tank: 600 gallons) Permanently Out of Service (1 tank: 500 gallons)	2 tanks, 500 and 600 gallons
28	S and W Service	4747 Hohman Avenue	Permanently Out of Service	4 tanks, ranging from 500 to 4,000 gallons
29	Porters South Shore Cleaner Inc.	4524 Hohman Avenue	Permanently Out of Service	2 tanks, 1,000 and 750 gallons
32	Clark Store 1589	403 Gostlin Street	Permanently Out of Service (4 tanks) Currently in Use (2 tanks)	6 tanks, ranging from 4,000 to 12,000 gallons
33	Bodnars	1302 West Chicago Street	Permanently Out of Service	4 tanks, ranging from 150 to 8,000 gallons
34	Hammond Fire Department Station 3	4751 Calumet Avenue	Permanently Out of Service	5 tanks, ranging from 275 to 2,000 gallons
37	First Southern Baptist Church	627 Hoffman Street	Permanently Out of Service	1 tank, 1,500 gallons
39	Premiere Candy Co.	604 Hoffman Street	Unregulated	2 tanks, 15,000 gallons each
42	Imperial Wallcoverings Inc.	724 Hoffman Street	Permanently Out of Service	2 tanks, 10,000 and 6,000 gallons
43	Ortman Fluid Power	19 143rd Street	Permanently Out of Service	1 tank
45	H and H Auto Service	4406 Hohman Avenue	N/A	N/A

Table 5: UST Site Summary

FirstSearch Map ID	Site Name	Site Address	Status	Tanks
46	ASF-Keystone Inc.	4831 Hohman Avenue	Permanently Out of Service	2 tanks, 1,000 and 50,000 gallons
46	ASF-Keystone Inc.	4831 Hohman Avenue	N/A	N/A
46	ASF-Keystone Inc.	3761 Hohman Avenue	Permanently Out of Service	5 tanks, ranging from 4,000 to 4,500 gallons
48	Pagan Auto Sales	4800 Calumet Avenue	Permanently Out of Service	3 tanks, ranging from 4,000 to 6,000 gallons
49	Short Stop Mini Mart	1147 Hoffman Street	Permanently Out of Service	4 tanks, ranging from 500 to 3,000 gallons
53	Kordun's Auto Service	4508 Calumet Avenue	Permanently Out of Service (5 tanks) Currently in Use (2 tanks)	7 tanks, ranging from 500 to 15,000 gallons
54	Ronning Citgo	1205 West Chicago Street	Currently in Use (2 tanks) Permanently Out of Service (5 tanks)	7 tanks, ranging from 1,000 to 10,000 gallons
59	Calumet Flexicore Corp	24 Marble Street	Permanently Out of Service	3 tanks, 10,000 gallons each
59	Calumet Flexicore Corp	24 Marble Street	Permanently Out of Service	3 tanks, 10,000 gallons each

N/A = Not Available

4.2.4 - Brownfields

Eight (8) Brownfield records, four (4) Federal (EPA) and four State (IDEM), involving six property addresses were noted within one quarter-mile of the project corridor. Table 6 summarizes these eight records. The Polish Army Veterans Association property, identified in the FirstSearch report at 241-243 Gostlin Street, is located on the project corridor. This site is discussed in more detail in Section 6.

Table 6. Brownfield Sites

FirstSearch Map ID	Site Name	Site Address	Status	Site Information
4	Polish Army Veterans Association 2	242 Gostlin Street	EPA Brownfield	Phase II ESA (9/12/2002)
4	Polish Army Veterans Association 2	242 Gostlin Street	EPA Brownfield	N/A
13	Polish Army Veterans Association	241, 242, 243 Gostlin Street	Brownfield	Comfort Letter (9/12/2002)

Table 6. Brownfield Sites

FirstSearch Map ID	Site Name	Site Address	Status	Site Information
14	Polish Army Veterans Association 1	241 Gostlin Street	EPA Brownfield	Phase II ESA (9/12/2002)
14	Polish Army Veterans Association 1	241 Gostlin Street	EPA Brownfield	N/A
46	ASF-Keystone Inc.	3761 Hohman Avenue	Brownfield	N/A
50	Hammond Enterprise Center	4531 Columbia Avenue	Brownfield	Site Status Letter (7/01/2011)
58	West Point Industrial Park	145th and White Oak Street (NW Corner)	Brownfield	N/A

N/A = Not Available

4.2.5 - Emergency Response Files (Spills)

Twenty-two spill records were identified from the FirstSearch report to occur within 0.12 mile of the project corridor. Table 7 provides a summary of the spill records. Several of the spills were reportedly contained and/or included minor volumes of contaminants. Although several of the spill records do not have sufficient information to determine the environmental impact at the project corridor, most of these spills are associated with UST or LUST sites, or occurred near regulated sites, of which environmental investigations have been performed (Map IDs 8, 10, 11, 15, 18, and 20). Additional information regarding these sites is included in Section 6. As discussed in Section 6, many of these locations do pose a recognized environmental condition (REC) to the project corridor and additional investigation (i.e. Phase II site assessment) is recommended.

Table 7. Spill Site Summary

FirstSearch Map ID	Spill Type	Site Address	Spill Material (Amount if available)	Area Affected	Status
8	Industrial	4648 Sheffield Avenue	Petroleum Products	Salvage Yard	Unknown
9	Trans-Truck	4600 Sheffield Avenue	Lime Slurry (300 gallons)	1,000 sq ft of roadway	Contained
10	Other	4702 Calumet Avenue	Fuel Oil	Soil	Unknown
11	Trans-Truck	SR-312 / Calumet Avenue	Petroleum Contaminated Sludge	150 yards	Contained
11	Trans-Truck	Chicago Street and Calumet Avenue	N/A	N/A	Contained

Table 7. Spill Site Summary

FirstSearch Map ID	Spill Type	Site Address	Spill Material (Amount if available)	Area Affected	Status
15	Trans-Truck	Gostlin Street and Sheffield Street Intersection	N/A	N/A	Contained
16	Commercial	508 Chicago Street	Petroleum Products	N/A	Unknown
17	Commercial	724 Chicago Street	Petroleum Products	N/A	Unknown
18	Industrial	4705 Calumet Avenue	N/A	N/A	Unknown
18	Commercial	4705 Calumet Avenue	Diesel (25 gallons)	N/A	Not Contained
18	Emergency Response	4705 Calumet Avenue	Diesel (50 gallons)	N/A	Emergency Response Reportable
18	Spill	4705 Calumet Avenue	Diesel (5 gallons)	N/A	Unknown
18	LUST	4705 Calumet Avenue	N/A	N/A	Not Contained
18	Commercial	4705 Calumet Avenue	Diesel (18 gallons)	2,400 sq ft	Contained
18	Other	4705 Calumet Avenue	Unknown Red Substance	Parking lot	Unknown
19	Semi-Public WWTP	1110 Chicago Street	Transformer Oil	24 sq ft	Not Contained
20	Trans-Truck	Chicago Street / Columbia Avenue	Ethanol Cleaning Compound	1 sq ft	Contained
28	LUST	4747 Hohman Avenue	N/A	N/A	Not Contained
30	Trans-RR	Hohman Avenue / Hudson Avenue	Natural Gas (96,492,000 gallons)	0.25 mile (Air)	Not Contained
33	LUST	1302 West Chicago Street	Gasoline	N/A	Contained
36	Individual	4325 State Line Avenue	Oil	144 sq ft	Unknown
39	LUST	604 Hoffman Street	Heating Oil	N/A	Not Contained

4.2.6 - Solid Waste Landfills

No solid waste landfills are located within 0.5 mile of the project corridor.

4.3 - Other Published Information

4.3.1 - State or US Geologic Surveys

The 1:24,000-scale Topographic Quadrangle Map is the primary scale of topographic data produced by the US Geological Survey. Since the late 19th century, the US Geological Survey has been producing topographic quadrangle maps that show shape and elevation of the land, transportation networks, drainage patterns, vegetation, and buildings. These maps are used for a variety of purposes, including industrial site selection, highway planning, and recreation, and they are also a valuable source for local history. Features such as vegetation (green), water (blue), and densely built-up areas (gray or red) are shown as shaded areas on the map. Many features are shown by lines that may be straight, curved, solid, dashed, dotted, or in any combination. Colors of the lines usually indicate similar classes of information: topographic contours (brown); lakes, streams, irrigation ditches, and other hydrographic features (blue); land grids and important roads (red); and other roads and trails, railroads, boundaries, and other cultural features (black). Various point symbols are used to depict features, such as buildings, campgrounds, springs, water tanks, mines, survey control points, and wells. Names of places and features are shown in a color corresponding to the type of feature.

The project corridor appears industrially, commercially and residentially developed on the USGS Topographic Map. No specific sources of environmental concerns were noted within or adjacent to the project corridor.

4.2.2 - County Soil Map

The Natural Resource Conservation Services (NRCS) has prepared soil survey and mapping for each county. Soil surveys furnish soil maps and interpretations necessary to provide technical assistance to farmers and ranchers to be utilized in planning and land management. Soil surveys generally contain mapping of unique or potential areas of concern, such as areas of peat or muck, steep slopes, wetlands, and stream lines. In addition to the published soils surveys, information, spatial data, and mapping of soils is available through the NRCS Soil Data Mart, which provides the most current data about the soils. Spatial data available through the Soil Data Mart does not contain information regarding areas of concern. As such, both the published Soil Survey and the up-to-date data available from the Soil Data Mart are included for reference.

The Lake County Soil Survey was reviewed to determine soil classification and drainage features within the study area. The only soil type mapped within the proposed project ROW includes Urban land (Ur). No drainage features were identified near the project corridor.

No specific sources of environmental concerns were noted on the soils survey map within or adjacent to the project corridor.

4.3.3 - Municipal/Residential Water Supply Data

The Indiana Department of Natural Resources (IDNR) Water Well Record Database was searched for Section 25 of Township 37 N, Range 10 W and Section 30 of Township 37 N, Range 9 W. Three water well records were recovered, only one of which is located near the project area. The well owned by Mobil Oil Company is located immediately south of the project corridor at the southwest corner of

Chicago Street and South Ash Avenue. No public drinking water wells were identified within one half-mile of the project corridor.

4.3.4 - Petroleum Data Management System

The Indiana Geological Survey (IGS) petroleum database was reviewed. No petroleum-related wells or fields were noted near the project area.

Section 5 – Local Government Interviews

5.1 – City of Hammond Fire Department

The City of Hammond Fire Department, Chief Inspector was contacted October 26, 2012. The project was briefly explained along with the information that was being sought on hazardous materials and environmental concerns. The phone call was immediately followed up with email to the Chief Inspector which included a project area map and a detailed request of the information that is being sought. No response has been received.

5.2 – Lake County Health Department

The Lake County Health Department Environmental Section was called on October 26, 2012. During the brief discussion of the project and the information that was being sought, it was stated that the Lake County Health Department only recently began handling environmental calls for the City of Hammond and that all information on environmental concerns within the project study area would need to be referred to Mr. Ron Novak with the City of Hammond Health Department.

5.3 – City of Hammond Health Department

The City of Hammond's Health Department was contacted via phone and email on October 26, 2012. Mr. Ron Novak responded on November 2, 2012, indicating a property that may be of concern to the project. The property, located at 241 Brunswick Street, was previously used as a solvent recovery facility (Hammond Solvent Recovery). Mr. Novak referred to the US Environmental Protection Agency (US EPA) site coordinator, Mr. Mike Beslow.

5.4 – US Environmental Protection Agency

Mr. Mike Beslow of the US EPA was contacted via email on November 2, 2012, and provided with the information concerning the proposed project, and a specific request for any information concerning the property at 241 Brunswick Street. Mr. Beslow indicated the site is still undergoing an assessment which should be published and publically available in the near future. Mr. Beslow also provided a website where the US EPA has been providing the public with information related to the ongoing investigation of this property.

Section 6 - Site Investigation

6.1 – Site 1: Ostrom's Services - 25 Gostlin Street (Convenience Store, Automotive, Auto Repair); Ostroms Holdings, LLC (UST: 12207; LUST: 200701060); Ridgeway IV - 21 Gostlin Street (UST: 22606)

6.1.1 – Site Reconnaissance

The subject parcel was visited on August 10, 2012. The site was noted as an active Mobile gas station with a convenience market and auto repair service station providing brake service, battery service, and oil and lube services. The exterior of the site was walked to assess potential environmental conditions. The weather was mild, with temperatures in the upper 60's (°F) and overcast with occasional light drizzle. The ground surface was visible.

Numerous monitoring wells and UST fill ports were noted on site. A large pump island with twelve pumps was noted on site. For reference, see photographs 1-3 in the Appendix.

6.1.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The site appeared to be developed as it is currently in the 1998 and 2010 aerial photography. The 1983 photo indicates that the site, while still appearing to be a gas station, was set up in a slightly different configuration than it is currently, with the pump island extending in a north-south direction as opposed to its current east-west configuration.

Sanborn fire insurance (FI) maps were available for this parcel from 1930, 1951, and 1966. These maps indicate a filling station on the property as early as 1951. The 1930 maps indicate a vacant structure was present on the property, but there is no indication that it was a filling station at that point.

Records indicate that the site has been operated as a gasoline service station since the early 1940s. Ostrom's Services, Inc., operated the station from the early 1940s until 1997, when ten (10) USTs were excavated and removed from the site. Two (2) remaining USTs owned by Ostrom's Services, Inc. were closed in-place in January 2007. In 1997, Ridgeway Petroleum leased a portion of the Site and currently operates three (3) 12,000 gallon gasoline USTs that supply fuel to six fuel islands located on the central portion of the Site. Ostrom's Services, Inc., continues to operate a vehicle maintenance garage on the northeast portion of the Site.

The Lake County Assessor's Office property information was reviewed online. The current buildings on the parcel were constructed in 1965 and 1997.

6.1.3 - Regulatory Records Review

The gas station located at 21-25 Gostlin Street (currently Mobil), was identified by FirstSearch as a LUST site. Several tanks were identified as being permanently out of service or unregulated. The report also identified three USTs, each 12,000 gallon tanks, on site that are currently in use.

The available records retrieved from the IDEM VFC were reviewed for this site, summarized as follows:

- July – August 1997: Ten USTs were closed, excavated, and removed from the site. Based on site observations at the time, a historic release was reported to IDEM on July 28, 1997 (Incident No. 199707529).
- August – September 1997: An initial site investigation and initial site characterization were conducted. This included six borings/wells to assess soil and groundwater conditions at the Site.
- January 2007: Two remaining USTs were closed in-place and a second release was reported to IDEM (Incident No. 200701060).
- September 2007: A Further Site Investigation was completed. A total of 14 soil borings were completed, eight of which were converted to temporary monitoring wells and six were converted to permanent 1-inch pre-pack monitoring wells to allow for future site monitoring.
- April 2, 2008: Original Corrective Action Plan (CAP) Submitted. The CAP indicated that soil contamination exceeding RISC Commercial Default Closure Levels (DCLs), was limited to a 1 to 2-foot groundwater "smear" zone located between 4 to 6-feet below grade in the southeast portion of the site. Groundwater contamination exceeding RISC TPH-ERO and GRO Residential and Commercial DCLs appeared to encompass the northeast and southeast portions of the site respectively. Groundwater exceeding RISC Residential and Commercial benzene DCLs was limited to the southeast portion of the site, south of the current fuel islands. The extent of groundwater contamination appeared to be delineated below the RISC Residential DCLs.
- May 16, 2011: Final Revision of Corrective Action Plan Submitted. Remediation activities to be performed at the site include injection of ORC-Advanced oxygen releasing compound throughout the southern contaminant source area.
- August 23, 2011: Corrective Action Plan was approved by IDEM.
- July 30, 2012: Second Quarter 2012 Groundwater Monitoring Report was submitted. Recent soil and groundwater analysis indicate the contaminant plume is stable or receding, likely as a result of remediation activities. The monitoring wells within or near the ROW of Gostlin Street (MW-2, 9, 10, 11, 13, and 14) were all non-detect for the contaminants of concern, except for MW-9, which is located within the contaminant source area, but has shown a decreasing trend in benzene concentrations. Benzene was detected in MW-9 just above the RISC Residential DCL. MW-9 is located just north of the ROW, on the gas station property.

6.1.4 – Property Owner Interviews

The property manager was interviewed on October 26, 2012. The property manager indicated the address and location was used as a gas station/service station, but was not aware of any chemicals, spills, or storage tanks on site or of any prior use of the site.

6.1.5 – Findings and Opinion

The subject parcel is an active gas station with a convenience market and auto repair service station facility. According to historical records, photography, and mapping, the parcel has been operated as a service station since the early 1940s and the site has existed in its current configuration since at least 1998. A site visit on August 10, 2012 identified numerous monitoring wells on site and immediately surrounding the site. Caps for USTs were also noted on site. The site was included in the IDEM LUST database indicating three active 12,000 gallon USTs on site. The most recent groundwater

monitoring report indicates the contaminant plume is stable or receding, and no contaminants of concern were identified within the ROW.

While two releases from on-site USTs have been reported since 1997, neither of these releases present a threat to human health or the environment. The latest release was identified in January 2007, and the extent of groundwater contamination was delineated below the RISC DCLs. The site is not located in a geologically susceptible area, and IDEM confirmed the site is not located within a Wellhead Protection Area. Additionally, the contamination plume does not extend into the limits of the project area. Therefore, the release of petroleum products on site is considered a REC; however, additional investigation is not recommended at this location.

6.2 – Site 2: 208 Gostlin Street

6.2.1 - Site Reconnaissance

The subject parcel was visited on August 9, 2012 and was noted as a residential lot. The parcel was walked to assess potential environmental conditions. The weather was mild, with temperatures in the upper 60's (°F) and overcast with occasional light drizzle. The majority of the ground surface was visible from the existing ROW, however, the southern portion of the parcel was not investigated (rear of the house). There were no obvious environmental concerns noted during the site reconnaissance.

6.2.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The aerial photography dating back to 1939 indicates the site was developed. It appears the site was residential, but it is difficult to discern the land use from the aerials.

Sanborn FI maps were available for this parcel from 1915, 1930, 1951, and 1966. The 1915 and 1930 FI maps show the property as being vacant, with a gas tank (e.g. UST or AST) located in the southern portion of the property on the 1930 FI map. The 1951 and 1966 maps both identify the property as residential (i.e. apartments).

6.2.3 - Regulatory Records Review

The site is not included on the IDEM UST or LUST database, and was not listed in the FirstSearch report. Although the site evidently had a gas tank on site, it appears the site was developed as residential by 1951, prior to UST regulations. There is no indication the tank was properly removed or abandoned.

6.2.4 – Property Owner Interviews

Property owners could not be identified for an interview.

6.2.5 – Findings and Opinion

This site has historically been residential, but did have a gas tank (e.g. AST or UST) on site according to the 1930 FI map. No regulatory records exist for this site. Therefore, the former presence of gas tanks (i.e. USTs) is a material threat of release of petroleum products on the site (i.e. REC). Furthermore, there is no documentation to suggest closure or removal of the gas tanks. Additional investigation is recommended for this location.

6.3 – Site 3: 241 Brunswick Street (former Hammond Solvent Recovery Plant)

6.3.1 - Site Reconnaissance

The subject parcel was visited on August 9, 2012, and was noted as a vacant lot. The parcel was walked to assess potential environmental conditions. The weather was mild, with temperatures in the upper 60's (°F) and overcast with occasional light drizzle. The majority of the ground surface was visible from the existing ROW. One monitoring well was observed on the subject parcel. There were no other obvious environmental concerns noted during the site reconnaissance. For reference, see photograph 4 in the Appendix.

6.3.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The aerial photography from 1939 to 1973 indicate the site was developed, but it is difficult to discern the land use from the aerials. The 1983, 1998, and 2010 aerial photographs show the property as vacant.

Sanborn FI maps were available for this parcel from 1930, 1951, and 1966. The 1930 FI map shows the property as being vacant. The 1951 and 1966 maps both identify the property as being a solvents Recovery Plant.

A newspaper article dated April 27, 1977, identified the site as the Midwest Recycling Company, stating that the grounds of the property should be cleaned up by the end of that week in 1977. The article also states that drums and tanks of solvent lay easily accessible to anyone at the plant, and the drums standing open sent fumes through the residences that surround the plant site as well as inside the distilling area. The article also identified an explosive fire hazard presented by drums being present on the property.

The Lake County Assessor's Office property information was reviewed online. This website identified the property as being an industrial vacant lot with no noted improvements.

6.3.3 - Regulatory Records Review

According to information from the US EPA Region 5 On-Scene Coordinator website, the Hammond Solvent Recovery Plant was shut down in the late 1970s. While the owners of the facility claimed that it was shut down properly, no records exist indicating such. The site has a history of dumping, spills, and fires, and IDEM referred the site to the US EPA in July 2011 to conduct further investigation to determine the threat to human health or the environment.

This site was not identified in the FirstSearch report, and no documents were retrieved from the IDEM VFC in relation to the subject property. However, some investigative reports were available on the IDEM VFC for the Polish Army Veterans Association property (Site 4) at 241-243 Gostlin Street. These reports indicated soil and groundwater contamination in this area was sourced from the former Hammond Solvent Recovery facility.

6.3.4 – Property Owner Interviews

Property owners could not be identified for an interview. EPA Region 5 does not have any listed contacts associated with the site. Mr. Ron Novak of the City of Hammond Health Department indicated the site was under an US EPA investigation for contamination related to chlorinated solvents.

6.3.5 – Findings and Opinion

This site was historically a solvent recovery plant. According to the EPA Region 5 On-Scene Coordinator website, this site has a history of dumping, spills, and fires. Furthermore, investigative reports were available on the IDEM VFC for the Polish Army Veterans Association property (Site 4) at 241-243 Gostlin Street, indicating soil and groundwater contamination in this area sourced from the former Hammond Solvent Recovery facility. It is the opinion of the environmental professional that this site does have a REC, and is recommended for further investigation.

6.4 – Site 4: Former Store, 233 Gostlin Street

6.4.1 - Site Reconnaissance

The subject parcel was visited on August 10, 2012. The site was noted as residential. The exterior of the site was walked to assess potential environmental conditions. The weather was mild, with temperatures in the upper 60's (°F) and overcast with occasional light drizzle. The ground surface was visible from the existing ROW.

No USTs, monitoring wells, or other environmental concerns were explicitly identified on site that may impact the right of way. For reference, see photographs 5-6 in the Appendix.

6.4.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The aerial photography dating back to 1939 indicate the site was developed; however, specific land use is difficult to discern from the photo resolution.

Sanborn FI maps were available for this parcel from 1898, 1915, 1930, 1951, and 1966. These maps indicate the property was vacant and undeveloped in 1898 and 1915. The 1930 map identified the site as a store with at least two gas tanks (i.e. USTs) indicated in the western portion of the site, near the intersection of Gostlin Street and Wabash Avenue. The 1951 and 1966 FI maps indicate the site was a residential dwelling.

6.4.3 - Regulatory Records Review

The site is not included on the IDEM UST or LUST database, and was not listed in the FirstSearch report. Although the site evidently had gas tanks on site, it appears the site was developed as residential by 1951, prior to UST regulations. There is no indication the tanks were properly removed or abandoned.

6.4.4 – Property Owner Interviews

The property is identified as a residential dwelling. An attempt to contact property owner on November 29, 2012 was unsuccessful; no response has been received.

6.4.5 – Findings and Opinion

The subject parcel is currently residential, and evidently has been residential since approximately 1951. No obvious environmental concerns were identified during the site reconnaissance. Historical resources indicate the site was a store with two gas tanks (i.e. USTs) on site in 1930. No regulatory records exist for this site. Therefore, the former presence of gas tanks (i.e. USTs) is a material threat of release of petroleum products on the site (i.e. REC). Furthermore, there is no documentation to suggest closure or removal of the gas tanks. Additional investigation is recommended for this location.

6.5 – Site 5: Polish Army Veterans Association, 241-243 Gostlin Street (Brownfield; Institutional Control)

6.5.1 - Site Reconnaissance

The subject parcel was visited on August 10, 2012. The site had a building on the north side of the road that appeared to be used for social gatherings or recreational activity, and a vacant parking lot was located on the south side of the road. The exterior of the site was walked to assess potential environmental conditions. The weather was mild, with temperatures in the upper 60's (°F) and overcast with occasional light drizzle. The ground surface was visible from the existing ROW.

Monitoring wells were identified near the vacant parking lot, on the south side of Gostlin Street. No other environmental concerns were identified during the site reconnaissance. For reference, see photographs 7-10 in the Appendix.

6.5.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The aerial photography dating back to 1939 indicate the site was developed on the north side of Gostlin Street, and appeared similar to its current configuration with a building structure on site. The south side of Gostlin Street appeared to be a vacant parking lot dating back to 1939.

Sanborn FI maps were available for this parcel from 1898, 1915, 1930, 1951, and 1966. These maps indicate the property was vacant and undeveloped in 1898. The property was identified as a store on the 1915 and 1930 FI maps. The 1951and 1966 maps identified the site as a dance hall.

6.5.3 - Regulatory Records Review

The site is registered as a Brownfield site and an Institutional Control site. Review of the available records from the IDEM VFC indicated Phase I and II investigations were performed in 2002. IDEM determined the soil and groundwater at this site was contaminated as the result of contaminant migration from the former Hammond Solvent Recovery Plant located adjacent to the southwest of the property. An institutional control was established for the property in the form of an Environmental Restrictive Covenant (ERC) placed on the property deed. The ERC restricts the use of the site (i.e. no residential use and no groundwater use for domestic purposes), and requires the asphalt surface be upheld to reduce the potential for human exposure to contaminant conditions.

6.5.4 – Property Owner Interviews

The property is identified as the Polish Army Veterans Association, as currently owned by the City of Hammond. Mr. Ron Novak of the City of Hammond Health Department indicated this area was undergoing investigation by the US EPA.

6.5.5 – Findings and Opinion

The subject parcel is the Polish Army Veterans Association, and consists of a building structure that appears to be used for social gatherings and/or recreation, as well as a parking lot. The site has an ERC placed on the property deed due to contaminant migration from the former Hammond Solvent Recovery Plant. It is the opinion of the environmental professional that the history and land use of the Polish Army Veterans Association is not a REC; however, the former Hammond Solvent Recovery Plant, adjacent to the site to the southwest, is the source of contamination, and has compromised the environmental integrity of the Polish Army Veterans Association site, and is considered a REC. Additional investigation is recommended near this area, due to contaminant migration from the former Hammond Solvent Recovery Plant.

6.6 – Site 6: Former Gas Station, 4446 Sheffield Avenue

6.6.1 - Site Reconnaissance

The subject parcel was visited on August 10, 2012. The site was noted as a vacant commercial property with a vacant building structure on site, with signage that indicated a former restaurant. The exterior of the site was walked to assess potential environmental conditions. The weather was mild, with temperatures in the upper 60's (°F) and overcast with occasional light drizzle. The ground surface was visible from the existing ROW.

No USTs, monitoring wells, or other environmental concerns were explicitly identified on site that may impact the right of way. For reference, see photographs 11-14 in the Appendix.

6.6.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The aerial photography dating back to 1939 indicate the site was developed, and appeared similar to its current configuration with one small building structure on site.

Sanborn FI maps were available for this parcel from 1898, 1915, 1930, 1951, and 1966. These maps indicate the property was residential in 1898. The property was vacant or undeveloped in 1915. The 1930 and 1951 maps identify the site as a filling station with at least two gas tanks (i.e. USTs) indicated on site. The 1966 FI map indicates the site was a restaurant.

6.6.3 - Regulatory Records Review

The site is not included on the IDEM UST or LUST database, and was not listed in the FirstSearch report. Although the site was a former gas station, it appears the gas station was no longer in service in 1966 (restaurant), prior to UST regulations.

6.6.4 – Property Owner Interviews

The property is vacant; a property owner could not be identified.

6.6.5 – Findings and Opinion

The subject parcel is vacant and was evidently most recently used as a restaurant. No obvious environmental concerns were identified during the site reconnaissance. Historical resources indicate the site was a gas station from approximately 1930 to 1951. No regulatory records exist for this site. Therefore, the former presence of gas tanks (i.e. USTs) is a material threat of release of petroleum products on the site (i.e. REC). Furthermore, there is no documentation to suggest closure or removal of the gas tanks. Additional investigation is recommended for this property.

6.7 – Site 7: Sheffield Scrap (Chuck's Towing and Storage) – 4648 Sheffield Avenue (EPA ID: IND016371817; Spill ID: 201009131)

6.7.1 – Site Reconnaissance

The subject parcel was visited on August 9, 2012. Access to the site was limited, but the site appeared to be actively used as a salvage yard and/or a wrecking/towing business. The exterior of the site was walked to assess potential environmental conditions. The weather was mild, with temperatures in the upper 60's (°F) and overcast with occasional light drizzle. Only a portion of the ground surface was visible from the existing ROW. Several 55 gallon drums were observed in the eastern portion of the site, near the ROW of Sheffield Avenue. The majority of the drums did not have a noticeable label; however, one drum was identified with a label of monoethanolamine. All of the drums appeared to be closed or sealed, and there was no indication of leaking or spilling nearby. For reference, see photographs 15-17 in the Appendix.

6.7.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The site was developed as it is currently dating back to the 1939 aerial photo. While specific land use is difficult to discern in the historical aerial photography, building configuration and open space was similar to current conditions.

Sanborn FI maps were available for this parcel from 1898, 1915, 1930, 1951, and 1966. These maps indicate the sites was vacant and undeveloped in 1898. The 1915 FI map indicates the majority of the current Towing and Storage facility was vacant and undeveloped; however, residential dwellings occupied the portion of the property adjacent to Sheffield Avenue. The 1930 and 1951 maps indicate the property was a concrete block factory, but the portion of the site adjacent to Sheffield Avenue remained residential. The 1966 FI map indicates the site was an Auto Engine Disassembly plant, but again the land use adjacent to Sheffield Avenue was residential.

The Lake County Assessor's Office property information was reviewed online. No information was provided on when the buildings on the property were constructed. The only improvements identified from the Assessor's website was paving that was conducted in 1980.

6.7.3 - Regulatory Records Review

The subject property was identified in the FirstSearch report as a CERCLA No Further Remedial Action Planned (NFRAP) site (EPA ID: IND016371817). Additionally, a Spill record was identified from the FirstSearch report, indicating a spill of petroleum products on site in 2010. Additional data regarding this spill record was not available.

The available records retrieved from the IDEM VFC were reviewed for this site, summarized as follows:

- July 31, 1980: Site inspection was conducted by the US EPA when the site was occupied by Sheffield Scrap, a scrap metal operation. Numerous 55-gallon drums were observed on-site. The drums were either empty or contained copper and brass "turnings" or shavings.
- July 1983: Doug Winer, owner of Sheffield Scrap, sold the site to Chuck McKay who began operating "Chuck's Towing and Storage" on-site. By the time Mr. McKay took ownership of the property, the drums had been removed.
- February 19, 1986: Site inspection conducted by the Hammond City Health Department found only cars on the site.
- February 20, 1986: The CERCLIS Executive Summary report indicates the State failed to find any evidence of hazardous materials at the site. Evidence of illegal dumping of refuse by private citizens was observed.
- August 11, 1986: Inspection was conducted by Ecology and Environment, Inc. for the US EPA. No evidence of any handling of hazardous waste or materials was identified. Drums of unknown contents were removed. No evidence of spilling or leaking was indentified on the grounds.
- June 11, 1991: Off-site reconnaissance inspection performed by an Ecology and Environment, Inc., Field Investigation Team. File information indicated that no hazardous waste has ever been handled or stored on-site.
- October 9, 1991: Ecology and Environment, Inc., Field Investigation Team recommends to the US EPA that No Further Action be taken in regards to Sheffield Scrap site (AKA: Chuck's Towing and Storage) because no hazardous materials have been handled or stored on-site.

6.7.4 – Property Owner Interviews

An attempt to contact the property owner or manager was made on October 26, 2012. A response has not been received.

6.7.5 – Findings and Opinion

The subject parcel is an active towing/wrecking and storage facility. Site reconnaissance identified several 55-gallon drums stored on site; however, the drums appeared to be closed or sealed, and no leaking or spilling was observed nearby.

Historical aerial photography and mapping indicate that the site was developed as early as 1930. Past land uses include a concrete block factory at least from 1930 through 1951 and an auto engine disassembly plant as of 1966. However, the portion of the site adjacent to Sheffield Avenue was residential from approximately 1915 to 1966. The site was sold from Sheffield Scrap to its current

owner, Chuck's Towing and Storage in July 1983. The site was listed in the US EPA NFRAP database which is a listing of archived designated CERCLA sites for which assessment has been completed and it has been determined that no further steps will be taken to list this site on the National Priorities List (NPL). In July 1980, numerous 55-gallon drums that were either empty or contained copper and brass turnings or shavings were observed on site. Inspections conducted in 1986 did not find any evidence of handling, storage, or leaking of hazardous materials on site. In October 1991, Ecology and Environment, Inc. reported that no hazardous waste had ever been handled or stored on site and recommended that no further action be taken. Although a Spill record was associated with this site for petroleum products in 2010, there was no indication of spilling, leaking, or other adverse conditions near the project area (i.e. Sheffield Avenue ROW).

The past land use, potential hazardous waste concerns on site, and petroleum spill record is considered an historic REC. However, no evidence exists that hazardous waste was either generated, handled, or stored on site and there was no indication of spilling, leaking, or other adverse conditions near the project area. Furthermore, the majority of the historic industrial operations at this site occurred approximately 200 feet west of the Sheffield Avenue ROW, with residential land use adjacent to the ROW. Therefore additional investigation is not warranted near this property.

6.8 – Site 8: Former Gas Station, 4645 Hohman Avenue

6.8.1 - Site Reconnaissance

The subject parcel was visited on August 10, 2012. The site was noted as a commercial property with an Ace Home Center hardware store in the southern portion of the property, and storage rental units in the northern portion of the property. The exterior of the site was walked to assess potential environmental conditions. The weather was mild, with temperatures in the upper 60's (°F) and overcast with occasional light drizzle. The ground surface was visible from the existing ROW.

No USTs, monitoring wells, or other environmental concerns were explicitly identified on site that may impact the right of way. For reference, see photographs 18-19 in the Appendix.

6.8.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The aerial photography dating back to 1939 indicate the site was developed, and appeared to be a gas station; however, it is difficult to discern the land use due to photo resolution. The photos from 1952 to 1983 indicate the site was developed, and appeared to be a relatively large commercial building. The 1998 and 2010 photos indicate the site was similar to its current configuration, with a commercial building in the southern portion of the property and rental storage units in the northern portion of the property.

Sanborn FI maps were available for this parcel from 1915, 1930, 1951, and 1966. The property was vacant or undeveloped in 1915. The 1930 map identified the site as a filling station with at least three gas tanks (i.e. USTs) indicated on site. The 1951 and 1966 FI map indicates the site was commercial, with a store, offices, and an ice cream parlor on site.

6.8.3 - Regulatory Records Review

The site is not included on the IDEM UST or LUST database, and was not listed in the FirstSearch report. Although the site was a former gas station, it appears the gas station was no longer in service in 1951, prior to UST regulations.

6.8.4 – Property Owner Interviews

An attempt to contact the property owner was made on November 29, 2012; however, a property owner could not be reached.

6.8.5 – Findings and Opinion

The subject parcel is commercial, with a hardware store and rental storage units on site. No obvious environmental concerns were identified during the site reconnaissance. Historical resources indicate the site was a gas station in 1930. No regulatory records were recovered for this site. Therefore, the former presence of gas tanks (i.e. USTs) near the ROW is a material threat of release of petroleum products on the site (i.e. REC). Furthermore, there is no documentation to suggest closure or removal of the gas tanks. Additional investigation is recommended at this location.

6.9 – Site 9: KAR Service, Inc. 4714 Hohman Avenue (Roadside Rescue, Inc.) (UST: 19777, 20615)

6.9.1 – Site Reconnaissance

The subject parcel was visited on August 10, 2012. The site was noted as an active car repair service station. The exterior of the site was walked to assess potential environmental conditions. The weather was mild, with temperatures in the upper 60's (°F) and overcast with occasional light drizzle. Part of the ground surface was visible from the existing ROW.

There were no indications of USTs, monitoring wells, or other environmental concerns that may impact the ROW. For reference, see photographs 20-21 in the Appendix.

6.9.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The site was developed in 1952, and appeared similar to its current configuration. The 1939 photo showed the parcel as being largely undeveloped.

Sanborn FI maps were available for this parcel from 1930, 1951, and 1966. The parcel was identified as an auto repair and filling station as early as 1951. The 1930 map indicated that the parcel was undeveloped.

The Lake County Assessor's Office property information was reviewed online. The site was searched by address, by owner's name, and variations of each, but did not return any results for the property in question.

6.9.3 - Regulatory Records Review

KAR Service is an active car repair and service station located at 4714 Hohman Avenue. The only regulatory record available was a single record found in the IDEM VFC dated May 25, 1990. This record identified four USTs on site including two 4,000 gallon tanks and two 5,000 gallon tanks. This report estimated that the tanks were installed 30 years ago, that they were empty, and were permanently out of use. Soil sampling results were provided with the UST notification form, and all samples were below the laboratory detection limits for Total Petroleum Hydrocarbons (TPH).

6.9.4 – Property Owner Interviews

An attempt to contact the property owner was made on October 26, 2012; however, a response has not been received.

6.9.5 – Findings and Opinion

The subject parcel is an active car repair service station (KAR Service Inc.). Historical aerial photography and mapping indicate that the site was developed similar to the current configuration as early as 1952, and the parcel has been identified as an auto repair and filling station as early as 1951. No information on the site was available from the Lake County Assessor's Office. The only regulatory record available was a single record found in the IDEM VFC that identified four USTs on site. This report estimated the tanks were installed 30 years ago, that they were empty, and were permanently out of use. Soil sample results associated with the UST closure indicated all samples were below the laboratory detection limits for TPH. No other environmental concerns were identified on site. The former USTs on site is considered an historic REC; however, no additional investigations are warranted at this property.

6.10 – Site 10: Peter Olenik, 4703 Hohman Avenue (UST: 8522; LUST: 199111502)

6.10.1 - Site Reconnaissance

The subject parcel was visited on August 10, 2012. The site was noted as a used car lot (Alex Auto Sales). The exterior of the site was walked to assess potential environmental conditions. The weather was in the upper 60's and overcast with occasional light drizzle. Part of the ground surface was visible from the existing ROW.

The site has one building structure located on the southern portion of the property. The building on site is occupied with office space, and an automotive service garage with a hydraulic lift. No USTs, monitoring wells, or other environmental concerns were explicitly identified on site that may impact the right of way. For reference, see photographs 22-24 in the Appendix.

6.10.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The aerial photography from 1939 indicate the site was developed, and appeared to be residential. The photos from 1952 to 2010 indicate the site was developed with a site configuration similar to existing conditions. The development on site as observed on the photos from 1952 to 2010 resembles a gas station, with one relatively small building structure on site in the southern portion of the property.

Sanborn FI maps were available for this parcel from 1898, 1915, 1930, 1951, and 1966. These maps indicate the property was undeveloped in 1898. The property was a boarding house in 1915, and appeared to remain as residential in 1930. The 1951 and 1966 FI maps identify the site as a filling station.

6.10.3 - Regulatory Records Review

The site is currently a used car lot. The building on site is occupied with office space, and an automotive service garage with a hydraulic lift. This site is a registered UST and LUST facility. The FirstSearch report indicated this site had five USTs that are all permanently out of service. The IDEM LUST database indicates this is an active LUST site with a low priority due to soil impacts.

The available records found in the IDEM VFC were reviewed for this site, as summarized below:

- November 6, 1991: Removal/closure of 4 USTs on site, and a release was reported, including TPH in soil samples as high as 26,500 parts per million (ppm).
- February 6, 1992: Hazardous Waste identification number requested from EPA for the disposal of contaminated soil generated from UST closure activity.
- June 1993: Contaminated soil stockpiles were removed the site.
- September 16, 2006: IDEM requested Site Activity Update from the property owner.
- March 21, 2007: IDEM requested an ISC be completed to delineate residual contamination on site.
- October 21, 2009: IDEM requested a FSI be completed for the site to fully identify nature and extent of contamination.
- April 20, 2012: IDEM issued a violation letter to the property owner for failure to provide an ISC or FSI report.
- June 11, 2012: A request was sent to IDEM for an extension to complete the FSI activity.
- June 19, 2012: IDEM approved the extension request for completion of FSI to September 2012.

6.10.4 – Property Owner Interviews

An attempt to contact the property owner or manager was made on November 29, 2012. A response has not been received.

6.10.5 – Findings and Opinion

The subject parcel is currently a used car lot. No obvious environmental concerns were identified during the site reconnaissance; although a hydraulic lift was evident within the building garage, nothing was apparent near the ROW. Historical resources and regulatory records indicate the site was a gas station from approximately 1951 to 1991. Regulatory records indicate there were five USTs located on site, and were permanently closed in 1991. Soil sampling results from the UST closure indicated petroleum contamination of the soil in excess of the applicable screening levels. Furthermore, the USTs were located in the northern portion of the property (i.e. near the ROW). The most recent documentation from the IDEM VFC indicates the property owners have requested an extension to complete FSI activities, which will include further delineation of the soil and/or groundwater impacts at this site. Therefore, a release of petroleum products to the soil and/or

groundwater at this site has not been fully characterized, and is considered a REC. Additional investigation is recommended.

6.11 – Site 11: E-Z Tire Service Inc. – 725 East Chicago Street (Amex Construction Co. Inc., / Orban Leasing Inc. of Indiana)(UST: 1227; RCRAGN ID: IND984872689)

6.11.1 – Site Reconnaissance

The subject parcel was visited on August 9, 2012. The site was partially occupied by a tire service company, providing new and used tires, brakes, suspension work, and tune ups. The other portion of the property appeared to be occupied by a construction company, with offices in the building structure, and storage grounds in the northern portion of the site. The exterior of the site was walked to assess potential environmental conditions. The weather was mild, with temperatures in the upper 60's (°F) and overcast with occasional light drizzle. Part of the ground surface was visible from the existing ROW.

No USTs, ASTs, monitoring wells, or any other indication of potential RECs were identified on site. For reference, see photographs 25-27 in the Appendix.

6.11.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The site appeared developed as it is currently all the way back to 1939. While specific land use is difficult to discern in the historical aerial photography, building configuration and open space on the parcel are nearly identical to what exists on the site currently.

Sanborn FI maps were available for this parcel from 1915, 1930, 1951, and 1966, which all indicate the property was utilized by Illinois Bell Telephone Co. and had a gas tank (e.g. UST) in the southern portion of the property dating back to 1930. The adjacent site to the east was previously a filling station, and also had a relatively large fuel oil tank on site, as indicated from the 1966 FI map.

The Lake County Assessor's Office property information was reviewed online. The site was searched by address, by owner's name, and variations of each, but did not return any results for the property in question.

6.11.3 - Regulatory Records Review

The E-Z Tire Service location at 725 East Chicago Street, was identified by the FirstSearch Report as having two USTs on site, one 6,000 gallon UST and one 5,000 gallon UST, both of which were identified as being permanently out of service.

The site was listed in the USEPA's Resource Conservation and Recovery Information System Generators (RCRAGEN) database under Orban Leasing Inc. of Indiana, as well as in the IDEM UST database as Amex Construction Co. Inc. The RCRAGEN database identified Orban Leasing as being a transporter of hazardous materials, as of October 23, 2001, but Orban was not subject to any corrective action.

The IDEM VFC was reviewed for this site, and a UST notification form was filed in 1986. This form indicated two USTs on site, listed as four and six years old, respectively. The two USTs are currently listed as permanently out of service on the IDEM UST database. There was no mention of any older USTs, as indicated from the FI maps dating back to 1930. There is no indication of soil or groundwater sampling for UST closure at this location.

6.11.4 – Property Owner Interviews

An attempt to contact the property owner was made on October 26, 2012; however, a response has not been received**.**

6.11.5 – Findings and Opinion

The subject parcel is an active tire service center (E-Z Tire Service Inc.), as well as offices and storage for a construction company (Amex Construction Co. Inc.). Historic aerial photography and mapping indicate that the site was developed in its current configuration as early as 1939. Sanborn FI maps indicate that the property was used by Illinois Bell Telephone dating back to 1930, and had a gas tank (e.g. UST) in the southern portion of the site near the ROW.

The site was listed in the USEPA's Resource Conservation and Recovery Information System Generators (RCRAGEN) database under Orban Leasing Inc. of Indiana, as well as in the IDEM UST database as Amex Construction Co. Inc. The RCRAGEN database identified Orban Leasing as being a transporter of hazardous materials, as of October 23, 2001, but Orban was not subject to any corrective action. The UST database identified two USTs, both permanently out of service. No evidence was discovered to indicate the USTs had been properly closed or removed from the site, including the gas tank from the historical use on the site, which was relatively close to the ROW. Furthermore, the adjacent site to the east was a former filling station with a relatively large fuel oil tank on site, as documented on the 1966 FI map. There is no indication that these tanks were properly closed, or that soil or groundwater sampling had been performed in relation to the petroleum storage.

The historical presence of gas tanks is a material threat of release of petroleum products to the site. The documented presence of gas tanks and/or USTs with no indication of proper closure or sampling activities is considered a REC. Additional investigation is recommended at this location.

6.12 – Site 12: Former Gas Station, 4632 Calumet Avenue

6.12.1 - Site Reconnaissance

The subject parcel was visited on August 10, 2012. The site was noted as a commercial property with a White Castle fast food restaurant on site. The exterior of the site was walked to assess potential environmental conditions. The weather was mild, with temperatures in the upper 60's (°F) and overcast with occasional light drizzle. The ground surface was visible from the existing ROW.

No USTs, monitoring wells, or other environmental concerns were explicitly identified on site that may impact the right-of-way. For reference, see photographs 28-29 in the Appendix.

6.12.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The aerial photography dating back to 1939 indicate the site was developed, and appeared to be commercial or light industrial with several building structures located on site; however, it is difficult to discern the land use due to photo resolution. The photo from 1952 also indicates the site was developed, and appeared to be commercial or light industrial; however, the number and configuration of buildings on site is different than the 1939 photo. The 1973 and 1983 photos indicate the site was commercial, and appeared to be a filling station. The photos from 1998 and 2010 show the site similar to the present configuration as a fast food restaurant.

Sanborn FI maps were available for this parcel from 1915, 1930, 1951, and 1966. The property was identified as Gottfried Brewing in 1915 with a residential structure and multiple commercial or light industrial buildings on site. The 1930 and 1951 maps identified the site as Gederholm Coal and Building Materials Company, and the site included an office building and storage shed on site. The 1966 FI map indicates the site was a filling station, with one relatively large fuel oil tank near the center of the site, and two smaller fuel tanks. The tanks were apparently above ground, as an 8-foot high dike is labeled surrounding the tanks.

6.12.3 - Regulatory Records Review

The site is not included on the IDEM UST or LUST database, and was not listed in the FirstSearch report. Although the site was a former gas station, and evidently had above ground fuel tanks on site, there is no indication of proper closure or removal of these tanks.

6.12.4 – Property Owner Interviews

The property is currently a White Castle fast food restaurant. The store manager was contacted on November 29, 2012 and questioned about the environmental history of the site. The manager referred all questions to the building and maintenance supervisor. An attempt to contact the building and maintenance supervisor was unsuccessful; no response has been received.

6.12.5 – Findings and Opinion

The subject parcel is commercial, with a fast food restaurant on site. No obvious environmental concerns were identified during the site reconnaissance. Historical resources indicate the site was a gas station from approximately 1966 to 1983, with a relatively large fuel oil tank and two smaller fuel oil tanks located on site. The tanks were evidently above ground, as indicated by an 8-foot tall dike surrounding the tanks. No regulatory records could be recovered for this site. Therefore, the former presence of fuel tanks is a material threat of release of petroleum products on the site (i.e. REC). Furthermore, there is no documentation to suggest closure or removal of the gas tanks. Additional investigation is recommended at this location.

6.13 – Site 13: McDonald's 4635 Calumet Avenue (Formerly KAR Automobile Service) (UST ID: 24496)

6.13.1 - Site Reconnaissance

The subject parcel was visited on August 10, 2012. The site was noted as a McDonald's restaurant. The exterior of the site was walked to assess potential environmental conditions. The weather was mild, with temperatures in the upper 60's (°F) and overcast with occasional light drizzle. Part of the ground surface was visible from the existing ROW.

The site reconnaissance did not reveal any environmental conditions associated with the site. For reference, see photographs 30-31 in the Appendix.

6.13.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The aerial photography from 1939 to 1998 showed the site was developed, but in a different configuration than it is currently. Due to the lack of clarity in the photographs, it is difficult to discern a precise land use. The 2010 aerial photographs show the site as it is currently configured.

Sanborn FI maps were available for this parcel from 1915, 1930, 1951, and 1966. The 1915 and 1930 maps indicates the property was residential. The 1951 and 1966 maps identify the parcel as being a filling station and auto service station with three gas tanks (i.e. USTs) in the southern portion of the property.

The Lake County Assessor's Office property information was reviewed online. The only information available for this parcel was for the McDonald's which currently exists on the site.

6.13.3 - Regulatory Records Review

This site was identified as a UST facility from the FirstSearch report and from the IDEM UST database. The site reportedly had a 250 gallon used oil tank. No information was provided in the FirstSearch report or the IDEM UST database regarding fuel oil tanks as related to the historical use of the site as a gas station.

The IDEM VFC was reviewed for regulatory records associated with this site, as summarized below:

- July 11, 2001: IDEM responded to the notice of intent to remove UST located on the property.
- August 30, 2001: The 250 gallon used oil UST was to be removed, but the tank could not be located. Dispenser piping was removed, but the tank had evidently been removed previously.

6.13.4 – Property Owner Interviews

An attempt to contact the property owner or manager was made on October 26, 2012. A response has not been received.

6.13.5 – Findings and Opinion

The subject parcel is currently a McDonald's restaurant. No environmental concerns were identified from the site reconnaissance. Historical maps indicate the site was formerly a filling station with three

gas tanks (i.e. USTs) on site. The only regulatory reports that were recovered for this site indicate that there was a notice of intent to remove a 250 gallon used oil UST on the site, but that the tank could not be located.

There are no records associated with the historical gas tanks (i.e. USTs) on site in affiliation with the historical land use as a filling station. Although an attempt to close a 250 gallon used oil tank in 2001 proved unsuccessful as the tank could not be located, no evidence was available to suggest proper identification or closing of the gas tanks. Furthermore, these gas tanks were identified on the Sanborn FI maps in the southern portion of the property near the ROW of Chicago Street. Therefore, the historical presence of gas tanks on the site is a REC, and additional investigation is recommended at this location.

6.14 - Site 14: Speedway SuperAmerica #8305 – 4705 Calumet Avenue (LUST 201002502; UST 5685)

6.14.1 - Site Reconnaissance

The subject parcel was visited on August 10, 2012. The site was noted as an active gas station and convenience store. The exterior of the site was walked to assess potential environmental conditions. The weather was in the upper 60's and overcast with occasional light drizzle. Part of the ground surface was visible from the existing ROW.

Evidence of multiple USTs and several monitoring wells were identified on site. For reference, see photographs 32-33 in the Appendix.

6.14.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The site appeared to be developed as a gas station dating back to 1998. The 1983 and 1973 aerial photography shows the site with a different configuration of buildings, however the land use still appears to be that of a filling station. The 1952 and 1939 photography indicates that the site was developed, however the specific land use was difficult to discern from the photographs.

Sanborn FI maps were available for this parcel from 1915, 1930, 1951, and 1966. The maps indicate the property was undeveloped in 1915, was developed as a store in 1930, and was identified as a filling station on the 1951 and 1966 maps.

The Lake County Assessor's Office property information was reviewed online. The site was searched by address, by owner's name, and variations of each, but did not return any results for the property in question.

6.14.3 - Regulatory Records Review

This gas station at 4705 Calumet Avenue was identified in the FirstSearch report as an UST and LUST site. Several Spill records were also on file at this address. The reported spills were relatively minor in volume, ranging from 5 to 50 gallons, and all reported as diesel fuel.

Speedway Station #8305 is an active petroleum retail facility and convenience store located at 4705 North Calumet Avenue. There are currently six active USTs on site, including three 12,000 gallon diesel USTs, two 12,000 gallon unleaded gasoline USTs, and one 6,000 gallon kerosene UST. All of these tanks were installed on April 1, 1989. Prior USTs had been installed in 1962 and 1980, but all of these tanks were removed at the time of the installation of the currently existing tanks.

The available records found in the IDEM VFC were reviewed for this site, as summarized below:

- March 21, 1989: A release was reported during UST removal activities. IDEM issued LUST incident #198903089. Impacted soils were removed from site. This release is currently listed as deactivated.
- May 20, 1994: A release was reported when impacted soil and groundwater was encountered during Phase II ESA activities. IDEM issued LUST Incident #199405537.
- November 18, 1994: A Preliminary Groundwater Investigation report indicated that groundwater had been impacted by fueling operations at the site.
- March 30, 1995: A Site Investigation indicated that soil and groundwater impacts had been fully delineated.
- April 4, 1996: A Corrective Action Plan (CAP) was submitted to IDEM.
- April 30, 1997: IDEM approved a modified version of the original CAP.
- May 17, 2000: A Final Remedial Progress Report was submitted to IDEM. The report indicated that the natural attenuation had been occurring in the groundwater plume, and there did not appear to be any significant increase in the area of impacted soil.
- October 22, 2003: IDEM issued a No Further Action (NFA) letter which indicated that natural attenuation appeared to be effective in reducing groundwater impacts.
- December 23, 2004: IDEM approved the request to transition the site into Risk Integrated System of Closure (RISC). IDEM also noted an additional groundwater assessment was not required and additional investigation should be limited to subsurface soils only.
- March 17, 2005: Soil sampling identified soils impacted above RISC cleanup objectives.
- September 5, 2006: IDEM approved a CAP Addendum proposing to apply an Environmental Restrictive Covenant (ERC) to the property deed.
- December 27, 2007: The ERC was filed with the Lake County Recorder's Office as Instrument #2007100725. The ERC prohibits the removal of groundwater from the site, limits the site to industrial or commercial uses, and prohibits the construction of any subsurface basement structures on the site.
- September 4, 2008: IDEM issued NFA approval pursuant to RISC guidance that granted NFA status to LUST incident #199405537.
- March 9, 2010: A Spill Recovery Response (SRR) Report was submitted to IDEM documenting mitigation activities conducted in response to the spill of 5-10 gallons of gasoline which occurred on February 4, 2010.
- September 13, 2010: An Limited Subsurface Investigation (LSI) Report was submitted to IDEM documenting soil and groundwater sampling activities conducted in response to dispenser upgrade activities conducted due to the February 4, 2010 spill.
- May 19, 2011: An ISC report which included the results of ISC activities conducted on site was submitted to IDEM.
- April 27, 2012: A Further Site Investigation was conducted; soil and groundwater contamination remains on-site, but Speedway requested an approved Site Characterization from

IDEM and does not intend to further remediate the site, but rather to amend the Environmental Restrictive Covenant for the site as a means of site closure.

6.14.4 – Property Owner Interviews

An attempt to contact the property manager was made on October 26, 2012. A response has not been received.

6.14.5 – Findings and Opinion

The subject parcel is an active gas station and convenience store (Speedway #8305). Numerous USTs and monitoring wells were identified on site. Historical maps indicate that the parcel was utilized as a filling station as early as 1951. No information on the site was available from the Lake County Assessor's Office. Regulatory records indicate that the site is an active petroleum retail facility with six active USTs, all of which were installed in 1989.

Numerous regulatory records are available for this site documenting leaking USTs, groundwater impacts, spills, and various related reports that have been filed. An FSI report dated June 14, 2012, indicates soil and groundwater contamination remain on site. The site has an existing ERC attached to the property deed, and Speedway does not intend to perform any additional remediation on site, but rather amend the ERC to achieve site closure. Furthermore, review of historical analytical data suggests soil and groundwater impacts have occurred on the northern portion of the property, near the ROW of Chicago Street. The site history and the residual contamination that remains on site is considered a REC. Additional investigation is recommended at this location.

6.15 – Site 15: Former Gas Station, 4702 Calumet Avenue

6.15.1 - Site Reconnaissance

The subject parcel was visited on August 10, 2012. The site was noted as a parking lot with a commercial building (liquor store) on the southwest portion of the site. The exterior of the site was walked to assess potential environmental conditions. The weather was in the upper 60's and overcast with occasional light drizzle. The ground surface was visible from the existing ROW.

The western portion of this site appeared to have undergone recent demolition and grading. Two monitoring wells were identified on the property. No other environmental concerns were explicitly identified on site that may impact the right of way. For reference, see photographs 34-39 in the Appendix.

6.15.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The aerial photography dating back to 1939 indicates the site was developed, and appeared to be commercial or light industrial with several building structures located on site; however, it is difficult to discern the land use due to photo resolution. The photo from 1952 also indicates the site was developed, and appeared to be commercial or light industrial; the eastern portion of the site appeared to be a gas station. The 1973 and 1983 photos indicate the site was commercial with multiple building structures on site. The photos from 1998 and 2010 indicate the site was commercial; however, the site

configuration was different than previous aerial photos, and it appeared that only one building structure was on site.

Sanborn FI maps were available for this parcel from 1915, 1930, 1951, and 1966. The property was mostly undeveloped in 1915, with two building structures identified on site (i.e. flats). The 1930 map identified the western portion of the property as an ice plant and coal yard, while the eastern portion of the site had a residential building and some storage sheds on site. The 1951 FI map indicates the western portion of the site included a portion of an ice plant and coal yard, with an office building and coal bin on site. The central portion of the site was a private garage. The eastern portion of the site included a residential dwelling, and a filling station with two gas tanks (i.e. USTs) located in the northern portion of the property, near the ROW of Chicago Street. The 1966 FI map indicates the site included an office, parking lot, private garages, and a filling station in the eastern portion of the site, with two gas tanks (i.e. USTs) in the northern portion of the site.

6.15.3 - Regulatory Records Review

The site is not included on the IDEM UST or LUST database, and was not listed in the FirstSearch report. Although the site was a former gas station, there is no indication of proper closure or removal of these tanks. Two Spill records were on file for the intersection of Chicago Street and Calumet Avenue; however, both of the spills were reportedly contained.

6.15.4 – Property Owner Interviews

The property is currently a liquor store. The store manager was contacted on November 29, 2012 and questioned about the environmental history of the site. The store manager indicated two USTs were removed from the site in 2007, one was heating oil and other was empty (filled with sand). Additionally, three monitoring wells were installed following UST closure.

6.15.5 – Findings and Opinion

The subject parcel is commercial, with a liquor store and parking lot on site. The site appeared to have been recently demolished and graded upon site reconnaissance. Two monitoring wells were identified on site, and appeared to have been recently installed. No records were recovered to indicate the purpose of the monitoring wells. No other obvious environmental concerns were identified during the site reconnaissance.

Historical resources indicate the site was commercial or light industrial dating back to 1930, and had a gas station on the eastern portion of the property from approximately 1951 to 1966, with two gas tanks located on the northern portion of the site, near the ROW. This site is not listed in the IDEM UST or LUST database, and no regulatory records were recovered.
An interview with the store manager indicated two USTs were removed from the site in 2007, and three monitoring wells were installed. No other information regarding the environmental history of the site was reported.

The former presence of fuel tanks is a material threat of release of petroleum products on the site. Furthermore, the lack of documentation regarding removal of the gas tanks near the ROW is considered a REC. Additional investigation is recommended at this location.

6.16 – Site 16: Former Gas Station, 936 Chicago Street

6.16.1 - Site Reconnaissance

The subject parcel was visited on August 10, 2012. The site was noted as a vacant lot. The exterior of the site was walked to assess potential environmental conditions. The weather was in the upper 60's and overcast with occasional light drizzle. The ground surface was visible from the existing ROW.

No environmental concerns were explicitly identified on site that may impact the right of way. For reference, see photograph 40 in the Appendix.

6.16.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The aerial photography from 1939 and 1952 indicates the site was developed, and appeared to be commercial; however, it is difficult to discern the land use due to photo resolution. The photos from 1973 to 2010 indicate the site was vacant.

Sanborn FI maps were available for this parcel from 1915, 1930, 1951, and 1966. The property was undeveloped in 1915 and 1930. The FI maps from 1951 and 1960 indicate a filling station on site, with three gas tanks (i.e. USTs) near the right of way of Chicago Street.

6.16.3 - Regulatory Records Review

The site is not included on the IDEM UST or LUST database, and was not listed in the FirstSearch report. Although the site was a former gas station, there is no indication of proper closure or removal of the former gas tanks.

6.16.4 – Property Owner Interviews

The property is vacant; a property owner could not be identified.

6.16.5 – Findings and Opinion

The subject parcel is a vacant lot. No obvious environmental concerns were identified during the site reconnaissance. Historical resources indicate the site was a gas station from approximately 1951 to 1966, with three gas tanks located on site. No regulatory records exist for this site. The former presence of fuel tanks on site is a material threat of release of petroleum products (i.e. REC). Furthermore, there is no documentation to suggest closure or removal of the gas tanks. Additional investigation is recommended at this location.

6.17 – Site 17: Oil Exchange, 1142 Chicago Street (UST: 22857; LUST: 199912540)

6.17.1 - Site Reconnaissance

The subject parcel was visited on August 10, 2012. The site was noted as "Oil Quickly", an oil change and automotive repair shop with four bays for vehicles, one of which has a hydraulic lift. The exterior of the site was walked to assess potential environmental conditions. The weather was in the upper 60's

and overcast with occasional light drizzle. Part of the ground surface was visible from the existing ROW.

No USTs, monitoring wells, or other environmental concerns were identified on site that may impact the right of way. For reference, see photographs 41-45 in the Appendix.

6.17.2 – Site History

Historical aerial photographs (1939, 1952, 1973, 1983, 1998, and 2010) were reviewed. The aerial photography from 1939 and 1952 indicates that the site was not developed. The 1973 aerial looks as if the site had been developed, but due to a lack of clarity in the images, it is difficult to discern the land use at the time. The 1983, 1998, and 2010 aerial photography show the property in its current configuration.

Sanborn FI maps were available for this parcel from 1930, 1951, and 1966. These maps indicate the property was undeveloped.

The Lake County Assessor's Office property information was reviewed online. Property improvements indicate that the parcel was modified to become a commercial auto service station in 1980.

6.17.3 - Regulatory Records Review

The Oil Exchange, located at 1142 Chicago Street is an active oil change and automotive tire and minor repair shop. Regulatory records indicate that there were previously two USTs located on site, one 4,000 gallon tank for used oil, and one 2,000 gallon tank for new oil. Both USTs were reportedly removed in February 1999. A Spill record was on file at the intersection of Columbia Avenue and Chicago Street, near the subject property. However, the spill was only 1 square foot of ethanol, and was reportedly contained.

The available records found in the IDEM VFC were reviewed for this site, as summarized below:

- November 11, 1998: Owners made a request to permanently close two USTs located on site (one 4,000 gallon tank for used oil and one 2,000 gallon tank for new (virgin) oil).
- December 8, 1998: IDEM approved the request to remove the two tanks.
- January 13, 1999: USTs were removed and report filed on February 22, 1999.

6.17.4 – Property Owner Interviews

An attempt to contact the property owner or manager was made on October 26, 2012. A response has not been received.

6.17.5 – Findings and Opinion

The subject parcel is an active oil change and automotive tire and minor auto repair shop. No USTs, monitoring wells, or other environmental concerns were identified during the site reconnaissance. Historical aerial photography indicate that the site was developed between 1952 and 1973. Regulatory records indicate two USTs were located on site, and were permanently closed in 1999. Soil sampling

results from the UST closure did not indicate petroleum contamination of the soil in excess of the applicable screening levels. Furthermore, the USTs were located behind the building, in the southern portion of the property (i.e. not near the ROW). The former presence of USTs on site is considered an historic REC; however, additional investigation is not warranted at this location as soil sampling on site near the former tanks did not indicate petroleum contamination.

Section 7 - Conclusions

American Structurepoint, Inc., has performed an ISA for the proposed widening and reconstruction of Chicago Street in Hammond, Indiana from the Indiana border with Illinois to White Oak Avenue where the City of Hammond, Indiana borders the City of East Chicago, Indiana (Des. No. 1297017). This ISA has been prepared in general accordance with procedures outlined in the Hazardous Materials Unit Operating Manual published by the Indiana Department of Transportation – Office of Environmental Services. This investigation identified 17 sites along the project corridor that have a REC; of these, 12 sites are recommended for further investigation in the form of a Phase II limited subsurface investigation within or adjacent to the project ROW. These sites are summarized in Table 1 in Section 1, and the Sites of Environmental Concern map in the Appendix shows the location of these properties.

Section 8 - References

First Search Technology Corporation, Environmental FirstSearch Report. August 10, 2012

Gray, H. H, 2000, Physiographic Divisions of Indiana, Indiana Geological Survey Special Report 61, Indiana University.

IDEM Virtual File Cabinet, 2012, Indiana Department of Environmental Management. www.state.in.us/idem/resources/records/index.html

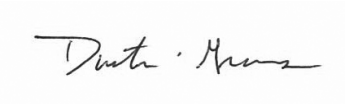
Indiana Geological Survey, 2012, GIS Atlas for Indiana. http://maps.indiana.edu/

SSURGO Digital Soils Data provided by the US Department of Agriculture - Natural Resources Conservation Service. http://soildatamart.nrcs.usda.gov/

US Department of Agriculture, Soil Conservation Service, 1972, Soil Survey of Lake County, Indiana. National Cooperative Soil Survey.

Section 9 - Signature of the Environmental Professional

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §312.10 of 40 CFR 312, and I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.



December 19, 2012

Dustin M. Graves, LPG, CHMM
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, Indiana 46256
(317) 547-5580

Date

Qualifications of the Environmental Professional

Mr. Graves has a Bachelor of Science in Geology from the University of Southern Indiana and a Master of Science in Geology from Indiana University – Purdue University, Indianapolis. He has been involved in professional environmental analysis since 2005, including Phase I and Phase II site assessments and groundwater monitoring. He is a Licensed Professional Geologist in the state of Indiana and a Certified Hazardous Materials Manager.

Phase I Initial Site Assessment

Appendix and Graphics

State Location Map (Appendix A, Page A-2)
USGS Topographic Map (Appendix A, Page A-3)
Aerial Map (Appendix A, Page A-4)

Project Location – Soil Survey – SURRGO

0 375 750 1,500 Feet

N W E S

AMERICAN STRUCTUREPOINT INC.
www.structurepoint.com

Soil Survey - SSURGO

City of Hammond
Engineering Deptartment
5925 Calumet Ave.
Hammond, IN 46320

Des. No. 1297017
Chicago Street Widening and Reconstruction

Location: Hammond
Township: North
County: Lake
State: Indiana

Date: 11/30/12

Path: P:\2011\00320\D. Drawings\Environmental\Exhibits\Phase_I_ESA\2011.00320.EV.2012-12-03.MAP.Soils.dmg.mxd Date:12/11/2012 User:dgraves

Map Unit Description (Brief, Generated)

Lake County, Indiana

[Minor map unit components are excluded from this report]

Map unit: OkB - Oakville-Adrian complex, 0 to 6 percent slopes

Component: Oakville (60%)

The Oakville component makes up 60 percent of the map unit. Slopes are 0 to 6 percent. This component is on dunes. The parent material consists of eolian sands. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is well drained. Water movement in the most restrictive layer is high. Available water to a depth of 60 inches is low. Shrink-swell potential is low. This soil is not flooded. It is not ponded. There is no zone of water saturation within a depth of 72 inches. Organic matter content in the surface horizon is about 1 percent. Nonirrigated land capability classification is 4s. This soil does not meet hydric criteria.

Component: Adrian, drained (40%)

The Adrian, drained component makes up 40 percent of the map unit. Slopes are 0 to 1 percent. This component is on depressions on lake plains. The parent material consists of herbaceous organic material over sandy outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is very poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is very high. Shrink-swell potential is low. This soil is not flooded. It is frequently ponded. A seasonal zone of water saturation is at 0 inches during April, May, June. Organic matter content in the surface horizon is about 75 percent. Nonirrigated land capability classification is 3w. This soil meets hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 20 percent.

Map unit: Ta - Adrian muck, drained, 0 to 1 percent slopes

Component: Adrian, drained (75%)

The Adrian, drained component makes up 75 percent of the map unit. Slopes are 0 to 1 percent. This component is on depressions on outwash plains. The parent material consists of herbaceous organic material over sandy outwash. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is very poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is very high. Shrink-swell potential is low. This soil is not flooded. It is frequently ponded. A seasonal zone of water saturation is at 0 inches during April, May, June. Organic matter content in the surface horizon is about 75 percent. Nonirrigated land capability classification is 3w. This soil meets hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 20 percent.

Map unit: Ur - Urban land

Component: Urban land (100%)

Generated brief soil descriptions are created for major soil components. The Urban land is a miscellaneous area.

Map unit: W - Water

Component: Water (100%)

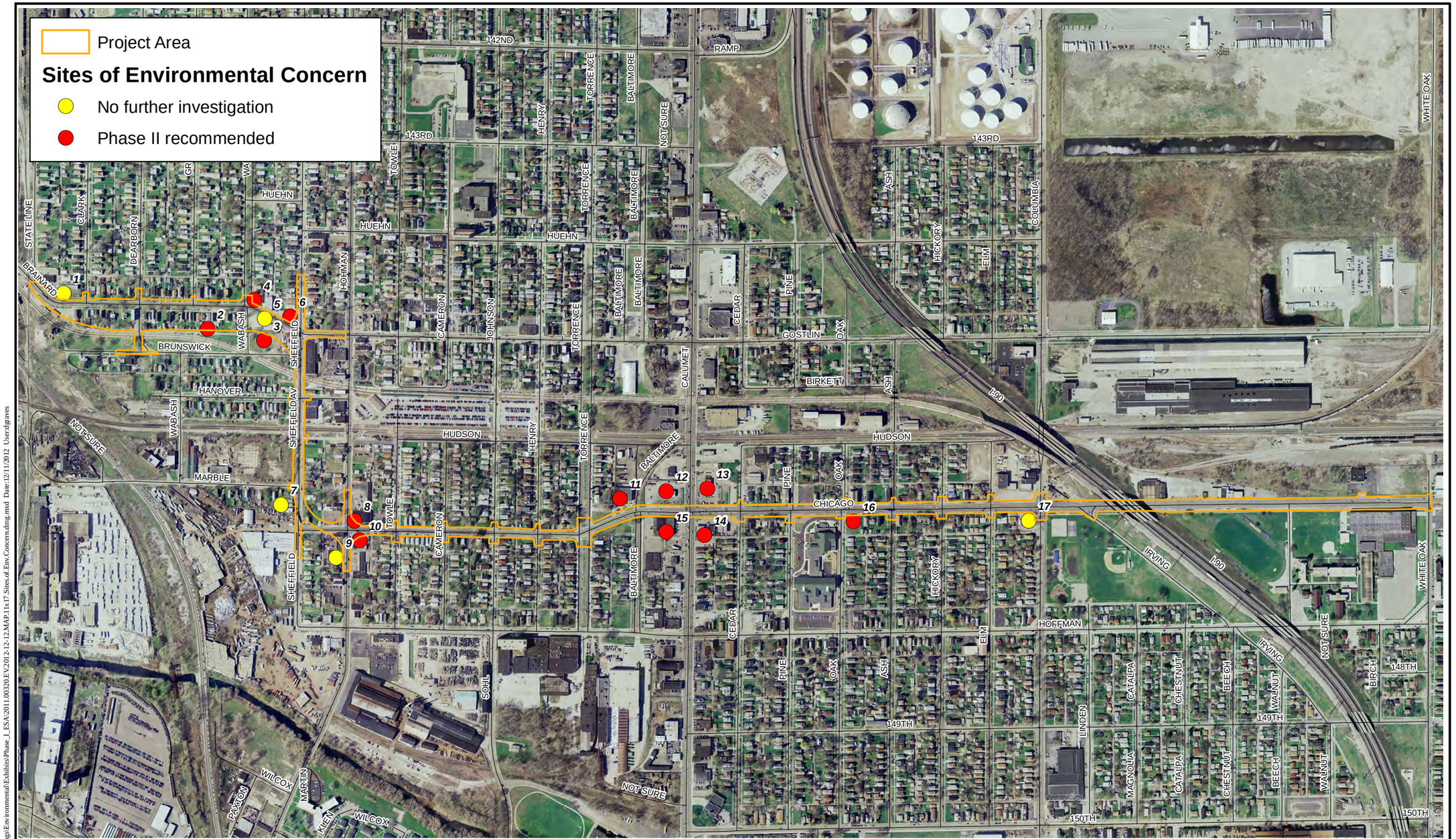
Generated brief soil descriptions are created for major soil components. The Water is a miscellaneous area.

Map unit: Wa - Wallkill silt loam

Component: Wallkill, upland, drained (100%)

The Wallkill, upland, drained component makes up 100 percent of the map unit. Slopes are 0 to 2 percent. This component is on depressions on till plains. The parent material consists of loamy slope alluvium over herbaceous organic material. Depth to a root restrictive layer is greater than 60 inches. The natural drainage class is very poorly drained. Water movement in the most restrictive layer is moderately high. Available water to a depth of 60 inches is very high. Shrink-swell potential is low. This soil is not flooded. It is frequently ponded. A seasonal zone of water saturation is at 3 inches during January, February, March, April, May, November, December. Organic matter content in the surface horizon is about 10 percent. Nonirrigated land capability classification is 3w. This soil meets hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 5 percent.

Sites of Environmental Concern


Project Area
Sites of Environmental Concern
No further investigation
Phase II recommended
142ND
143RD
149TH
150TH
148TH
RAMP
HUEHN
BRUNSWICK
HANOVER
MARBLE
HUDSON
CHICAGO
COSTLIN
BIRKETT
HOFFMAN
IRVING
STATE LINE
CLARK
DEARBORN
BRAINARD
WABASH
SHEFFIELD
SHEFFIELD AV
HOLMAN
TOWLE
CAMERON
JOHNSON
HENRY
TORRENCE
BALTIMORE
NOT SURE
CALUMET
CEDAR
PINE
OAK
ASH
HICKORY
ELM
COLUMBIA
WHITE OAK
I-90
SOHL
LINDEN
MAGNOLIA
CATALPA
CHESTNUT
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AMERICAN STRUCTUREPOINT INC
www.structurepoint.com
Sites of Environmental Concern
City of Hammond
Engineering Deptartment
5925 Calumet Ave.
Hammond, IN 46320
Des. No. 1297017
Chicago Street Widening and Reconstruction
Location: Hammond
Township: North
County: Lake
State: Indiana
Date: 11/30/12
Path: P:\2011\00320\D. Drawings\Environmental\Exhibits\Phase_I_ESA\2011\00320EV2012-12-12.MAP.11x17.Sites.of.Env.Concern.dmg.mxd Date:12/11/2012 User:dgeaves

Photographs of the Sites of Environmental Concern

Chicago Street Widening and Reconstruction
August 9, 2012
Des. No. 1297017

Photo 1: Site 1, Ostrom's Service / Mobil gas station

Photo 2: Monitoring well near right-of-way at Ostrom's Service / Mobil gas station (Site 1)

Photo 3: Site 1, Ostrom's Service / Mobil gas station

Photo 4: Site 2, former Hammond Solvent Recovery Plant location

Photo 5: Looking east at Site 3, 233 Gostlin Street

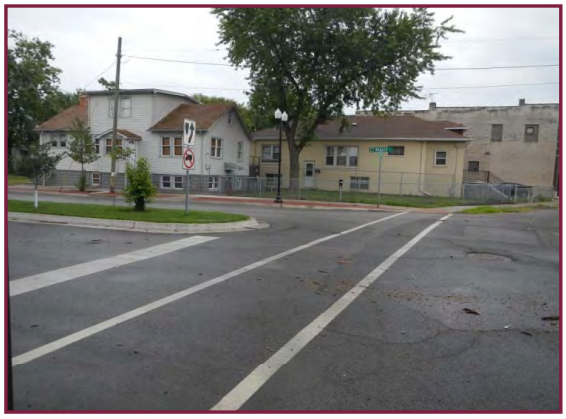

Photo 6: Looking northeast at Site 3, 233 Gostlin Street

Photo 7: Site 4, 242 Gostlin Street (parking lot for Polish Army Veterans Association)

Photo 8: Site 4, Polish Army Veterans Association building

Photo 9: Site 4, Polish Army Veterans Association building

Photo 10: Site 4, Polish Army Veterans Association building

Photo 11: Site 5, restaurant and former gas station location at 4446 Sheffield Avenue

Photo 12: Site 5, restaurant and former gas station location at 4446 Sheffield Avenue

Photo 13: Site 5, restaurant and former gas station location at 4446 Sheffield Avenue

Photo 14: Site 5, restaurant and former gas station location at 4446 Sheffield Avenue

Photo 15: Site 6, Chuck's towing (formerly Sheffield Scrap)

Photo 16: Site 6, Chuck's towing (formerly Sheffield Scrap)

Photo 17: Site 6, Chuck's towing (formerly Sheffield Scrap)

Photo 18: Site 7, Ace hardware and former gas station at 4645 Hohman Avenue

Photo 19: Site 7, Ace hardware and former gas station at 4645 Hohman Avenue

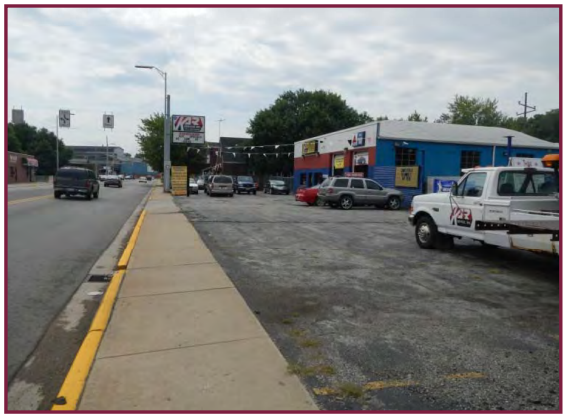

Photo 20: Site 8, KAR Service, Inc. 4714 Hohman Avenue (formerly Roadside Rescue)

Photo 21: Site 8, KAR Service, Inc. 4714 Hohman Avenue (formerly Roadside Rescue)

Photo 22: Site 9, Peter Olenik LUST site (Alex Auto Sales) 4703 Hohman Avenue

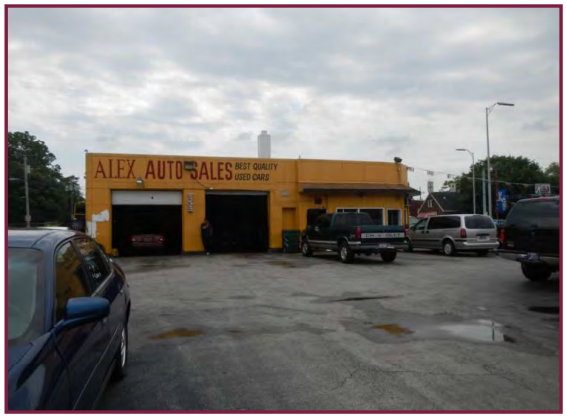

Photo 23: Site 9, Peter Olenik LUST site (Alex Auto Sales) 4703 Hohman Avenue

Photo 24: Site 9, Peter Olenik LUST site (Alex Auto Sales) 4703 Hohman Avenue

Photo 25: Site 10, EZ Tire Service / Amex Construction at 725 Chicago Street

Photo 26: Site 10, EZ Tire Service / Amex Construction at 725 Chicago Street

Photo 27: Site 10, EZ Tire Service / Amex Construction at 725 Chicago Street

Photo 28: Site 11, former gas station (White Castle) at 4632 Calumet Avenue

Photo 29: Site 11, former gas station (White Castle) at 4632 Calumet Avenue

Photo 30: Site 12, former gas station (McDonald's) looking west along Chicago Street

Photo 31: Site 12, former gas station (McDonald's) at 4635 Calumet Avenue

Photo 32: Site 13, Speedway SuperAmerica at 4705 Calumet Avenue

Photo 33: Site 13, Speedway SuperAmerica at 4705 Calumet Avenue

Photo 34: Site 14 at 4702 Calumet Avenue, looking east

Photo 35: Recently installed monitoring well at Site 14, 4702 Calumet Avenue

Photo 36: Site 14 at 4702 Calumet Avenue, looking west

Photo 37: Site 14 at 4702 Calumet Avenue, looking east

Photo 38: Site 14 at 4702 Calumet Avenue, looking northwest from intersection of Chicago Street and Calumet Avenue

Photo 39: Site 14 at 4702 Calumet Avenue, looking southwest retail store on site

Photo 40: Site 15 at 936 Chicago Street, former gas station, looking southeast from the intersection of Chicago Street and Oak Avenue

Photo 41: Site 16, Oil Quickly, located at 1142 Chicago Street

Photo 42: Site 16, Oil Quickly, at 1142 Chicago Street, looking north along Columbia Avenue

Photo 43: Site 16, Oil Quickly at 1142 Chicago Street

Photo 44: Site 16, Oil Quickly at 1142 Chicago Street

Photo 45: Site 16, Oil Quickly at 1142 Chicago Street

Regulatory Records and Documentation (on CD)

RFI Maps

FirstSearch Report

IDEM VFC Documents

Historical Documentation

Historic Aerials - See Appendix A, Page A-5 to A-18

Interviews

AMERICAN STRUCTUREPOINT INC.

7260 Shadeland Station, Indianapolis, Indiana 46256
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com

PHONE CALL RECORD

Date: November 2, 2012 **Time:** _____

Person Called: Jason Miles **of** American Structurepoint Inc.

Person Calling: Ron Novak **of** City of Hammond Health Department

cc: _____

Project Name: Chicago Street

Project Number: 2011.00320

Subject: Phase I ISA for project area

Summary of Conversation

The City of Hammond's Health Department was contacted via phone and email on October 26, 2012. Mr. Ron Novak responded on November 2, 2012, indicating a property that may be of concern to the project. The property, located at 241 Brunswick Street, was previously used as a solvent recovery facility (Hammond Solvent Recovery). Mr. Novak referred to the U.S. Environmental Protection Agency (U.S. EPA) site coordinator, Mr. Mike Beslow.

PCR (lined)

AMERICAN STRUCTUREPOINT INC.

7260 Shadeland Station, Indianapolis, Indiana 46256
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com

PHONE CALL RECORD

Date: October 26, 2012 **Time:** _____

Person Called: _____ **of** Lake County Health Department

Person Calling: Jason Miles **of** American Structurepoint Inc.

cc: _____

Project Name: Chicago Street

Project Number: 2011.00320

Subject: Phase I ISA for project area

Summary of Conversation

The Lake County Health Department Environmental Section was called on October 26, 2012. During the brief discussion of the project and the information that was being sought, it was stated that the Lake County Health Department only recently began handling environmental calls for the City of Hammond and that all information on environmental concerns within the project study area would need to be referred to Mr. Ron Novak with the City of Hammond Health Department.

PCR (lined)

Graves, Dustin

From: Miles, Jason
Sent: Monday, November 19, 2012 4:26 PM
To: Graves, Dustin
Subject: FW: FW: Chicago St (SR 312) Widening and Reconstruction (Haz Mat / Env Concerns)

Dustin,

See below emails as well as web link which has materials that have been referenced. EPA report should be posted shortly.

Jason Miles, JD
Environmental Specialist, Environmental Science Group
T 614.901.2235 E jmiles@structurepoint.com
F 614.901.2236 W www.structurepoint.com

From: Beslow.Mike@epamail.epa.gov [mailto:Beslow.Mike@epamail.epa.gov]
Sent: Thursday, November 08, 2012 2:11 PM
To: Miles, Jason
Subject: RE: FW: Chicago St (SR 312) Widening and Reconstruction (Haz Mat / Env Concerns)

I will post it to the documents section of the website.
If you have specific questions in the mean time, I can answer them.

Mike Beslow
On-Scene Coordinator
US EPA, Region 5
77 W Jackson (SE-5J)
Chicago, IL 60604
voice: (312)353-8678
fax: (312)582-5139

"Miles, Jason" ---11/08/2012 12:23:52 PM---Mike, Thank for you sending this link along. I'm assuming when the report is available it will be p

From: "Miles, Jason" <JMiles@structurepoint.com>
To: Mike Beslow/R5/USEPA/US@EPA,
Cc: Jacob Hassan/R5/USEPA/US@EPA
Date: 11/08/2012 12:23 PM
Subject: RE: FW: Chicago St (SR 312) Widening and Reconstruction (Haz Mat / Env Concerns)

Mike,

Thank for you sending this link along. I'm assuming when the report is available it will be posted to the below linked webpage?

If not, could you please send the assessment report along to me or point me to where I might be able to locate it?

Thank you,

Jason Miles, JD
Environmental Specialist, Environmental Science Group

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From: Beslow.Mike@epamail.epa.gov [mailto:Beslow.Mike@epamail.epa.gov]
Sent: Monday, November 05, 2012 10:19 AM
To: Miles, Jason
Cc: Hassan.Jacob@epamail.epa.gov
Subject: Re: FW: Chicago St (SR 312) Widening and Reconstruction (Haz Mat / Env Concerns)

Mr Miles-
We will be publishing an assessment report soon (I expect this week). Once published, I will be able to share that with you. Right now, you can find some information on the following website.
www.epaosc.org/HSR
Please let me know what additional questions you may have,

Mike Beslow
On-Scene Coordinator
US EPA, Region 5
77 W Jackson (SE-5J)
Chicago, IL 60604
voice: (312)353-8678
fax: (312)582-5139

"Miles, Jason" ---11/02/2012 10:38:18 AM---Mr. Beslow, I'd recently spoke with Robert Novak from the City of Hammond Indiana regarding a transp

From: "Miles, Jason" <JMiles@structurepoint.com>
To: Mike Beslow/R5/USEPA/US@EPA,
Date: 11/02/2012 10:38 AM
Subject: FW: Chicago St (SR 312) Widening and Reconstruction (Haz Mat / Env Concerns)

Mr. Beslow,

I'd recently spoke with Robert Novak from the City of Hammond Indiana regarding a transportation project we are doing in Hammond along Chicago Avenue / SR 312. Mr. Novak mentioned a property at 241 Brunswick Street in Hammond that was previously a solvent recovery facility that is now creating some vapor intrusion issues in the area, particularly for one home owner who I understand states that he lives in the vicinity of the intersection of Sheffield Avenue and Brunswick Street.

We've conducted a database search through FirstSearch, along with searching historical aerial photography, and sanborn maps but our research did not identify this solvent recovery facility. Any information that you might be able to provide regarding this facility and its potential impact to our project, and more importantly the personnel that will be in the field for construction purposes would be appreciated.

I've attached a project area map and the email I originally sent to Mr. Novak is included below.

I'm certainly available by phone, but figured that an email might be the best way to begin this conversation in case any research, etc.. is required.

Thanks,

Jason Miles, JD
Environmental Specialist, Environmental Science Group

T 614.901.2235 E jmiles@structurepoint.com
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From: Miles, Jason
Sent: Friday, October 26, 2012 10:46 AM
To: 'novakr@gohammond.com'
Subject: Chicago St (SR 312) Widening and Reconstruction (Haz Mat / Env Concerns)

Mr. Novak,

We're working on a widening and reconstruction project for Chicago Avenue through Hammond, Indiana, and we wanted to find out if the Hammond Health Department had been aware of any hazardous material or environmental concerns or clean up records in the area of which our project team should be aware. A map of the study area is attached. The Red Line following SR 312 from the Illinois border on Gostlin St., south on Sheffield Avenue, and east on Chicago St. identifies the project area.

Properties we've identified as having some haz mat concerns include:

- 21-25 Gostlin Street, Hammond, IN 46327 (Ostrom's Services)
- 4648 Sheffield Avenue, Hammond, IN 46327 (Chuck's Towing and Storage)
- 725 E. Chicago St., Hammond, IN 46327 (E-Z Tire Service Inc.)
- 4714 Hohman Avenue, Hammond, IN 46327 (KAR Service Inc)
- 4705 Calumet Avenue, Hammond, IN 46327 (Speedway Superamerica)
- 4635 Calumet Avenue, Hammond, IN 46327 (McDonald's, formerly KAR Automobile Service)
- 1142 Chicago Avenue, Hammond, IN 46327 (Oil Exchange)

Thank you for taking the time to look into this matter.

Sincerely,

Jason Miles, JD
Environmental Specialist, Environmental Science Group

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Columbus, Ohio 43231
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http://www.emaildisclaimers.com/

********** ATTACHMENT NOT DELIVERED **********

This Email message contained an attachment named
image001.jpg
which may be a computer program. This attached computer program could contain a computer virus which could cause harm to EPA's computers, network, and data. The attachment has been deleted.

This was done to limit the distribution of computer viruses introduced into the EPA network. EPA is deleting all computer program attachments sent from the Internet into the agency via Email.

If the message sender is known and the attachment was legitimate, you should contact the sender and request that they rename the file name extension and resend the Email with the renamed attachment. After receiving the revised Email, containing the renamed attachment, you can rename the file extension to its correct name.

For further information, please contact the EPA Call Center at (866) 411-4EPA (4372). The TDD number is (866) 489-4900.

********** ATTACHMENT NOT DELIVERED **********

[attachment "201100320.EV.2011-10-19.MAP.Proposal.11x17.bwl.pdf" deleted by Mike Beslow/R5/USEPA/US]

Current Owner/Operator Questionnaire
Phase I Environmental Site Assessment

Date: 10/26/12

Name(s): Randy (manager)

Relation to Property: *(Circle one)* Owner Operator Resident Other *(explain below)*

Property Address: 21 Gostlin St.
Hammond, IN 46327

What is the current use of the property? Gas / Service Station

Do you know the past uses of the property? No

Are you aware of whether any of the following exist for the property?

Environmental Site Assessment reports	YES	**NO**
Environmental compliance audit reports	YES	**NO**
Environmental permits	YES	**NO**
Registrations for underground or above ground storage tanks	YES	**NO**
Registrations for underground injection systems (e.g., dry wells)	YES	**NO**
Material safety data sheets	YES	**NO**
Community right-to-know plan(s)	YES	**NO**
Spill prevention, countermeasure and control plans	YES	**NO**
Notices or other correspondence from a government agency related to past or present violations of environmental laws	YES	**NO**
Environmental cleanup liens against the *property* that are filed or recorded under federal, tribal, state, or local law	YES	**NO**
Activity and land use limitations that are in place on the site or that have been filed or recorded	YES	**NO**
Risk Assessments	YES	**NO**

Explanation:

Do you know of specific chemicals that are present or once were present at the *property*?
__no_____

Do you know of spills or other chemical releases that have taken place at the *property*?
___no_____

Do you know of any environmental cleanups that have taken place at the *property*?
__no_____

Do any above ground storage tanks or underground storage tanks exist on the *property*?
__no_____

Do you have any other comments regarding the *property*?
__no_____

Jason Miles	Environmental Specialist, American Structureopint
Printed Name (interviewer)	Title/Organization
	10/26/2012
Signed Name	Date

AMERICAN STRUCTUREPOINT INC.

7260 Shadeland Station, Indianapolis, Indiana 46256
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com

PHONE CALL RECORD

Date: November 29, 2012 **Time:** _____

Person Called: Store Manager, Steve **of** Nick's Liquor's

Person Calling: Dustin Graves **of** American Structurepoint Inc.

cc: _____

Project Name: Chicago Street

Project Number: 2011.00320

Subject: Phase I ISA for project area

Summary of Conversation

The store manager was contacted on November 29, 2012 and questioned about the environmental history of the site. The store manager indicated two USTs were removed from the site in 2007, one was heating oil and other was empty (filled with sand). Additionally, three monitoring wells were installed following UST closure.

PCR (lined)

Appendix E: Ecological and Water Resources	
Ecological Evaluation Form	E-1 to E-12
Threatened and Endangered Species	E-13 to E-24

Ecological Evaluation Form

ECOLOGICAL EVALUATION FORM

Road: Chicago Street Des. No: 1297017 Project No: _____ County: Lake

Project Description: Chicago Street Widening and Reconstruction

Project Location: Hammond, Lake County, Indiana

Natural Region and Section: Lake Michigan Border – Chicago Lake Plan of the Central Corn Belt Plains

8-Digit Watershed: 04040001 & 0712003 USGS Quadrangle: Whiting and Lake Calumet Soil Survey Map Sheet 3 & 5

RIGHT-OF-WAY BY LAND USE TYPE

Permanent Right-of-way

Land Use Type	R/W (ha)	R/W (ac)
Commercial		
Industrial		
Residential		8.8
Agricultural		
Wooded		
Total Perm R/W		8.8

Temporary Right-of-way

Land Use Type	R/W (ha)	R/W (ac)
Commercial		
Industrial		
Residential		
Agricultural		
Wooded		
Total Temp R/W		

Is the project located in an urban or a rural setting? Urban

Is land use in the project changing? Yes No If yes, explain: Redevelopment and revitalization of the Hammond area is in progress.

QUADRANT DESCRIPTION

Northeast NA

Northwest _____

Southeast _____

Southwest _____

STREAM INFORMATION

	Width	Depth	Maximum Depth
Bank Full Channel	None		
Ordinary High Water Mark			

Substrate Material: (circle one) silt sand gravel loose rock bedrock

Flow Velocity: (circle one) stagnant slow moderate swift rapid

Does the stream contain riffle/pool complexes? Yes No

Does the stream contain meanders within the proposed right-of-way? Yes No

Is channel work proposed as part of this project? Yes No If yes, describe: _____

Is aquatic flora present? Yes No If yes, please list: _____

Is aquatic fauna present? Yes No If yes, please list: _____

Comments: _____

TERRAIN

Immediate Area: Depressed Flat Gently Rolling Rolling Hilly

Extended Area: Depressed Flat Gently Rolling Rolling Hilly

TERRESTRIAL WILDLIFE

Fauna Observed or Indicated

Family[1]	Common Name	Scientific Name	Indication[2]
None observed			

[1]Mammal, Bird, Reptile, or Amphibian
[2]Observed Animal, Tracks, Scat, Homes, and/or Markings

Dominant Flora Observed

Strata[1]	Common Name	Scientific Name	Wetland Indicator[2]	Location[3]
Yard	Grass	*Poa spp.*	FAC	yard

[1]Overstory, Understory, Vine, or Herbaceous
[2]UPL, FACU-, FACU, FACU+, FAC-, FAC, FAC+, FACW-, FACW, FACW+, or OBL
[3]Floodplain, Depression, or Upland

SOILS INFORMATION

Abbreviation	Soil Name	Soil Texture	Drainage Class[1]	Hydric Soil Status[2]	Location[3]
Ut	Urban Land complex				

[1]ED-Excessively Drained, WD-Well Drained, MWD-Moderately Well Drained, SWPD-Somewhat Poorly Drained, PD-Poorly Drained, VPD-Very Poorly Drained
[2]H-Hydric Soil, HI-Contains Hydric Inclusions, NH-Non-Hydric
[3]Floodplain, Depression, or Upland

ENDANGERED AND THREATENED SPECIES

Is this project located within the range of any Federally Endangered or Threatened Species? **Yes** No

If yes, please list below.

Common Name	Scientific Name	Status	Confirmed Occurrences Nearby?	Suitable Habitat Present
Indiana bat	*Myotis sodalis*	FE	No	Yes **No**
Karner blue butterfly	*Lycaeides Melissa samuelis*	FE	No	Yes **No**
Pitcher's thistle	*Cirsium pitcher*	FT	No	Yes **No**
Mead's milkweed	*Asclepias meadii*	FT	No	Yes **No**
				Yes No

Will any of the above listed species be impacted by the planned improvements? Yes **No**

NATURAL AREAS

Are there any natural areas located within 5 miles of the project area? Yes **No**

If yes, please list below.

Property Name	Ownership	Proximity to Project
Roxanna Marsh	IDNR	3,900 feet south southeast
Dupont East Chicago Natural Area	Nature Conservancy	13,200 feet southeast
Tolleston Ridges Nature Preserve	Lake County Parks and Recreation	15,000 feet southeast
Gary Lagoons	IDNR	23,500 feet east southeast
Ivanhoe Dune and Swale Nature Preserve	Nature Conservancy	20,200 feet south southeast

Will any of the above listed properties be impacted by the planned improvements? Yes **No**

WETLAND INFORMATION

Are wetlands mapped within or adjacent to project limits? **Yes** No

If yes, please list below.

Wetland Type	Abbreviation	Location within Project	Confirmed in Field?
None			**Yes** No Undetermined
			Yes No Undetermined
			Yes No Undetermined
			Yes No Undetermined
			Yes No Undetermined
			Yes No Undetermined
			Yes No Undetermined
			Yes No Undetermined

Were any of the following wetland indicators observed in or adjacent to project limits?

	Yes	No	Location within Project
Standing Water	___	_X__	_____
Saturated Soil	___	_X__	_____
Depressional Areas	___	_X__	_____
Water Marks on Trees	___	_X__	_____
Drift Lines	___	_X__	_____
Fluted Tree Trunks/Roots	___	_X__	_____
Sediment Deposits	___	_X__	_____
Water Stained Leaves	___	_X__	_____
Other_____	___	___	_____

Is there a potential for impacts to jurisdictional wetlands as a result of the planned improvements? Yes **No**

Comments: _____

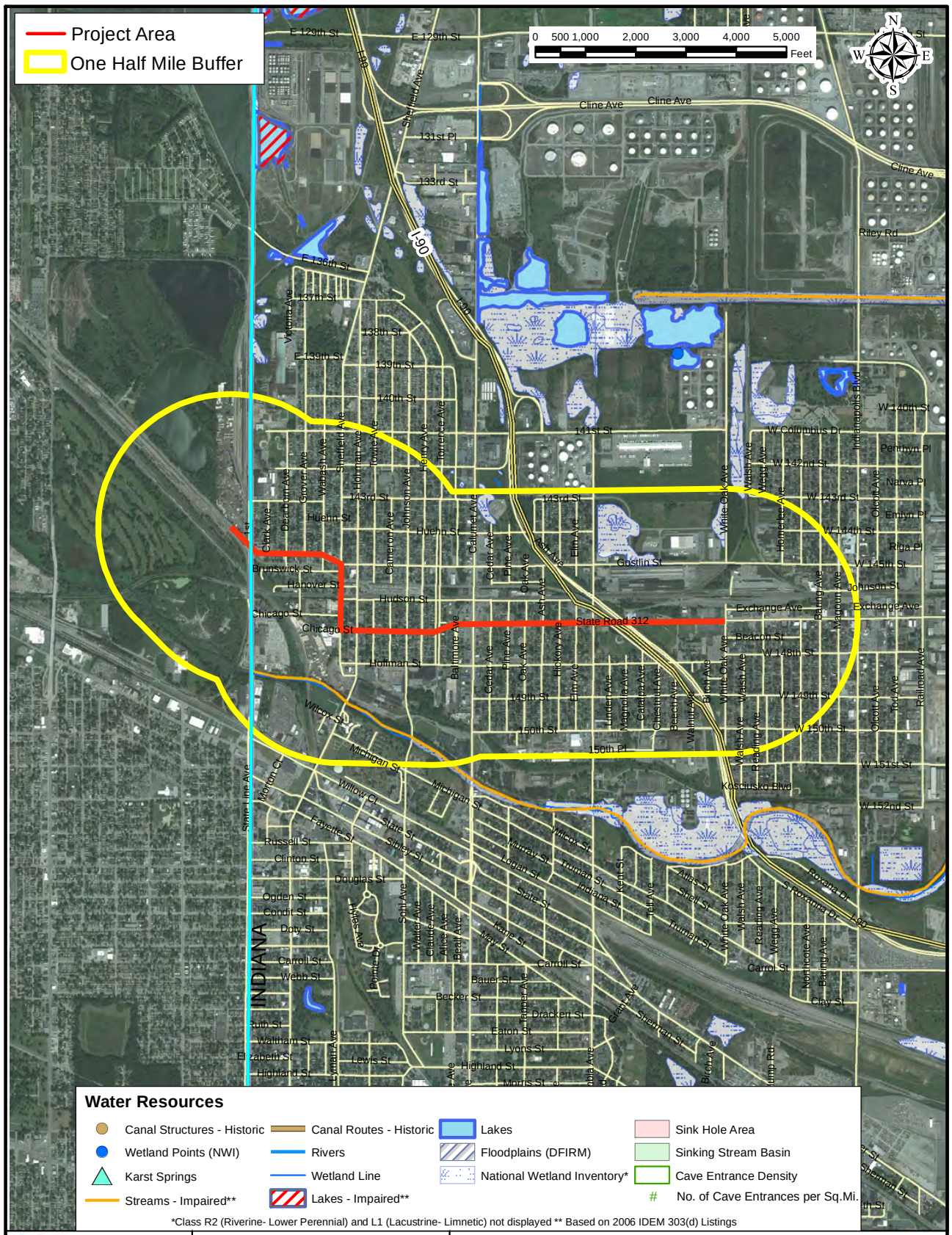
GENERAL PROJECT COMMENTS

The project area is urban and had been developed for many years. No natural resource were noted within the project limits.

ATTACHMENTS

NWI Map/ Red Flag Mapping Appendix D, Page D-15
Soils Map
FEMA Mapping
USGS Topographic Mapping Appendix A, Page A-3

Performed by: Christine Meador
Date: August 10, 2012



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Chicago Street Widening and Reconstruction

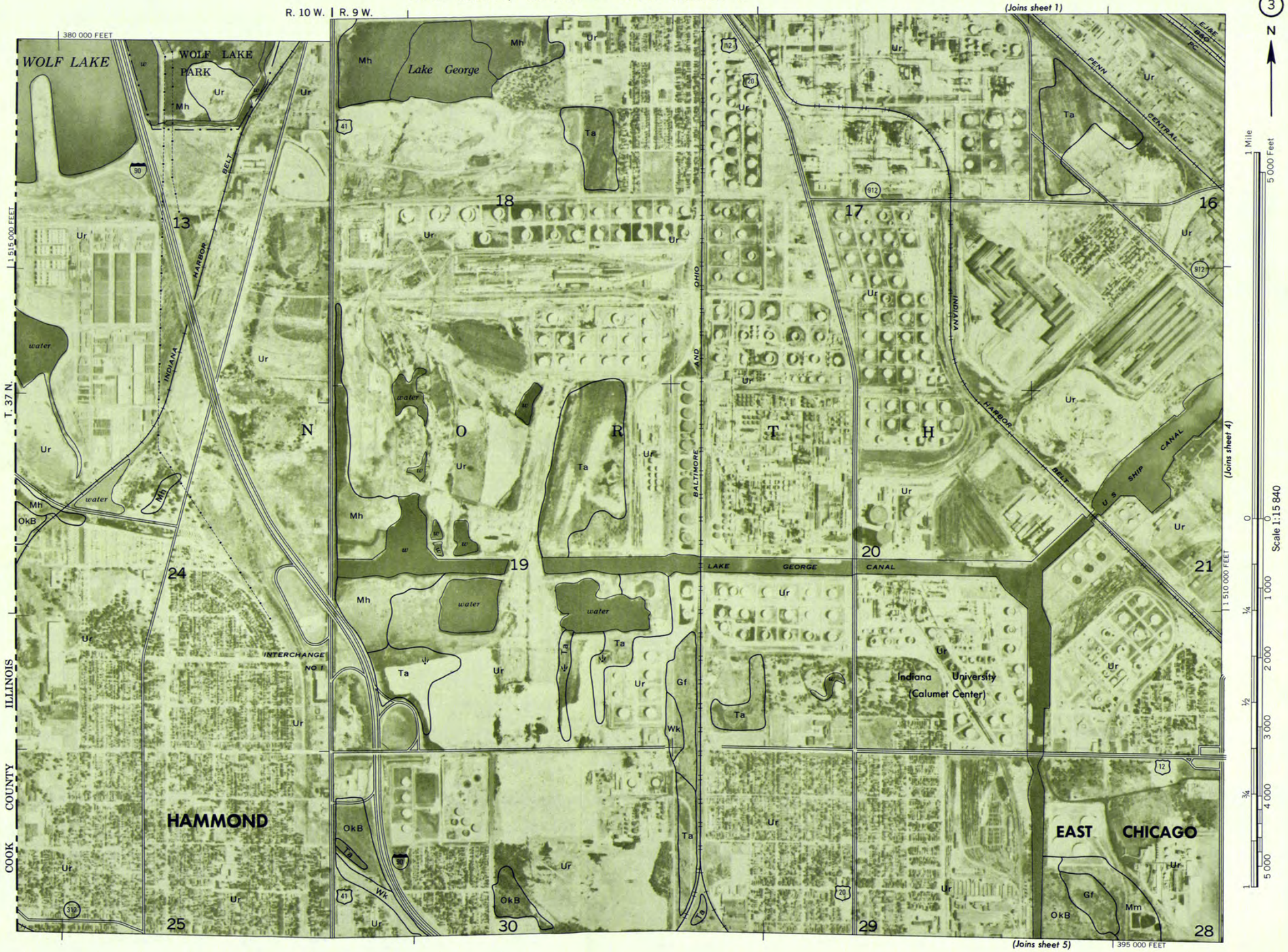
Des. No.: 1297017

IndianaMap

Data displayed on this map was provided by the IndianaMap Project.
This information is intended to serve as an aid in graphic representation only.
This information is not warranted for accuracy or other purposes.

Path: P:\2011\00320\D. Drawings\Environmental\Exhibits\2011.00320.EV.working.redflag.mxd Date:8/6/2012 User:JMiles

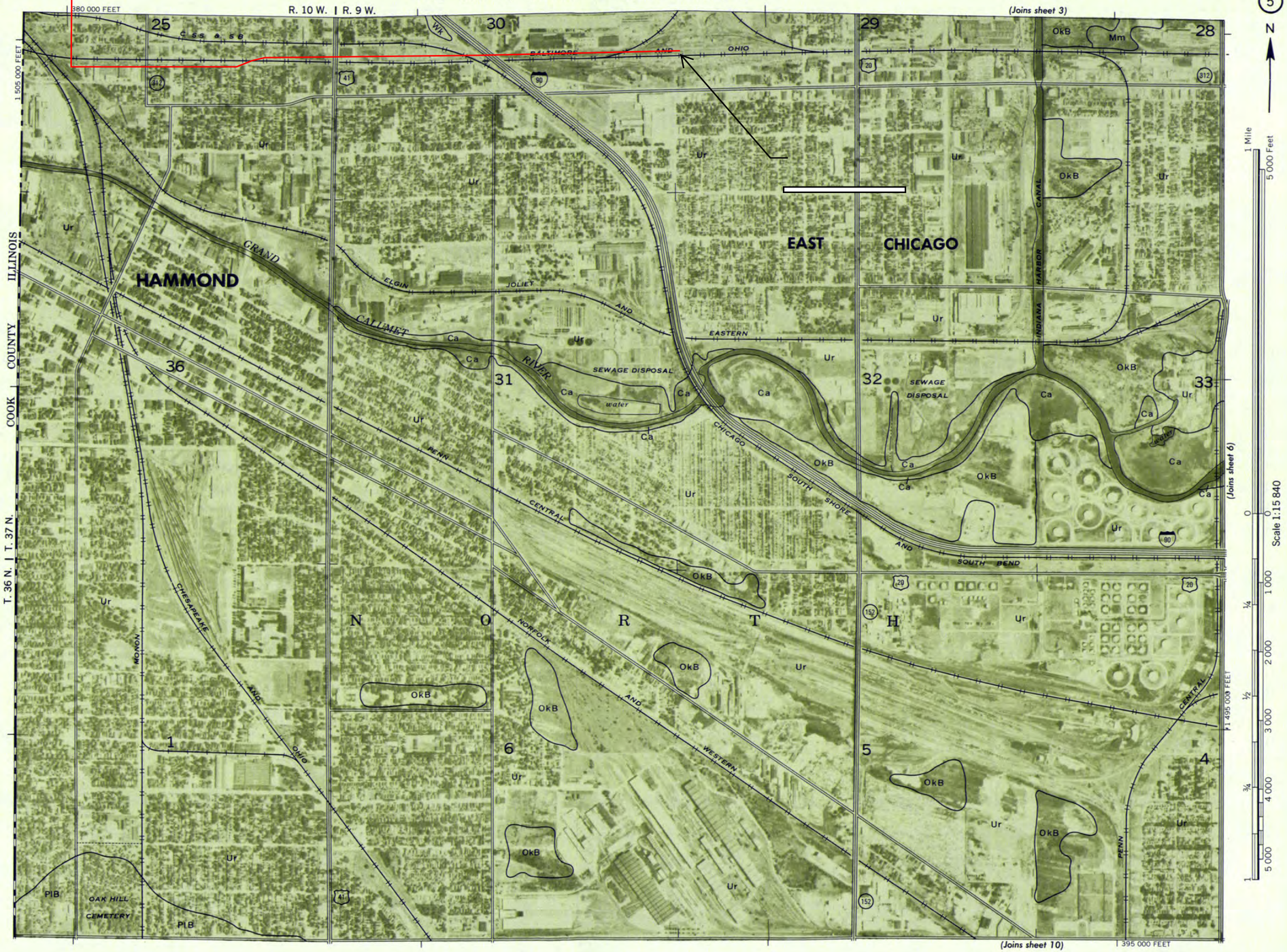
LAKE COUNTY, INDIANA — SHEET NUMBER 3



LAKE COUNTY, INDIANA NO. 3

This map is one of a set compiled in 1970 as part of a soil survey by the United States Department of Agriculture, Soil Conservation Service, and the Purdue University Agricultural Experiment Station.
Land division corners are approximately positioned on this map.
Photobase from 1965 aerial Photography. Positions of 5,000-foot grid ticks are approximate and based on the Indiana coordinate system, west zone.

LAKE COUNTY, INDIANA — SHEET NUMBER 5



This map is one of a set compiled in 1970 as part of a soil survey by the United States Department of Agriculture, Soil Conservation Service, and the Purdue University Agricultural Experiment Station.

Land division corners are approximately positioned on this map.

Photobase from 1965 aerial photography. Positions of 5,000-foot grid ticks are approximate and based on the Indiana coordinate system, west zone.

LAKE COUNTY, INDIANA NO. 5

SOIL LEGEND

The first capital letter is the initial one of the soil name. A second capital letter, A, B, C, D, or E, shows the slope. Most symbols without a slope letter are those of nearly level soils, but some are for land types that have a considerable range of slope. A final number, 2 or 3, in the symbol shows that the soil is eroded or severely eroded.

SYMBOL	NAME
Ad	Alida fine sandy loam
Al	Alida loam
BlA	Blount silt loam, 0 to 2 percent slopes
Bn	Bono silty clay
Bp	Borrow pits
Br	Brady fine sandy loam
BsB	Brems fine sand, 0 to 4 percent slopes
Ca	Carlisle muck
Cp	Clay pits
Da	Darroch loam
De	Del Rey silt loam
Dl	Del Rey silt loam, dark colored variant
DoA	Door loam, 0 to 2 percent slopes
DoB	Door loam, 2 to 6 percent slopes
DrB	Door loam, silty clay loam substratum, 2 to 6 percent slopes
Du	Dune land
El	Elliott silt loam
Gd	Gilford fine sandy loam
Gf	Gilford mucky fine sandy loam
Gm	Gilford loam
Lb	Lake beaches
Lm	Linwood muck
LyA	Lydick loam, 0 to 2 percent slopes
LyB	Lydick loam, 2 to 6 percent slopes
MaB2	Markham silt loam, 2 to 6 percent slopes, eroded
Mb	Marl beds
Mh	Marsh
Mm	Maumee loamy fine sond
Mn	Maumee silt loam
Mo	Milford silt loam, overwash
Mr	Milford silty clay loam
Ms	Milford silty clay loam, sandy substratum
Mt	Milford-Linwood-Wallkill complex
MuB	Morley silt loam, 2 to 6 percent slopes
MuC2	Morley silt loam, 6 to 12 percent slopes, eroded
MuD2	Morley silt loam, 12 to 18 percent slopes, eroded
MuE	Morley silt loam, 18 to 25 percent slopes
MvB3	Morley silty clay loam, 2 to 6 percent slopes, severely eroded
MvC3	Morley silty clay loam, 6 to 12 percent slopes, severely eroded
MvE3	Morley silty clay loam, 18 to 25 percent slopes, severely eroded
OaE	Oakville fine sand, 12 to 25 percent slopes
OkB	Oakville-Tawas complex, 0 to 6 percent slopes
OsA	Oshtemo fine sandy loam, 0 to 2 percent slopes
OsB	Oshtemo fine sandy loam, 2 to 6 percent slopes
OsC	Oshtemo fine sandy loam, 6 to 12 percent slopes
Pc	Pewamo silty clay loam
Pe	Pewamo silty clay loam, calcareous variant
PlB	Plainfield fine sand, 0 to 6 percent slopes
PlC	Plainfield fine sand, 6 to 12 percent slopes
Re	Rensselaer loam
Rn	Rensselaer loam, sandy substratum
Rr	Rensselaer mucky loam, sandy substratum
Rs	Rensselaer loam, calcareous subsoil variant
SpB	Sparta fine sand, 0 to 4 percent slopes
SrB	Sparta fine sand, silty clay loam substratum, 0 to 4 percent slopes
Ta	Tawas muck
TcA	Tracy loam, 0 to 2 percent slopes
TcB	Tracy loam, 2 to 6 percent slopes
TcC	Tracy loam, 6 to 12 percent slopes
TrB	Tracy loam, silty clay loam substratum, 2 to 6 percent slopes
TyB	Tyner loamy fine sand, 0 to 6 percent slopes
Ur	Urban land
Wa	Wallkill silt loam
We	Warners silt loam
Wk	Watseka loamy fine sand
Wl	Watseka loamy sand, moderately deep variant
Wo	Wauseon fine sandy loam
Wt	Whitaker loam

CONVENTIONAL SIGNS

WORKS AND STRUCTURES

Highways and roads
- Dual
- Good motor
- Poor motor
- Trail

Highway markers
- National Interstate
- U. S.
- State or county

Railroads
- Single track
- Multiple track
- Abandoned

Bridges and crossings
- Road
- Trail
- Railroad
- Ferry (FY)
- Ford (FORD)
- Grade
- R. R. over
- R. R. under

Tunnel

Buildings
- School
- Church

Mine and quarry

Gravel pit

Power line

Pipeline

Cemetery

Dams

Levee

Tanks

Well, oil or gas

Forest fire or lookout station

Windmill

BOUNDARIES

- National or state
- County
- Minor civil division
- Reservation
- Land grant
- Small park, cemetery, airport
- Land survey division corners

DRAINAGE

Streams, double-line
- Perennial
- Intermittent

Streams, single-line
- Perennial
- Intermittent
  - Crossable with tillage implements
  - Not crossable with tillage implements
  - Unclassified

Canals and ditches (CANAL)

Lakes and ponds
- Perennial (water, w)
- Intermittent (int)

Spring

Marsh or swamp

Wet spot

Alluvial fan

Drainage end

RELIEF

Escarpments
- Bedrock
- Other

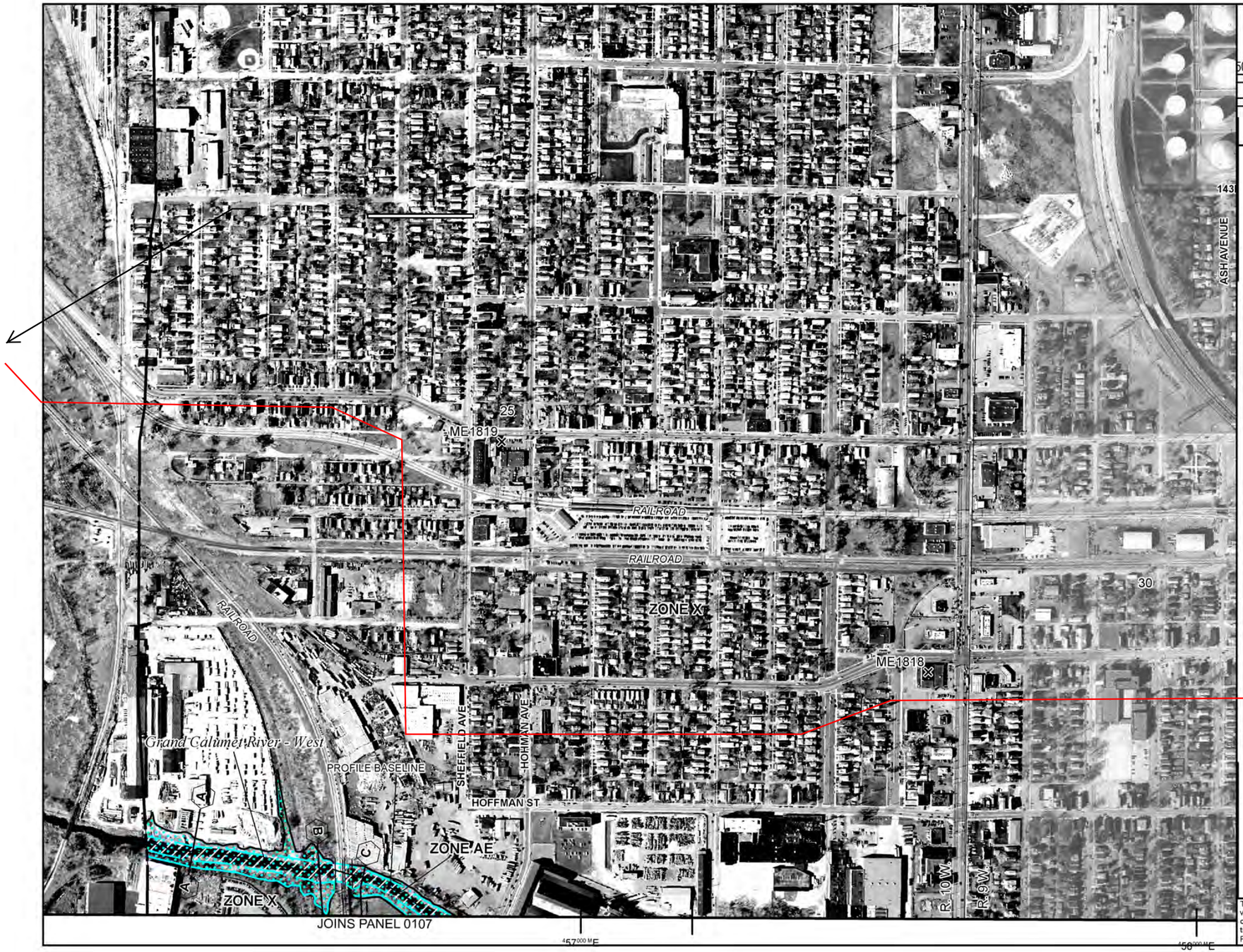
Prominent peak

Short steep slope

SOIL SURVEY DATA

- Soil boundary and symbol (Dx)
- Gravel
- Stoniness
  - Stony
  - Very stony
- Rock outcrops
- Chert fragments
- Clay spot
- Sand spot
- Gumbo or scabby spot
- Made land
- Severely eroded spot
- Blowout, wind erosion
- Gully

Soil map constructed 1970 by Cartographic Division, Soil Conservation Service, USDA, from 1965 aerial photographs. Controlled mosaic based on Indiana plane coordinate system, west zone, transverse Mercator projection, 1927 North American datum.



MAP SCALE 1" = 500'

50 0 500 1000 FEET

0 150 300 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0019E

FIRM

FLOOD INSURANCE RATE MAP

LAKE COUNTY, INDIANA

AND INCORPORATED AREAS

PANEL 19 OF 480

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
HAMMOND, CITY OF	180134	0019	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
18089C0019E

EFFECTIVE DATE
JANUARY 18, 2012

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

MAP SCALE 1" = 500'

50 0 500 1000 FEET

METERS 0 150 300

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0019E

FIRM

FLOOD INSURANCE RATE MAP

LAKE COUNTY, INDIANA

AND INCORPORATED AREAS

PANEL 19 OF 480

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
HAMMOND, CITY OF	180134	0019	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
18089C0019E

EFFECTIVE DATE
JANUARY 18, 2012

Federal Emergency Management Agency

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MAP SCALE 1" = 500'

50 0 500 1000 FEET

0 150 300 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0038E

FIRM

FLOOD INSURANCE RATE MAP

LAKE COUNTY, INDIANA

AND INCORPORATED AREAS

PANEL 38 OF 480

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
EAST CHICAGO, CITY OF	180130	0038	E
HAMMOND, CITY OF	180134	0038	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
18089C0038E

EFFECTIVE DATE
JANUARY 18, 2012

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

COUNTY	SPECIES	STATUS	HABITAT
			mines, with swarming in surrounding wooded areas. Summer roosting and foraging habitat occurs in wooded stream corridors and in bottomland and upland forests and woods.
	Eastern massasauga (*Sistrurus catenatus*)	Candidate	Wetlands and adjacent uplands
	Mitchell's satyr butterfly (*Neonympha mitchellii mitchellii*)	Endangered	Fens
Lagrange	Indiana bat *Myotis sodalis*)	Endangered	Hibernation occurs in caves and mines, with swarming in surrounding wooded areas. Summer roosting and foraging habitat occurs in wooded stream corridors and in bottomland and upland forests and woods.
	Eastern massasauga (*Sistrurus catenatus)*	Candidate	Wetlands and adjacent uplands
	Snuffbox (*Epioblasma triquetra*)	Endangered	Pigeon River
	Mitchell's satyr butterfly (*Neonympha mitchellii mitchellii*)	Endangered	Fens
Lake	Indiana bat *(Myotis sodalis*)	Endangered	Hibernation occurs in caves and mines, with swarming in surrounding wooded areas. Summer roosting and foraging habitat occurs in wooded stream corridors and in bottomland and upland forests and woods.
	Karner blue butterfly (*Lycaeides melissa samuelis*)	Endangered	Pine barrens and oak savannas on sandy soils and containing wild lupines *(Lupinus perennis)*, the only known food plant of larvae.
	Pitcher's thistle (*Cirsium pitcheri*)	Threatened	Lakeshores; stabilized dunes and blowout areas
	Mead's milkweed (*Asclepias meadii*)	Threatened	Prairies
Lawrence	Indiana bat *(Myotis sodalis*)	Endangered	Hibernation occurs in caves and mines, with swarming in surrounding wooded areas. Summer roosting and foraging habitat occurs in wooded stream corridors and in bottomland and upland forests and woods.
	Fanshell pearly mussel (*Cyprogenia stegaria*)	Endangered	East Fork White River
Madison	Indiana bat *(Myotis sodalis*)	Endangered	Hibernation occurs in caves and mines, with swarming in surrounding wooded areas. Summer roosting and foraging habitat occurs in wooded stream

Indiana County Endangered, Threatened and Rare Species List

County: Lake

Species Name	Common Name	FED	STATE	GRANK	SRANK
Crustacean: Malacostraca					
Procambarus gracilis	Prairie Crayfish		ST	G5	S1S2
Mollusk: Bivalvia (Mussels)					
Plethobasus cyphyus	Sheepnose	C	SE	G3	S1
Venustaconcha ellipsiformis	Ellipse		SSC	G4	S2
Insect: Coleoptera (Beetles)					
Nicrophorus americanus	American Burying Beetle	LE	SX	G2G3	SH
Insect: Homoptera					
Bruchomorpha dorsata			SR	GNR	S2
Bruchomorpha extensa	The Long-nosed Elephant Hopper		SR	GNR	S2S3
Bruchomorpha oculata			SR	GNR	SNR
Chlorotettix fallax	A Leafhopper		SR	GNR	S2
Cicadula straminea			ST	GNR	SNR
Cosmotettix bilineatus	Two-lined cosmotettix		ST	GNR	S1S2
Dorydiella kansana			ST	GNR	S1
Flexamia pyrops	The Long-nose Three-awn Leafhopper		SR	GNR	S1S3
Flexamia reflexus	Indiangrass Flexamia		ST	GNR	S2S3
Graminella mohri			SR	GNR	SNR
Laevicephalus acus			SR	GNR	S2S3
Limotettix divaricatus			ST	GNR	SNR
Mesamia nigridorsum	A Leafhopper		SR	GNR	S2S3
Paraphilaenus parallelus	A Spittle Bug		ST	GNR	S1
Paraphlepsius lobatus			ST	GNR	S1S2
Paraphlepsius maculosus	Peppered Paraphlepsius Leafhopper		ST	GNR	S1
Philaenarcys killa	Great Lakes dune spittlebug		SR	GNR	S2S3
Polyamia caperata	Little Bluestem Polyamia		SR	GNR	SNR
Polyamia herbida	The Prairie Panic Grass Leafhopper		ST	GNR	S1S3
Prairiana kansana	The Kansas Prairie Leafhopper		SE	GNR	S1S2
Prosapia ignipectus	Red-legged Spittle Bug		SR	G4	S2
Insect: Lepidoptera (Butterflies & Moths)					
Acronicta dactylina			SR	G5	SNR
Acronicta funeralis	Funerary Dagger Moth		SR	G4G5	SNR
Aethes patricia			SE	G3G4	S1
Agrotis stigmosa			ST	G4	S1S2
Agrotis vetusta	A Moth		SR	G5	S2
Ancylis semiovana			SR	GNR	S2S3
Anepia capsularis	The Starry Campion Capsule Moth		SR	G5	S1S2

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Indiana County Endangered, Threatened and Rare Species List

County: Lake

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Apamea burgessi	A Noctuid Moth		ST	G4	S1
Apamea indocilis	The spastic apamea			GNR	S1S3
Apamea nigrior	Black-dashed Apamea		SR	G5	S2S3
Archanara laeta			ST	G4	S1S2
Atrytonopsis hianna	Dusted Skipper		ST	G4G5	S1S2
Boloria selene myrina	Silver-bordered Fritillary		ST	G5T5	S2
Capis curvata	A Noctuid Moth		ST	G4	S2S3
Catocala antinympha	The Sweet Fern Underwing		SE	G5	S1
Catocala gracilis	Graceful Underwing		SR	G5	S2S3
Catocala praeclara	Praeclara Underwing		SR	G5	S2S3
Chortodes enervata	The Many-lined Cordgrass Moth		ST	G4	S1
Chortodes inquinata	Tufted Sedge Moth		ST	GNR	S1S2
Coenochroa illibella	Dune Panic Grass Moth		SR	GNR	S2S3
Crambus bidens			SR	GNR	SNR
Crambus murellus	Prairie Sedge Moth		ST	GNR	S1
Croesia semipurpurana			SR	GNR	SNR
Cyclophora penduliniaria	Sweetfern Geometer		SR	G5	SNR
Cycnia inopinatus	The Unexpected Milkweed Moth		SR	G4	S2S3
Dichomeris aleatrix	Aleatrix dichomeris			GNR	S1S2
Erynnis martialis	Mottled Duskywing		ST	G3	S2S3
Erynnis persius persius	Persius Dusky Wing		SE	G5T1T3	S1S2
Euchloe olympia	Olympia Marble		ST	G4G5	S2
Eucoptocnemis fimbriaris	A Noctuid Moth		ST	G4	S1
Eucosma bilineana			SR	GNR	S1S2
Eucosma bipunctella	A Moth		SR	GNR	S1S2
Eucosma fulminana			SR	GNR	S1S2
Eucosma giganteana			SR	GNR	S1S2
Euphydryas phaeton	Baltimore		SR	G4	S2
Euphyes bimacula	Two-spotted Skipper		ST	G4	S2
Euphyes dion	Sedge Skipper		SR	G4	S2S3
Fagitana littera	The Marsh Fern Moth		ST	G4	S1S2
Faronta rubripennis	The Pine Streak		ST	G3G4	S1
Gabara pulverosalis				G4	SNR
Gabara subnivosella	A Noctuid Moth		SR	G4	S1S2
Glaucopsyche lygdamus couperi	Silvery Blue		SE	G5T5	S1
Grammia figurata	The Figured Grammia		SR	G5	S2S3
Grammia phyllira	The Sand Barrens Grammia		SR	G4	S2S3
Grammia virguncula			SR	G5	S1S2
Hadena ectypa	The Starry Campion Moth		ST	G3G4	S1S3
Hemaris gracilis	The Blueberry Clearwing Sphinx		SR	G3G4	S1S2

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Indiana County Endangered, Threatened and Rare Species List

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Hesperia leonardus	Leonard's Skipper	No Status	SR	G4	S2
Hesperia ottoe	Ottoe Skipper		SE	G3G4	S1
Hypenodes caducus	Large Hypenodes		SR	GNR	SNR
Hyperaeschra georgica	A Prominent Moth			G5	S2
Iodopepla u-album	A Noctuid Moth		SR	G5	S2
Lemmeria digitalis	A Noctuid Moth		SR	G4	S1S2
Lesmone detrahens	A Moth		SR	G5	S2
Leucania inermis	A Moth		SR	G4	S2S3
Leucania linita	Salt Marsh Wainscot		SR	GNR	S2
Leucania multilinea			SR	G5	S1S2
Loxagrotis acclivis	A Noctuid Moth		ST	G4G5	S2
Loxagrotis grotei	Grote's Black-tipped Quaker		ST	G4	S2
Lycaeides melissa samuelis	Karner Blue	LE	SE	G5T2	S1
Lycaena helloides	Purplish Copper		SR	G5	S2S4
Lycaena xanthoides	Great Copper		SE	G5	S1
Macrochilo absorptalis	A Moth		SR	G4G5	S2S3
Macrochilo hypocritalis	A Noctuid Moth		SR	G4	S2
Macrochilo louisiana			ST	G4	S1S2
Melanomma auricinctaria	Huckleberry Eye-spot Moth		SR	G4	S2S3
Melipotis jucunda	A Noctuid Moth		SR	G5	S1S3
Meropleon ambifuscum	Newman's Brocade		ST	G3G4	S1S2
Meropleon diversicolor	A Noctuid Moth		SR	G4	S2S3
Metanema determinata	Dark Metanema		SR	GNR	SNR
Metanema inatomaria	Pale Metanema		SR	GNR	SNR
Metarranthis apiciaria	Barrens Metarranthis Moth		SE	G1G3	SH
Nola cilicoides			SR	G4	SNR
Notodonta scitipennis	A Notodontid Moth			G4	S1S2
Odontosia elegans	Elegant Prominent		SR	G5	S1S2
Oligia obtusa	A Noctuid Moth		SE	G4	S1
Oncocnemis riparia	The Dune Oncocnemis Moth		ST	G4	S1S2
Pangrapta decoralis	The Multicolored Huckleberry Moth		ST	G5	S2
Papaipema beeriana	Beer's Blazing Star Borer Moth		ST	G2G3	S1S3
Papaipema cerina	Golden Borer Moth		ST	G2G4	S1
Papaipema leucostigma	Columbine Borer		ST	G4	S1S2
Papaipema lysimachiae	The St. John'Swort Borer Moth		SR	G4	S1S3
Papaipema maritima	The Giant Sunflower Borer Moth		ST	G3	S2
Papaipema pterisii	Bracken Borer Moth		WL	G5	SNR
Papaipema rigida	A Borer Moth		SR	G5	S2S3
Papaipema sciata	The Culver's Root Borer		ST	G3G4	S1S2

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Indiana County Endangered, Threatened and Rare Species List

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Papaipema silphii	Silphium Borer Moth		ST	G3G4	S2
Papaipema speciosissima	The Royal Fern Borer Moth		ST	G4	S2S3
Parasa indetermina	A Moth		SR	G4	S1S2
Peoria gemmatella	Gemmed Cordgrass Borer		SR	GNR	S1
Peoria tetradella			SR	GNR	SNR
Phaneta ochroterminana			SR	GNR	SNR
Phaneta olivaceana			SR	GNR	S1S2
Phaneta raracana			SR	GNR	SNR
Phaneta striatana			SR	GNR	SNR
Phaneta umbrastriana			SR	GNR	SNR
Phytometra ernestinana	Ernestine's Moth		SE	G4	S1
Platyperigea meralis	The Rare Sand Quaker		ST	G4	S2
Poanes massasoit	Mulberry Wing Skipper		SR	G4	S3
Poanes viator viator	Big Broad-winged Skipper		ST	G5T4	S2
Polites mystic	Long Dash Skipper		SR	G5	S4
Polygonia progne	Gray Comma		SR	G4G5	S2
Problema byssus	Bunchgrass Skipper		ST	G3G4	S2
Protorthodes incincta	Saturn quaker		SR	GNR	S2
Pygarctia spraguei	Sprague's Pygartic		SR	G5	S1S2
Pyrausta laticlavia	The Southern Purple Mint Moth		SR	GNR	S1S2
Rhodoecia aurantiago	Aureolaria Seed Borer		ST	G3G4	S1S2
Satyrodes eurydice	Eyed Brown		SR	G4	S2S3
Schinia indiana	Phlox Moth		SE	G2G4	S1
Schinia sanguinea	Bleeding Flower Moth			G4	S2S3
Schinia septentrionalis	A Noctuid Moth		SR	G3G4	S2S3
Scirpophaga perstrialis			SR	GNR	SNR
Semiothisa eremiata	The Goat's Rue Looper		SR	G4	S2S3
Semiothisa mellistrigata	A Geometrid Moth		SR	G4G5	SNR
Semiothisa multilineata			SR	G4	SNR
Sitochroa dasconalis	Pearly Indigo Borer		ST	GNR	S1S2
Spartiniphaga includens	The Included Cordgrass Borer		ST	G4	S1
Spartiniphaga inops	Spartina Borer Moth		SR	G3G4	S2S3
Speyeria aphrodite	Aphrodite Fritillary		WL	G5	S3
Speyeria idalia	Regal Fritillary		SE	G3	S1
Sphinx luscitiosa	The Luscious Willow Sphinx		SR	G4	S1S2
Spilosoma latipennis	The Red-legged Tussock Moth		SR	G4	S2S3
Tarachidia binocula	Prairie tarachidia			GNR	S1S2
Thorybes pylades	Northern Cloudywing		SR	G5	S2S3
Tricholita notata	Marked Noctuid		ST	G5	S1S2
Trichosilia manifesta	The Record Keeper Moth		SR	G4	S3S4

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Indiana County Endangered, Threatened and Rare Species List

County: Lake

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Zomaria interruptolinea			SR	GNR	SNR
Insect: Odonata (Dragonflies & Damselflies)					
Somatochlora hineana	Hine's Emerald	LE	SX	G2G3	SX
Sympetrum semicinctum	Band-winged Meadowhawk		SR	G5	S2S3
Insect: Orthoptera					
Chloealtis conspersa	Sprinkled Locust		SR	G5	S2S3
Conocephalus saltans	Prairie Meadow Katydid		SR	GNR	S1S2
Hesperotettix viridis pratensis	A Grasshopper		SR	G5T5	S1S2
Melanoplus fasciatus	Huckleberry Spur-throat Grasshopper		SR	G5	S2
Melanoplus keeleri luridus	Keeler's Spur-throated Grasshopper		SR	G5T5	S1S2
Neoconocephalus nebrascensis	A Katydid		SR	GNR	S1S2
Orphulella pelidna	Green Desert Grasshopper		SR	G5	S1S2
Pardalophora phoenicoptera	Orange-winged Grasshopper		SR	G5	S1S2
Paroxya atlantica	A Grasshopper		ST	GU	S1S2
Phoetaliotes nebrascensis	Large-headed Grasshopper		ST	G5	S1
Psinidia fenestralis	Sand Locust		SR	G5	S1S2
Trimerotropis maritima	The Dune Locust		ST	G5	S2
Fish					
Acipenser fulvescens	Lake Sturgeon		SE	G3G4	S1
Amphibian					
Acris crepitans blanchardi	Northern Cricket Frog		SSC	G5	S4
Ambystoma laterale	Blue-spotted Salamander		SSC	G5	S2
Necturus maculosus	Common mudpuppy		SSC	G5	S2
Rana pipiens	Northern Leopard Frog		SSC	G5	S2
Reptile					
Clemmys guttata	Spotted Turtle		SE	G5	S2
Clonophis kirtlandii	Kirtland's Snake		SE	G2	S2
Emydoidea blandingii	Blanding's Turtle		SE	G4	S2
Liochlorophis vernalis	Smooth Green Snake		SE	G5	S2
Sistrurus catenatus catenatus	Eastern Massasauga	C	SE	G3G4T3T4Q	S2
Terrapene ornata ornata	Ornate Box Turtle		SE	G5T5	S1
Thamnophis proximus proximus	Western Ribbon Snake		SSC	G5T5	S3
Bird					
Ammodramus henslowii	Henslow's Sparrow		SE	G4	S3B
Ardea alba	Great Egret		SSC	G5	S1B
Bartramia longicauda	Upland Sandpiper		SE	G5	S3B
Botaurus lentiginosus	American Bittern		SE	G4	S2B
Buteo lineatus	Red-shouldered Hawk		SSC	G5	S3

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Charadrius melodus	Piping Plover	LE	SE	G3	SXB
Chlidonias niger	Black Tern		SE	G4	S1B
Cistothorus palustris	Marsh Wren		SE	G5	S3B
Cistothorus platensis	Sedge Wren		SE	G5	S3B
Falco peregrinus	Peregrine Falcon	No Status	SE	G4	S2B
Gallinula chloropus	Common Moorhen	No Status	SE	G5	S3B
Ixobrychus exilis	Least Bittern		SE	G5	S3B
Lanius ludovicianus	Loggerhead Shrike	No Status	SE	G4	S3B
Laterallus jamaicensis	Black Rail		SE	G4	SHB
Nyctanassa violacea	Yellow-crowned Night-heron		SE	G5	S2B
Nycticorax nycticorax	Black-crowned Night-heron		SE	G5	S1B
Phalaropus tricolor	Wilson's Phalarope		SSC	G5	SHB
Rallus elegans	King Rail		SE	G4	S1B
Rallus limicola	Virginia Rail		SE	G5	S3B
Tyto alba	Barn Owl		SE	G5	S2
Xanthocephalus xanthocephalus	Yellow-headed Blackbird		SE	G5	S1B
Mammal					
Lasiurus borealis	Eastern Red Bat		SSC	G5	S4
Lasiurus cinereus	Hoary Bat	No Status	SSC	G5	S4
Lutra canadensis	Northern River Otter		SSC	G5	S2
Spermophilus franklinii	Franklin's Ground Squirrel		SE	G5	S2
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Agalinis auriculata	Earleaf Foxglove		ST	G3	S1
Agalinis skinneriana	Pale False Foxglove		ST	G3G4	S1
Alnus rugosa	Speckled Alder		WL	G5T5	S3
Amelanchier humilis	Running Serviceberry		SE	G5	S1
Androsace occidentalis	Western Rockjasmine		ST	G5	S2
Aralia hispida	Bristly Sarsaparilla		SE	G5	S1
Arctostaphylos uva-ursi	Bearberry		SR	G5	S2
Arenaria stricta	Michaux's Stitchwort		SR	G5	S2
Arethusa bulbosa	Swamp-pink		SX	G4	SX
Aristida intermedia	Slim-spike Three-awn Grass		SR	GNR	S2
Aristida tuberculosa	Seabeach Needlegrass		SR	G5	S2
Armoracia aquatica	Lake Cress		SE	G4?	S1
Asclepias meadii	Mead's Milkweed	LT	SRE	G2	SX
Aster borealis	Rushlike Aster		SR	G5	S2
Aster furcatus	Forked Aster		SR	G3	S2
Aster sericeus	Western Silvery Aster		SR	G5	S2
Aureolaria grandiflora var. pulchra	Large-flower False-foxglove		SX	G4G5T4T5	SX

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Betula populifolia	Gray Birch		SE	G5	S1
Bidens beckii	Beck Water-marigold		ST	G4G5	S1
Botrychium matricariifolium	Chamomile Grape-fern		SR	G5	S2
Botrychium simplex	Least Grape-fern		SE	G5	S1
Buchnera americana	Bluehearts		SE	G5?	S1
Carex aurea	Golden-fruited Sedge		SR	G5	S2
Carex bebbii	Bebb's Sedge		ST	G5	S2
Carex brunnescens	Brownish Sedge		SE	G5	S1
Carex conoidea	Prairie Gray Sedge		ST	G5	S1
Carex crawei	Crawe Sedge		ST	G5	S2
Carex eburnea	Ebony Sedge		SR	G5	S2
Carex echinata	Little Prickly Sedge		SE	G5	S1
Carex garberi	Elk Sedge		ST	G5	S2
Carex limosa	Mud Sedge		SE	G5	S1
Carex richardsonii	Richardson Sedge		ST	G4	S1
Carex straminea	Straw Sedge		ST	G5	S2
Ceanothus herbaceus	Prairie Redroot		SE	G5	S1
Cirsium hillii	Hill's Thistle		SE	G3	S1
Cirsium pitcheri	Dune Thistle	LT	ST	G3	S2
Clintonia borealis	Clinton Lily		SE	G5	S1
Coeloglossum viride var. virescens	Long-bract Green Orchis		ST	G5T5	S2
Cornus amomum ssp. amomum	Silky Dogwood		SE	G5T5	S1
Cornus canadensis	Bunchberry		SE	G5	S1
Cornus rugosa	Roundleaf Dogwood		SR	G5	S2
Corydalis sempervirens	Pale Corydalis		ST	G4G5	S1
Cyperus dentatus	Toothed Sedge		SE	G4	S1
Cypripedium calceolus var. parviflorum	Small Yellow Lady's-slipper		SR	G5	S2
Cypripedium candidum	Small White Lady's-slipper		WL	G4	S2
Dichanthelium sabulorum var. thinium	Hemlock Panic-grass		SR	G5T5	S2
Diervilla lonicera	Northern Bush-honeysuckle		SR	G5	S2
Drosera intermedia	Spoon-leaved Sundew		SR	G5	S2
Eleocharis geniculata	Capitate Spike-rush		ST	G5	S2
Eleocharis melanocarpa	Black-fruited Spike-rush		ST	G4	S2
Eleocharis wolfii	Wolf Spikerush		SR	G3G4	S2
Epigaea repens	Trailing Arbutus		WL	G5	S3
Equisetum variegatum	Variegated Horsetail		SE	G5	S1
Eriophorum angustifolium	Narrow-leaved Cotton-grass		SR	G5	S2
Eriophorum gracile	Slender Cotton-grass		ST	G5	S2
Gentiana alba	Yellow Gentian		SR	G4	S2
Gentiana puberulenta	Downy Gentian		ST	G4G5	S2

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Indiana County Endangered, Threatened and Rare Species List

County: Lake

Species Name	Common Name	FED	STATE	GRANK	SRANK
Geranium bicknellii	Bicknell Northern Crane's-bill		SE	G5	S1
Glyceria borealis	Small Floating Manna-grass		SE	G5	S1
Hemicarpha drummondii	Drummond Hemicarpha		se	G4G5	S1
Hudsonia tomentosa	Sand-heather		ST	G5	S2
Hydrastis canadensis	Golden Seal		WL	G4	S3
Juglans cinerea	Butternut		WL	G4	S3
Juncus articulatus	Jointed Rush		SE	G5	S1
Juncus balticus var. littoralis	Baltic Rush		SR	G5T5	S2
Juncus pelocarpus	Brown-fruited Rush		SE	G5	S2
Juncus scirpoides	Scirpus-like Rush		ST	G5	S2
Juniperus communis	Ground Juniper		SR	G5	S2
Lathyrus maritimus var. glaber	Beach Peavine		SE	G5T4T5	S1
Lathyrus venosus	Smooth Veiny Pea		ST	G5	S2
Lechea stricta	Upright Pinweed		SX	G4?	SX
Liatris pycnostachya	Cattail Gay-feather		ST	G5	S2
Linnaea borealis	Twinflower		SX	G5	SX
Linum sulcatum	Grooved Yellow Flax		SR	G5	S2
Ludwigia sphaerocarpa	Globe-fruited False-loosestrife		SE	G5	S1
Lycopodiella inundata	Northern Bog Clubmoss		SE	G5	S1
Malaxis unifolia	Green Adder's-mouth		SE	G5	S1
Matteuccia struthiopteris	Ostrich Fern		SR	G5	S2
Melampyrum lineare	American Cow-wheat		SR	G5	S2
Mikania scandens	Climbing Hempweed		SE	G5	S1
Myosotis laxa	Smaller Forget-me-not		ST	G5	S1
Myriophyllum verticillatum	Whorled Water-milfoil		SR	G5	S2
Oenothera perennis	Small Sundrops		SR	G5	S2
Orobanche fasciculata	Clustered Broomrape		SE	G4	S1
Panax quinquefolius	American Ginseng		WL	G3G4	S3
Panicum boreale	Northern Witchgrass		SR	G5	S2
Panicum leibergii	Leiberg's Witchgrass		ST	G5	S2
Perideridia americana	Eastern Eulophus		SE	G4	S1
Pinus banksiana	Jack Pine		SR	G5	S2
Pinus strobus	Eastern White Pine		SR	G5	S2
Plantago cordata	Heart-leaved Plantain		SE	G4	S1
Platanthera ciliaris	Yellow-fringe Orchis		SE	G5	S1
Platanthera flava var. herbiola	Pale Green Orchis		WL	G4?T4Q	S3
Platanthera hookeri	Hooker Orchis		SX	G4	SX
Platanthera hyperborea	Leafy Northern Green Orchis		ST	G5	S2
Platanthera lacera	Green-fringe Orchis		WL	G5	S3
Platanthera leucophaea	Prairie White-fringed Orchid	LT	SE	G2G3	S1

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Indiana County Endangered, Threatened and Rare Species List

County: Lake

Species Name	Common Name	FED	STATE	GRANK	SRANK
Platanthera psycodes	Small Purple-fringe Orchis		SR	G5	S2
Polygonella articulata	Eastern Jointweed		SR	G5	S2
Polygonum careyi	Carey's Smartweed		ST	G4	S2
Polytaenia nuttallii	Prairie Parsley		SE	G5	S1
Populus balsamifera	Balsam Poplar		SX	G5	SX
Potamogeton pulcher	Spotted Pondweed		SE	G5	S1
Potamogeton pusillus	Slender Pondweed		WL	G5	S2
Potamogeton richardsonii	Redheadgrass		SR	G5	S2
Potamogeton robbinsii	Flatleaf Pondweed		SR	G5	S2
Potamogeton strictifolius	Straight-leaf Pondweed		ST	G5	S1
Potentilla anserina	Silverweed		ST	G5	S2
Prenanthes aspera	Rough Rattlesnake-root		SR	G4?	S2
Prunus pensylvanica	Fire Cherry		SR	G5	S2
Pyrola secunda	One-sided Wintergreen		SX	G5	SX
Rhus aromatica var. arenaria	Beach Sumac		SR	G5T3Q	S2
Rhynchospora macrostachya	Tall Beaked-rush		SR	G4	S2
Rhynchospora recognita	Globe Beaked-rush		SE	G5?	S1
Rubus enslenii	Southern Dewberry		SE	G4G5Q	S1
Rubus setosus	Small Bristleberry		SE	G5	S1
Salix cordata	Heartleaf Willow		ST	G4	S2
Satureja glabella var. angustifolia	Calamint		SE	G5	S1
Schoenoplectus hallii	Hall's Bulrush		SE	G2G3	S1
Scirpus smithii	Smith's Bulrush		SE	G5?	S1
Scirpus subterminalis	Water Bulrush		SR	G4G5	S2
Scleria reticularis	Reticulated Nutrush		ST	G4	S2
Selaginella apoda	Meadow Spike-moss		WL	G5	S1
Selaginella rupestris	Ledge Spike-moss		ST	G5	S2
Shepherdia canadensis	Canada Buffalo-berry		SX	G5	SX
Sisyrinchium montanum	Strict Blue-eyed-grass		SE	G5	S1
Solidago ptarmicoides	Prairie Goldenrod		SR	G5	S2
Solidago simplex var. gillmanii	Sticky Goldenrod		ST	G5T3?	S2
Spiranthes lucida	Shining Ladies'-tresses		SR	G5	S2
Spiranthes magnicamporum	Great Plains Ladies'-tresses		SE	G4	S1
Strophostyles leiosperma	Slick-seed Wild-bean		ST	G5	S2
Talinum rugospermum	Prairie Fame-flower		ST	G3G4	S2
Thuja occidentalis	Northern White Cedar		SE	G5	S1
Tofieldia glutinosa	False Asphodel		SR	G4G5	S2
Trichostema dichotomum	Forked Bluecurl		SR	G5	S2
Triglochin palustris	Marsh Arrow-grass		SR	G5	S2
Utricularia cornuta	Horned Bladderwort		ST	G5	S2

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Indiana County Endangered, Threatened and Rare Species List

County: Lake

Species Name	Common Name	FED	STATE	GRANK	SRANK
Utricularia minor	Lesser Bladderwort		ST	G5	S1
Utricularia purpurea	Purple Bladderwort		SR	G5	S2
Utricularia resupinata	Northeastern Bladderwort		SE	G4	S1
Utricularia subulata	Zigzag Bladderwort		ST	G5	S2
Vaccinium myrtilloides	Velvetleaf Blueberry		SE	G5	S1
Viburnum opulus var. americanum	Highbush-cranberry		SE	G5T5	S1
Viola pedatifida	Prairie Violet		ST	G5	S2
Zannichellia palustris	Horned Pondweed		SR	G5	S2
High Quality Natural Community					
Forest - floodplain wet	Wet Floodplain Forest		SG	G3?	S3
Forest - floodplain wet-mesic	Wet-mesic Floodplain Forest		SG	G3?	S3
Forest - upland dry	Dry Upland Forest		SG	G4	S4
Forest - upland dry-mesic	Dry-mesic Upland Forest		SG	G4	S4
Forest - upland mesic	Mesic Upland Forest		SG	G3?	S3
Lake - pond	Pond		SG	GNR	SNR
Prairie - dry-mesic	Dry-mesic Prairie		SG	G3	S2
Prairie - mesic	Mesic Prairie		SG	G2	S2
Prairie - sand dry	Dry Sand Prairie		SG	G3	S2
Prairie - sand dry-mesic	Dry-mesic Sand Prairie		SG	G3	S3
Prairie - sand mesic	Mesic Sand Prairie		SG	GNR	SNR
Prairie - sand wet	Wet Sand Prairie		SG	G3	S3
Prairie - sand wet-mesic	Wet-mesic Sand Prairie		SG	G1?	S2
Primary - dune lake	Foredune		SG	G3	S1
Savanna - mesic	Mesic Savanna		SG	GNR	SNR
Savanna - sand dry	Dry Sand Savanna		SG	G2?	S2
Savanna - sand dry-mesic	Dry-mesic Sand Savanna		SG	G2?	S2S3
Savanna - sand mesic	Mesic Sand Savanna		SG	GNR	SNR
Wetland - fen	Fen		SG	G3	S3
Wetland - marsh	Marsh		SG	GU	S4
Wetland - meadow sedge	Sedge Meadow		SG	G3?	S1
Wetland - panne	Panne		SG	G2	S1
Wetland - swamp shrub	Shrub Swamp		SG	GU	S2
Other					
Migratory Bird Concentration Area	Migratory Bird Concentration Site		SG	G3	SNR

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Public Involvement Plan

Public Involvement Plan

Chicago Street Widening and Reconstruction (Des. No. 1297017)

Project Overview

This Public Involvement Plan has been developed for the Chicago Street Widening and Reconstruction project in Hammond, North Township, Lake County, Indiana (Des. No. 1297017). This project will involve the roadway reconstruction and widening of the former State Route (SR) 312 for approximately 2.1 miles as it crosses the city of Hammond between South Brainard Avenue at the Indiana border with Illinois and White Oak Avenue at the city of Hammond's border with the city of East Chicago, Indiana. This proposed action will improve safety, reduce congestion, improve regional mobility, and repair deteriorating infrastructure, while developing and enhancing this east-west corridor.

The proposed improvements to the project corridor include new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. Chicago Street between Hohman Avenue and Torrence Avenue; and Brainard Avenue and Sheffield Avenue, will be widened to accommodate these improvements. Sheffield Avenue will be realigned between Gostlin Street and Chicago Street as part of the proposed action. This realignment will lessen the degree of curvature between Gostlin Street and Sheffield Avenue, as well as at the intersection of Sheffield Avenue and Chicago Street. Intersection improvements are also proposed at the following intersections along Chicago Street (former SR 312) at the following intersections: Hohman Avenue, Johnson Avenue, Pine Avenue, and Columbia Avenue.

The proposed action was added to the Northern Indiana Regional Planning Commission's (NIRPC's) *2040 Comprehensive Regional Plan: A Vision for Northwest Indiana* in December 2011 as an amendment to the plan. In August 2012, the proposed action was added to NIRPC's *Transportation Improvement Plan (TIP) for Lake, Porter, and LaPorte Counties, Indiana, for 2012 to 2015*, also as an amendment.

The residents of Hammond, Indiana, play an important role in shaping the transportation decisions that affect their community. They rely on the transportation system to move around the community, reach their destinations and return safely home. Businesses and residents alike rely on the project corridor to access products and materials. In addition, all of the users have a stake in transportation decisions, because they are taxpayers, stakeholders, and are users of the transportation system as a whole and the project corridor, which is proposed to be improved.

As the City of Hammond in cooperation with the Indiana Department of Transportation (INDOT) make decisions on transportation improvement projects, they must integrate:

- Input from the public,
- Input from other local governmental agencies,
- Input from resource agencies (federal and state), and
- The City's own assessment of transportation needs, costs, funding availability, and engineering considerations.

The City of Hammond recognizes that the success of any transportation project depends upon many factors, none of which is more essential than the involvement of its community members. The City also

understands the importance of involving the public in the exchange of information when proposing transportation projects in an effort to best meet the City's transportation needs. The City of Hammond supports the policy of INDOT in their Local Public Agency's Project Development Process (PDP) to promote public involvement opportunities and the exchange of information in planning, developing, designing, constructing, operating, and maintaining transportation facilities. The public involvement procedures outlined in this plan identify opportunities for early and continuing involvement for the public, stakeholders, and resource agencies to provide input on the development of the proposed project. The procedures also provide the public with complete and up-to-date project information, timely public notice, and public access to key decisions made during the development of the proposed project.

Public involvement is a 2-way communication aimed at providing information to the public about the proposed project and gathering information from the public on transportation needs, community concerns, and environmental considerations. An open line of communication between local officials, the public, and the Project Management Team is a key component in developing a transportation project that will best address the needs and concerns of the community. The Project Management Team involved with this project consists of representatives of the City of Hammond, the INDOT LaPorte District Office, INDOT Central Office, the Northern Indiana Regional Planning Commission (NIRPC), Federal Highway Administration, and the consulting firm of American Structurepoint, Inc.

Public Involvement Process

The public involvement process begins with the gathering of information from local officials and community members that will be involved with or impacted by the project. The process continues by a continual exchange of information between the public and the Project Management Team throughout the project that will keep the public informed of progress and allow for their input into the decision-making process. Goals of the Public Involvement Plan include the following:

- Identify potential project stakeholders, such as local officials and community members potentially impacted by the project
- Develop partnering activities that assist with gathering information from stakeholders
- Foster a positive relationship with stakeholders and keep them informed of the project progress
- Adequately evaluate potential levels of controversy to address specific concerns and develop context sensitive plans
- Work with the public to develop a transportation solution that has broad public support
- Provide productive forums for members of the public to provide comments

Public Involvement Activities

Public involvement for the Chicago Street Reconstruction and Widening project will include the following activities:

Project Webpage

To provide the public with access to the most current project information, the Project Management Team will provide a project webpage which will be set up as a separate project site

(GoChicagoStreet.com) with links to the City of Hammond webpage. This webpage will be updated regularly with project-related information that will include, but will not be limited to:

- Project news and updates including project press releases
- Project schedules
- Listings of project meetings including dates, times, and locations
- Summaries of prior public meetings
- Copies of various project-related documents including project plans and alignments
- Contact information for providing comments
- Project maps
- Links to other webpages, including NIRPC, INDOT, and FHWA

Press Releases

The project Management Team will provide press releases during the study process at key project milestones. The press releases will be distributed to regional media including television, radio, and newspapers. Newspapers will include the *Northwest Times of Indiana and* the *Post-Tribune*, and will also be posted on the City of Hammond's webpage and the project website.

Additional Outreach

In addition to the webpage, press releases, mailings to adjacent property owners, and legal notices typical utilized for project outreach, American Structurepoint and the City of Hammond will utilize other non-traditional outreach methods. This includes the use of lawn signs posted along the project area, posting or flyers posted in public places along the project corridor, and announcements via social media. These announcements will be utilized to announce public meetings and project milestones. Additionally, project contacts including a dedicated project email address, consultant and city contact information on the webpage, and social media links will provide the community with a consistent and easy method to reach the project team with comments or concerns.

Public Meetings

A minimum of two public meetings will be held, each at a key decision-making point. The public meetings will be attended by members of the Project Management Team and the meetings will be held at locations central to the project corridor and at times generally convenient to the public. It is anticipated the second public meeting will be held as the Public Hearing required for the environmental documentation for this project. If necessary, additional public meetings will be held.

Each public meeting will be advertised via a public notice that will be run twice in the legal notice section of the local newspaper(s) including the *Northwest Times of Indiana and* the *Post-Tribune*. The first notice shall be at least 15 days prior to the meeting. The second notice shall be approximately seven days prior to the meeting. Notice will also be made on the City of Hammond's webpage as well as via a press release distributed to regional media. The notice will also be mailed to individual property owners within the project area and project stakeholders on the project mailing lists. The project area for this project has been selected as those properties that are 100 feet off the existing centerline. The notice will specifically state the date, time, place, and purpose for the meeting, contain a brief description of the project and will specify where the pertinent project documentation is available for

inspection. The notice shall also provide contact information where persons with disabilities can request assistance for attending the hearing or request materials in Spanish.

As one of the environmental justice communities identified during the Red Flag Investigation is Hispanic; therefore, printed materials will be provided in both English and Spanish at the public meetings and interpreters will be available at the public meetings.

First Public Meeting

The first public meeting will be held May 7, 2013. At this meeting, the Project Management Team will present:

- A description of the scope and location of the proposed project
- A draft of the project's purpose and need, identifying how the Purpose and Need of the project meets the goals and objectives of NIRPC's and the City of Hammond's transportation plans
- The project's alternatives and major design features, along with preliminary locations where right-of-way may need to be acquired under various alternatives
- Exhibits displaying the proposed project's alternatives
- Estimates, where available, of the anticipated social, economic, and environmental impacts of the proposed project
- A preliminary opinion of construction costs
- Any other available project materials that might better inform the public of the proposed project

The public will be encouraged to discuss the project with Project Team Members and provide comments on the proposed project's purpose and need, alignments, design features, and any other aspect of the project on which the public would like to comment including design features they would like to see incorporated into the project. Comment sheets will be provided and comments will be accepted both at the public meeting and for 30 days afterwards by standard mail, phone, fax, or by e-mail. All comments received by the Project Management Team will be logged and responded to as part of the disposition of comments which will be included as an appendix to the environmental document.

Second Public Meeting (Public Hearing)

The second public meeting will be held in September 2013. This meeting will be a formal public hearing where the public will be provided with an opportunity to make formal statements of their views on the project prior to final decision-making. At this public hearing, preliminary design plans and the environmental document as released for public involvement will be presented.
At the public hearing, the Project Management Team will provide details on the following information:

- An update on the progress made to date on the project
- An updated draft of the project's purpose and need, identifying how it meets NIRPC's and the City of Hammond's goals and objectives for their transportation plans
- A presentation of the preferred alternative including anticipated social, economic, and environmental impacts
- A review of the relocation assistance program and the right-of-way acquisition process
- A copy of the environmental document as released for public involvement
- Procedures for receiving both oral and written statements from the public

In cooperation with INDOT, the City of Hammond is committed to providing a Public Hearing format that allows full public participation. Therefore, the Project Management Team will provide the opportunity for an attendee to choose from at least three methods to provide comment which shall include:

- Public statements made before an audience of concerned citizens, with a transcript made of these statements
- Verbal comments made privately during the meeting to a recording devise, which the Project Management Team will include in the hearing transcript
- Written comments which will be accepted in person at the public hearing, by mail, or via e-mail
- Verbal comments which will be accepted via phone

A transcript will be made of verbal statements and comments made at the public hearing. The transcript will be accompanied by copies of all written statements from the public, both submitted at the public hearing and received during the 15-day comment period after the public hearing. A summary of public hearing proceedings in addition to addressing all substantive comments will be included in the final environmental document and the request for Finding of No Significant impact.

Stakeholder Meetings / Community Advisory Council

Throughout the project, stakeholders, including neighborhood associations, school corporations, civic organizations, local officials, community and business groups, park and refuge organizations, and any other interested individuals, will be welcome to meet with members of the Project Management Team to exchange information and ideas. It is anticipated that at least two meetings will be held with community stakeholders. One will be during the spring of 2013 and one during the summer of 2013 between the two public meetings. While such meetings are intended to focus on concerns related to a specific group of individuals, they are open to the public but will not be advertised and transcriptions of the meetings will not be provided. The Project Management Team will prepare the agenda and necessary handouts for all such meetings. Project Management Team members will also be available to discuss the proposed project with stakeholders and the public in general as well as to answer questions and address comments throughout the project development process via e-mail and by telephone.

Project Stakeholders are anticipated to include the following:

- City of Hammond
- Northwestern Indiana Regional Plan Commission (NIRPC)
- Pulaski Park Neighborhood Association
- Other identified neighborhood Associations as identified
- Bishop Noll Institute/ Catholic Diocese of Gary
- Irving Elementary School
- Churches located along the project corridor
- Lakeshore Chamber of Commerce or other representatives of business
- Other interested community partners as identified

Resource Agency Coordination

The National Environmental Policy Act of 1969 (NEPA) calls for an examination and consideration of impacts of a proposed action on sensitive resources. For this proposed action, these resources include, but are not limited to, sites with recognized environmental conditions, parks and recreational facilities,

historic and archaeological resources, and environmental justice populations. Because of transportation needs and socio-economic impacts, a balanced decision-making process which considers a range of factors must be utilized. To produce better environmental decisions, agencies with special expertise or jurisdiction by law are included in the study process. Resource agency involvement begins early in the process to identify important issues related to the proposed action and continues throughout the study to avoid later conflict ensuring full input from the various agencies.

Section 106 Consulting Party Coordination

Federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts within the Area of Potential Effects (APE). This consulting party involvement begins early in the study to identify important issues related to the proposed action and continues throughout the study to avoid later conflict, ensuring full input from the various agencies.

Des. No. 1297017

PRESS RELEASE

NOTICE OF PUBLIC INFORMATION MEETING AND PLANNED IMPROVEMENT

The City of Hammond will hold a Public Meeting on Tuesday, May 7, 2013. Two presentations will be offered. The first presentation will be held at City Hall, 5925 Calumet Avenue, Hammond, Indiana 46320, with a formal presentation at 12:30 p.m. in the City Council Chambers. The second presentation will be in the auditorium of Washington Irving Middle School located 4727 Pine Avenue, Hammond, Indiana 46327 with a formal presentation at 6:00 p.m. An open house will follow each of the presentations. The purpose of the meeting is to discuss the project purpose and need, alternatives being investigated, and afford an opportunity for public participation and allow discussion of any views and comments the public may have in relation to the proposed project. Concept plans of the proposed project will be on display for public review. City of Hammond and design consultants will be available during the meeting to discuss the project.

The City of Hammond, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the City of Hammond. The entire length of the proposed project is approximately 2.1 miles. Former SR 312 coincides with three separate streets as it traverses the project study area, including Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits, from west to east, begin at the intersection of Gostlin Street and South Brainard Avenue and continue east along Gostlin Street to the intersection of Gostlin Street and Sheffield Avenue, where the project study area continues south along Sheffield Avenue to the intersection of Sheffield Avenue and Chicago Street. At this intersection, the project study area turns east along Chicago Street to the study area's eastern terminus at the intersection of Chicago Street and White Oak Avenue.

The western end of the proposed project corridor is currently a two-lane roadway. Travelling east along the corridor, the roadway remains two lanes until the intersection of Gostlin Street and Sheffield Avenue, where a left-turn lane is provided for both eastbound and westbound traffic. Turning south, Sheffield Avenue is a two-lane facility. No left-turn lane is provided at the intersection of Sheffield Avenue and Chicago Street. Turning east onto Chicago Street from Sheffield Avenue, Chicago Street is a two-lane facility with striped on-street parking along both sides of the roadway up to its intersection with Calumet Avenue, where both left- and right-turn lanes are provided for eastbound and westbound traffic. East of Calumet Avenue, Chicago Street becomes a four-lane roadway with two eastbound and two westbound travel lanes and striped on-street parking along both sides of the roadway through to the end of the project study area. Left-turn lanes are provided for both eastbound and westbound traffic at the intersection of Chicago Street and Columbia Avenue.

The proposed project will include improvements to the existing roadway, including new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. Several alternatives are currently being evaluated. The current proposed project includes realignment of Gostlin Street between the Indiana/Illinois state line and Sheffield Avenue, leaving the current alignment of Gostlin Street as a local access road between Clark Avenue and Wabash Avenue. The intersection of Sheffield Avenue and Gostlin Street will be shifted to the southwest and become a roundabout. Sheffield Avenue will be slightly realigned, and the intersection of Sheffield Avenue and Chicago Street will be realigned to eliminate the 90 degree turn. The intersection of Hohman Avenue and Chicago Street will also become a roundabout. Additionally, Chicago Street between Hohman Avenue and Torrence Avenue will be widened to accommodate these improvements. Intersection improvements are also proposed at Johnson Avenue, Pine Avenue, and Columbia Avenue.

This project is being proposed to improve safety, reduce congestion, repair deteriorated infrastructure, and maintain the east-west travel corridor for truck traffic. It is anticipated that new permanent right-of-way will be acquired from residential, commercial, park, and industrial properties.

The proposed project is anticipated to be constructed in two phases with Phase I extending from Brainard Avenue to Calumet Avenue and Phase II extending from Calumet Avenue to White Oak Avenue. It is anticipated that Phase I will be let in July 2015 with Phase II being let in September 2016. Estimated construction costs as of September 2011 were $16 million with 80 percent of this total being provided by federal funding and 20 percent coming from local funding. Maintenance of traffic during construction will be coordinated with the Indiana Department of Transportation, the Illinois Department of Transportation, the City of East Chicago, and the City of Hammond.

Initial investigations, including an assessment of potential hazardous materials sites, historic resources, land use, and ecological resources have been completed. Several sites along the project corridor contain hazardous materials and will be further investigated. One property, the Polish Army Veterans' Post No. 40 located at 241 Gostlin Street, was recommended as eligible for inclusion on the National Register of Historic Places under Criterion A for its association with the ethnic and military heritage of the Hammond Polish community. Additionally, the project traverses Census Tracts containing both low income and minority populations identified as meeting the criteria for an Environmental Justice population. An Environmental Assessment is being prepared for this project and will be completed in 2013.

This notice is published in compliance with Title 23, Code of Federal Regulations, Section 771.111(h) entitled "Early Coordination, Public Involvement and Project Development," and the Indiana Public Involvement Manual, approved by the Federal Highway Administration, US Department of Transportation, on August 16, 2012.

Please direct any questions or comments concerning this project to Christine Meador, American Structurepoint, Inc., 7260 Shadeland Station, Indianapolis, Indiana 46256. Contact Ms. Meador at (317) 547-5580, or by email at GoChicagoStreet@structurepoint.com.

In accordance with the "Americans with Disabilities Act," if you have a disability for which the City of Hammond would need to provide accommodations pertaining to the accessibility to program documents and participation at the public meeting, or if you are a person of Limited English Proficiency (LEP) requiring assistance pertaining to accessing project documents and participating at the public meeting venue, contact Christine Meador at American Structurepoint, Inc., 7260 Shadeland Station, Indianapolis, Indiana 46256, (317) 547-5580, or by email at GoChicagoStreet@structurepoint.com or visit the project website at GoChicagoStreet.com.

Des. Nº 1297017

AVISO LEGAL DE REUNIÓN DE INFORMACIÓN PÚBLICA

La ciudad de Hammond celebrará una reunión pública en martes, 07 de mayo de 2013. Se ofrecerán dos presentaciones. La primera presentación se celebrará en el Ayuntamiento, 5925 Calumet Avenue, Hammond, Indiana 46320, con una presentación formal en 12:30 por la tarde en la cámara del Concilio. La segunda presentación será en el Auditorio de Washington Irving Middle School situado 4727 Pine Avenue, Hammond, Indiana 46327 con una presentación formal a las 6:00 por la tarde. Una casa abierta seguirá cada presentación. El razón de la reunión es discutir el propósito y necesidad del proyecto, alternativas siendo investigados y oportunidad para la participación pública y permitir la discusión de cualquier opiniones y comentarios que el público tenga en relación con el proyecto propuesto. Planes del concepto del proyecto propuesto estará en exhibición para revisión pública. La Ciudad de Hammond y Consultores de diseño estarán disponibles durante la reunión para discutir el proyecto.

La ciudad de Hammond, Indiana, está desarrollando un proyecto de ayuda federal para reconstruir y ensanchar Chicago Street (anteriormente conocido como la ruta de estado (SR) 312) a través de Hammond de South Brainard Avenue, en la frontera de Indiana e Illinois, a White Oak Avenue, en los límites orientales de la ciudad de Hammond. El proyecto propuesto es aproximadamente 2.1 millas de lo largo. SR 312 coincide con tres calles separadas como atraviesa la zona de estudio del proyecto, incluyendo Gostlin Street, Sheffield Avenue y Chicago Street. Los límites del proyecto, de oeste a este, comienzan en la intersección de Gostlin Street y South Brainard Avenue y continúan este a lo largo de Gostlin Street a la intersección de Gostlin y Sheffield Avenue, donde el área de estudio del proyecto continúa al sur por Sheffield Avenue a la intersección de Sheffield y Chicago Street. En esta intersección, el área de estudio del proyecto convierte este a lo largo de Chicago Street al término del este de la zona de estudio en la intersección de Chicago Street y White Oak Street.

El proyecto incluirá mejoras a la carretera existente, incluyendo el nuevo asfalto, bordillo y canalón, aceras, drenaje pluvial, iluminación vial y nuevas señales de tráfico. Se están evaluando varias alternativas. El proyecto propuesto actual incluye el realineamiento de Gostlin Street entre la frontera de Illinois e Indiana y Sheffield Avenue, manteniendo la alineación actual de Gostlin Street como una carretera de acceso local entre Clark Avenue y Wabash Avenue. La intersección de Sheffield Avenue y Gostlin Street se desplazarán hacia el suroeste y se convierten en una rotonda. Sheffield Avenue será realineado ligeramente, y la intersección de Sheffield Avenue y Chicago Street realineado a eliminar la vuelta de 90 grados. La intersección de Hohman Avenue y Chicago Street se convertirá también en una rotonda. Además, Chicago Street entre Hohman y Torrence Avenue se será ensanchado para dar cabida a estas mejoras. Mejoras de la intersección se proponen también en Johnson Avenue, Pine Avenue y Columbia Avenue.

Este proyecto se propone mejorar la seguridad, reducir la congestión, reparar la infraestructura deteriorada y mantener el corredor de viaje este-oeste para tráfico de camiones. Se prevé que se adquirirán ese nuevo paso permanente de propiedades industriales, residenciales, comerciales, y el parque.

Este aviso se publica de acuerdo con Título 23, Code of Federal Regulations, sección 771.111(h) titulado "Early Coordination, Public Involvement, and Project Development", y el Indiana Public Involvement Manual, aprobado por el Federal Highway Administration, US Department of Transportation, el 16 de agosto de 2012.

Por favor, dijira cualquiera pregunta o comentario sobre este proyecto a Christine Meador, American Structurepoint, Inc., 7260 Shadeland Station, Indianapolis, Indiana 46256. Contacto Sra. Meador (317) 547-5580, o por correo electrónico a GoChicagoStreet@structurepoint.com.

Según el " Americans with Disabilities Act", si usted tiene incapacidades para que la ciudad de Hammond tendría que ofrecer adaptaciones relacionadas con la accesibilidad a los documentos del programa y participación en la reunión pública o si eres una persona de Limited English Proficiency (LEP) que requieren asistencia relacionados con el acceso a los documentos del proyecto y participar en la reunión pública, póngase en contacto con Christine Meador, American Structurepoint, Inc., 7260 Shadeland Station, Indianapolis, Indiana 46256 o en (317) 547-5580 o por correo electrónico a GoChicagoStreet@structurepoint.com o visite el sitio web del proyecto en GoChicagoStreet.com.

LEGAL NOTICE OF PUBLIC INFORMATION MEETING

The City of Hammond will hold a Public Meeting on Wednesday, May 7, 2013. Two presentations will be offered. The first presentation will be held at City Hall, 5925 Calumet Avenue, Hammond, Indiana 46320, with a formal presentation at 12:30 p.m. in the City Council Chambers. The second presentation will be in the auditorium of Washington Irving Middle School located 4727 Pine Avenue, Hammond, Indiana 46327 with a formal presentation at 6:00 p.m. An open house will follow each of the presentations. The purpose of the meeting is to discuss the project, purpose and need, alternatives being investigated, and afford an opportunity for public participation and allow discussion of any views and comments the public may have in relation to the proposed project. Concept plans of the proposed project will be on display for public review. City of Hammond and design consultants will be available during the meeting to discuss the project.

The City of Hammond, Indiana is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 912) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the City of Hammond. The entire length of the proposed project is approximately 2.1 miles. Former SR 912 coincides with three separate streets as it traverses the project study area, including Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits, from west to east, begin at the intersection of Gostlin Street and South Brainard Avenue and continue east along Gostlin Street to the intersection of Gostlin Street and Sheffield Avenue, where the project study area continues south along Sheffield Avenue to the intersection of Sheffield Avenue and Chicago Street. At this intersection, the project study area turns east along Chicago Street to the study area's eastern terminus at the intersection of Chicago Street and White Oak Avenue.

The proposed project will include improvements to the existing roadway, including new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. Several alternatives are currently being evaluated. The current proposed project includes realignment of Gostlin Street between the Indiana/Illinois state line and Sheffield Avenue, leaving the current alignment of Gostlin Street as a local access road between Clark Avenue and Wabash Avenue. The intersection of Sheffield Avenue and Gostlin Street will be shifted to the southwest and become a roundabout. Sheffield Avenue will be slightly realigned and the intersection of Sheffield Avenue and Chicago Street will realigned to eliminate the 90-degree turn. The intersection of Hohman Avenue and Chicago Street will also become a roundabout. Additionally, Chicago Street between Hohman Avenue and Torrence Avenue will be widened to accommodate these improvements. Intersection improvements are also proposed at Johnson Avenue, Pine Avenue, and Columbia Avenue.

This project is being proposed to improve safety, reduce congestion, repair deteriorated infrastructure, and maintain the east-west travel corridor for truck traffic. It is anticipated that new permanent right-of-way will be acquired from residential, commercial, park, and industrial properties.

This notice is published in compliance with Title 23, Code of Federal Regulations, Section 771.111(h) entitled "Early Coordination, Public Involvement and Project Development," and the Indiana Public Involvement Manual, approved by the Federal Highway Administration, US Department of Transportation, on August 16, 2012.

Please direct any questions or comments concerning this project to Christine Meador, American Structurepoint Inc., 7260 Shadeland Station, Indianapolis, Indiana 46256. Contact Ms. Meador at (317) 547 5580 or by email at ChicagoSt@structurepoint.com.

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te Board of Accounts

General Form No. 99P (Rev. 2009A)

ican StructurePoint INC. To: The Times Media Company

(Governmental Unit)

ty, Indiana

601-45th Avenue, Munster, IN 46321

PUBLISHER'S CLAIM

Master (Must not exceed two actual lines, neither of which shall al more than four solid lines of the type in which the body of the vertisement is set) – number of equivalent lines -----

number of lines ----------

number of lines ----------

umber of lines ----------

tal number of lines in notice ----------

ON OF CHARGES

nes, ...1.... columns wide equals ....127.... equivalent lines at 57.45

nts per line ---------- $ 72.96

al charges for notices containing rule or tabular work (50 per cent above amount) ----------

for extra proofs of publication ($1.00 for each proof in excess wo) ----------

TOTAL AMOUNT OF CLAIM ---------- $ 72.96

OMPUTING COST

single column in picas 9p4

of insertions 2

Size of type 7.0 point.

20550454 (#135419)

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

ertify that the printed matter attached hereto is a true copy, of the same column width and type size, ly published in said paper (2) times. The dates of publication being as follows:

April 22, 29 2013

ally, the statement checked below is true and correct:

wspaper does not have a Web site.

wspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper.

wspaper has a Web site, but due to technical problem or error, public notice was posted on .....

wspaper has a Web site but refuses to post the public notice.

Nicole L Muscato

/29/2013

Title: Legal Clerk

Prescribed by State Board of Accounts

General Form No. 99P (Rev. 2009A)

ACCOUNT 100102438

AMERICAN STRUCTUREPOINT INC 0000547104

To **POST-TRIBUNE**

1433 E. 83RD AVE., MERRILLVILLE, IN 46410-6307

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

88 Lines, 2 columns wide equals 176 equivalent lines at _____ cents per line 0.299 $ 52.62

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 $ 52.62

DATA FOR COMPUTING COST

Width of single column in picas 7.33 Size of type 7.00 point

Number of insertions 1

Pursuant to the provisions of 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:

0000547104

5/ 1/13

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.

..... Newspaper has a Web site, but due to technical problem or error, public notice was posted on .....

..... Newspaper has a Web site but refuses to post the public notic.

CATHY CYNCAR

DATE: May 1, 2013

TITLE: LEGAL CLERK

Cathy Cyncar

31

Des. No. 1297017
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Pub: 5/1/2013 #547104

Des. No. 1297017
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Pub: 5/1/2013 #547104

CHICAGO STREET WIDENING AND RECONSTRUCITON
PUBLIC INFORMATION MEETING
TUESDAY MAY 7, 2013 12:30 PM
CITY HALL, HAMMOND INDIANA

NAME	ADDRESS	E-MAIL	ON MAILING LIST
Sandy+Mel Emerson	202 Gostlin Hammond		✓

CHICAGO STREET WIDENING AND RECONSTRUCITON
PUBLIC INFORMATION MEETING
TUESDAY MAY 7, 2013 12:30 PM
CITY HALL, HAMMOND INDIANA

NAME	ADDRESS	E-MAIL	ON MAILING LIST
PATRICK COLLINS	112 GOSTLIN ST		
OSTROM'S HOLDING Marsha OSTROM Carl OSTROM	25 GOSTLIN ST.	COSTROM@OSI AUTOMOTIVE.com	yes
MR+MRS. STEVE SZCZYGICL	1117 CHICAGO	—	
Tom Vukelic	112 Gostlin	—	—
Pam Keene SERVICE Auto	1343 Chicago	pskeene@comcast.net	yes
Debbie Noojin	Hammond IN 46327 4642 Sheffield Ave		
George Sotles	4642 Sheffield Hammond		
Michael Pantalon	4104 Grover st		
ROBERT GAON	4698 SHEFFIELD		
Don Spotts	7142 Broad R		

CHICAGO STREET WIDENING AND RECONSTRUCITON
PUBLIC INFORMATION MEETING
TUESDAY MAY 7, 2013 12:30 PM
CITY HALL, HAMMOND INDIANA

NAME	ADDRESS	E-MAIL	ON MAILING LIST
Ruby Flowers	Lake County Sheriff office 3711 Main St (L 4th)		
Mike Nagy	4703 Henry Ave Hammond IN	rol 324 @aol.com	
Janet Venecz	1115-170th Place Hammond 46324	janet-venecz@ameritech.net	
Betty Halney J	226 Hanover St		
John Burgess	4648 Henry Ave		
Charles Turner	7949 White Oak		
Johnnie Johnson C J Turner Ministries	1101 Chicago		
Teresa Hernez	117 Austin		
Rodolfo Sanchez	123 Austin St		
Patrick A. Denison	4640 Sheffield Ave	Patrick.Denison@Yahoo.com	

CHICAGO STREET WIDENING AND RECONSTRUCITON
PUBLIC INFORMATION MEETING
TUESDAY MAY 7, 2013 12:30 PM
CITY HALL, HAMMOND INDIANA

NAME	ADDRESS	E-MAIL	ON MAILING LIST
DAN ZAMBO	96 GOSTLIN 44 GOSTLIN	DJZAMBO@AOL	YES
Melissa Farrell	4329 Grover Ave. Hammond, IN 46324	mrs mjf 40@aol.com	yes.
Ramon Jimenez	1006 Chicago AVE		
Dan Cooper	256 Hanover St	Dcoope4PR@yahoo.com	yes
Mr. + Mrs. Julio + Evelyn Garcia	4647 Sheffield	evelyn.garcia@accenture.com	Yes
Ron Lubas	2034 WesPark Whiting IN 46394	Lubasfamily@comcast.net	Yes
GERI WENDORF	4831 COLUMBIA HAMMOND IN 46327		YES
Pat Vega	203 Gostlin		"
Rick Lomeli	4530 Sheffield	R.Lomeli@Hotmail	"
Chelsea Kirk	The Times	chelsea.schneider@nwi.com	Yes

CHICAGO STREET WIDENING AND RECONSTRUCITON
PUBLIC INFORMATION MEETING
TUESDAY MAY 7, 2013 6:00 PM
CITY HALL, HAMMOND INDIANA

NAME	ADDRESS	E-MAIL	ON MAILING LIST
MR+MRS GILBERTO CRESPOS	215 GOSTLIN Hammond IN		✓
AUGUST BEST	1020 CHICAGO AVE.		
Mickey Norton	122 Brunswick Hammond		
Susan M Olszewski	126 Brunswick Hammond		

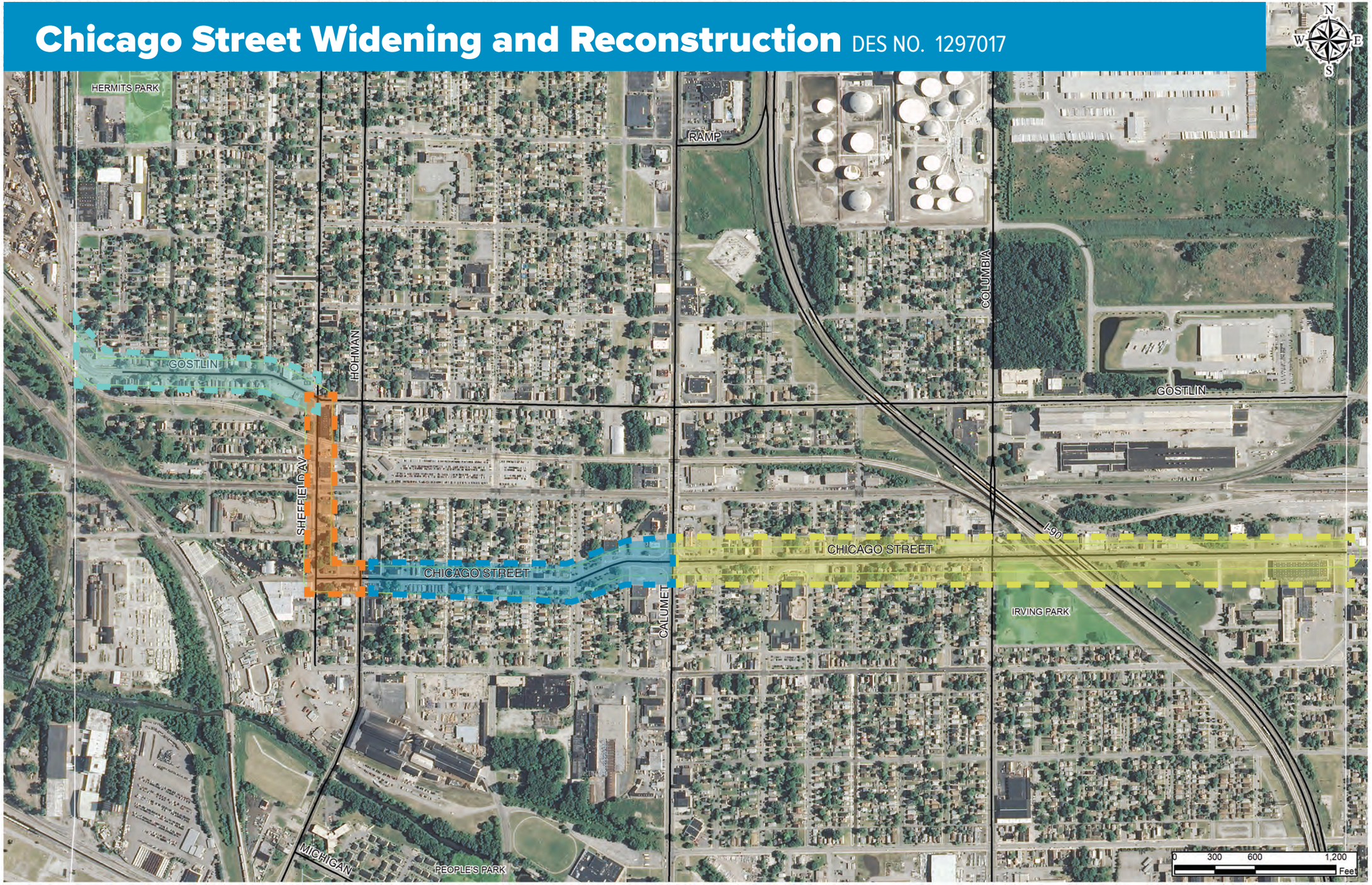
CHICAGO STREET WIDENING AND RECONSTRUCITON
PUBLIC INFORMATION MEETING
TUESDAY MAY 7, 2013 6:00 PM
CITY HALL, HAMMOND INDIANA

NAME	ADDRESS	E-MAIL	ON MAILING LIST
THOMAS E. CUBIT II ROSEMARY R. CUBIT	110 BRUNSWICK STREET HAMMOND IN 46327		
Elaine Mueva Anthony Mueva	4707 SHEFFIELD Hammond In 46327		
MARK KALWINSKI	city HALL		
Jorge-L-Lydia JARAMILLO	6345 Madison Ave Hami In.		
ANTONIO X ALVAREZ	6040 Hohman	ANTONIO XAVIER@GMAIL.com ~~ANTONIO Xavier@gmail.com~~	
JamesRamsey	4531 SheffeildAve	Ramsey136@comcast.net	

CHICAGO STREET WIDENING AND RECONSTRUCITON
PUBLIC INFORMATION MEETING
TUESDAY MAY 7, 2013 6:00 PM
CITY HALL, HAMMOND INDIANA

NAME	ADDRESS	E-MAIL	ON MAILING LIST
MICHAEL MONETTA	216 BRUNSWICK	MSteelman@aol.com	✓
Walter Moneta	4421 Baltimore	Moskeeman@yahoo.com	
Ruth Alms	114 Gostlin St	scwra@yahoo	✓
Guy R Sutton	MAIL → 3129 CRANE PLACE Hammond 46323 Property 4546 Sheffield	Rose-Sutton@ATT.Net	✓
Chuck Erhart	36 Brunswick	siennaarsamajom@hotmail.com	
Dehores Nichols	158 Gostlin		
Mildred SIARYK	137 GOSTLIN		✓
Ana + Jose Andrade	4418 Dearborn	rod405@wowway.com	✓
SILVERIO MALAGON	110 GOSTLIN ST	CHATIN898@GMAIL.COM	✓
DONS Pub	PAT MOATS → BUSINESS 4432 JOHNSON 5250 GOSTLIN AVE		

Chicago Street Widening and Reconstruction DES NO. 1297017



SEGMENT 1:

Gostlin Street from South Brainard Avenue to Sheffield Avenue

Alternatives

1.1 On-alignment, shifted north, roundabout

The curve on Gostlin Street at the state line would be upgraded to a 40 mph design speed resulting in a realignment to the north. Gostlin Street between the state line and Sheffield Avenue would be widened from one travel lane in each direction to two travel lanes in each direction with a center median. The intersection of Gostlin Street and Sheffield Avenue would be reconstructed as a single-lane roundabout.

1.2 On-alignment, shifted north and south, roundabout

The curve on Gostlin Street at the state line would be upgraded to a 45 mph design speed resulting in a realignment both to the north and to the south of the existing roadway. Gostlin Street between the state line and Sheffield Avenue would be widened from one travel lane in each direction to two travel lanes in each direction with a center median. The intersection of Gostlin Street and Sheffield Avenue would be reconstructed as a single-lane roundabout.

1.3 Off-alignment, turning movement

The curve on Gostlin Street at the state line would be upgraded to a 45 mph design speed resulting in a realignment of the roadway south of Gostlin Street. Existing Gostlin Street would be improved and Clark Avenue, Wabash Avenue, and Gostlin Street would no longer connect to either Brainard Avenue or Sheffield Avenue. Dearborn Avenue would be used as a gateway entrance to the neighborhood north of Gostlin Street. Traffic from the streets in this neighborhood (Clark Avenue, Dearborn Avenue, Grover Avenue, and Wabash Avenue) would use Dearborn Avenue to connect to the new realigned roadway. The intersection of Gostlin Street and Sheffield Avenue will be reconstructed as a signalized intersection with a free-flow turnlane for eastbound to southbound traffic.

1.4 Off-alignment, roundabout

The curve on Gostlin Street at the state line would be upgraded to a 40 mph design speed resulting in a realignment of the roadway south of Gostlin Street. Existing Gostlin Street would be improved and Clark Avenue, Wabash Avenue, and Gostlin Street would no longer connect to either Brainard Avenue or Sheffield Avenue. Dearborn Avenue would be used as a gateway entrance to the neighborhood north of Gostlin Street. Traffic from the streets in this neighborhood (Clark Avenue, Dearborn Avenue, Grover Avenue, and Wabash Avenue) would use Dearborn Avenue to connect to the new realigned roadway. The intersection of Gostlin Street and Sheffield Avenue would be reconstructed as a single-lane roundabout.

SEGMENT 2:

Sheffield Avenue from Gostlin Street to Chicago Street and Chicago Street to Hohman Avenue

Alternatives

2.1 Turing Roadway

The three-way stop intersection at Sheffield Avenue and Chicago Street would be reconstructed with a two-lane turning lane for vehicles travelling westbound on Chicago Street and turning north on Sheffield Avenue.

2.2 Free Flow with Traffic Signal

The three-way stop intersection at Sheffield Avenue and Chicago Street would be eliminated and replaced with a continuous curve with a design speed of 35 mph. The new curve would allow traffic travelling in both directions between Sheffield Avenue north of Chiago Street and Chicago Street flow freely, avoiding stops currently required at the existing intersection. he intersection of Chicago Street and Hohman Avenue would be reconstructed and realigned, as a signalized intersection, to tie into the realigned curve north of Chicago Street.

2.3 Free Flow with Roundabout

The three-way stop intersection at Sheffield Avenue and Chicago Street would be eliminated and replaced with a continuous flow curve. The new curve would allow traffic travelling in both directions on Sheffield Avenue north of Chicago Street and Chicago Street to flow freely, avoiding the stops currently required at the existing intersection. The intersection of Chicago Street and Hohman Avenue would be reconstructed with a single-lane roundabout.

SEGMENT 3:

Chicago Street from Hohman Avenue to Calumet Avenue

Alternatives

3.1 Widening along existing Centerline

This alternative would widen Chicago Street equally along the existing centerline.

3.2 Widening with curves

This alterative would widen Chicago Street along the existing alignment but include the addition of five minor curves. These curves along Chicago Street reduce impacts to the adjacent properties.

SEGMENT 4:

Chicago Street from Calumet Avenue to White Oak Avenue

Alternatives

4.1 Resurfacing

This alternative would simply resurface the existing roadway but would not include reconstruction/construction of curb and gutter, sidewalks, storm sewers, roadway lighting, or traffic signals.

4.2 Reconstruction

This alternative would reconstruct the entire roadway including curb and gutter, sidewalks, storm sewers, roadway lighting, and traffic signals.

Alternate Consistencies:

- ... New pavement
- ... Curb and gutter
- ... Sidewalks
- ... ADA compliant curb ramps
- ... Storm sewers
- ... Roadway lighting
- ... Utility relocation/reconstruction
- ... Share-use path
- ... Closure of the existing NICTD at-grade crossing at Brunswick Street

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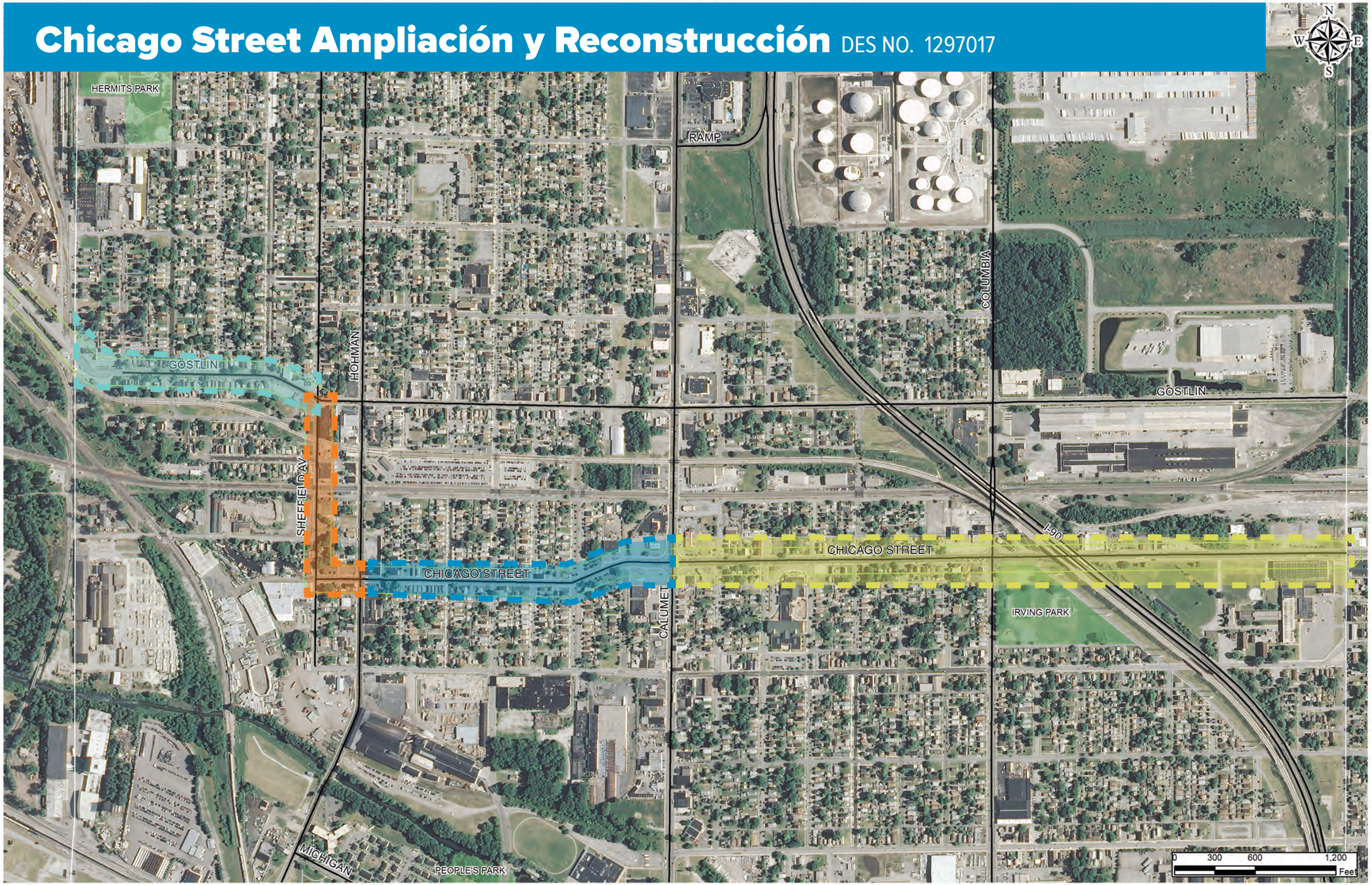
CHICAGO STREET

AMERICAN STRUCTUREPOINT INC.

Visit GoChicagoStreet.com for project information

Chicago Street Ampliación y Reconstrucción DES NO. 1297017



SEGMENTO 1:

Gostlin Street de South Brainard Avenue hasta Sheffield Avenue

Las alternativas:

1.1 En la alineación, desplazado al norte, rotonda

La curva de Gostlin Street en la frontera de estado se actualiza a una velocidad de diseño de 40 mph y radio de giro que resulta en un reajuste hacia el norte. Gostlin Street, entre la frontera de estado y Avenida Sheffield se ensancharía de un carril de circulación en cada dirección a dos carriles de circulación en cada dirección con una mediana central. La intersección de Gostlin Street y Sheffield Avenue se reconstruye como una rotonda de un solo carril.

1.2 En la alineación, desplazado hacia el norte y el sur, rotonda

La curva de Gostlin Street en la frontera de estado se actualiza a una velocidad de diseño de 45 mph resultado arealignment tanto al norte como al sur de la calzada existente. Gostlin Street, entre la frontera de estado y Sheffield Avenue se ensancharía de un carril de circulación en cada dirección a dos carriles de circulación en cada dirección con una mediana central. La intersección de Gostlin Street y Sheffield Avenue se reconstruye para incluir como una rotonda de un solo carril.

1.3 Fuera de la alineación, movimiento de giro

La curva de Gostlin Street en la frontera de estado se actualiza a una velocidad de diseño de 45 mph que resulta en un reajuste de la calzada sur de Gostlin Street. Existentes Gostlin Street se mejoraría y Clark Avenue, Wabash Avenue, y Gostlin Street dejaría de conectarse a cualquiera South Brainard Avenue o Sheffield Avenue. Dearborn Avenue se utiliza como una entrada de puerta de entrada a la zona norte de Gostlin Street. El tráfico de las calles de este vecinidad (Clark Avenue, Dearborn Avenue, Grover Avenue, y Wabash Avenue) usaría Dearborn Avenue hasta conectar con la nueva carretera realineado. La intersección de Gostlin Street y Sheffield Avenue se reconstruye como un cruce señalizado con un carril de giro con flujo libre de tráfico en dirección este a sur.

1.4 Fuera de la alineación, la rotonda

La curva de Gostlin Street en la frontera de estado se actualiza a una velocidad de diseño de 40 mph que resulta en un reajuste de la calzada sur de Gostlin Street. Existentes Gostlin Street se mejoraría y Clark Avenue, Wabash Avenue, y Gostlin calle dejaría de conectarse a cualquiera South Brainard Avenue o Sheffield Avenue. Dearborn Avenue se utiliza como una entrada de puerta de entrada a la zona norte de Gostlin Street. El tráfico de las calles de este vecinidad (Clark Avenue, Dearborn Avenue, Grover Avenue, y Wabash Avenue) usaría Dearborn Avenue hasta conectar con la nueva carretera realineado. La intersección de Gostlin Street y Sheffield Avenue se reconstruye para incluir como una rotonda de un solo carril.

SEGMENTO 2:

Sheffield Avenue desde Gostlin Street hasta Chicago Street y Chicago Street hasta Hohman Avenue

Las alternativas:

2.1 Carreteras Volviendo

La intersección de parada de tres vías en Sheffield Avenue y Chicago Street se reconstruyó con dos carriles de giro para los vehículos que viajan en dirección oeste por Chicago Street y el giro hacia el norte por Sheffield Avenue.

2.2 Flujo libre con la señal de tráfico

La intersección de parada de tres vías en Sheffield Avenue y Chicago Street sería eliminada y reemplazada con una curva de flujo continuo con una velocidad de diseño de 35 mph. La nueva curva permitiría el tráfico que viaja en ambas direcciones entre Avenida Sheffield al norte de Chicago Street y Chicago Street fluya libremente, evitando las paradas requeridas en la intersección existente. La intersección de Chicago Street y Hohman Avenue se reconstruye y se reorganizó como una intersección señalizada, para conectar en la curva norte realineada de Chicago Street.

2.3 Flujo Libre de Roundabout

La intersección de parada de tres vías en Sheffield Avenue y Chicago Street sería eliminada y reemplazada con una curva de flujo continuo. La nueva curva permitiría el tráfico que viaja en ambas direcciones en Sheffield Avenue al norte de Chicago Street y Chicago Street fluya libremente, evitando las paradas requeridas en la intersección existente. La intersección de Chicago Street y Hohman Avenue se reconstruyó con una rotonda de un solo carril.

SEGMENTO 3:

Chicago Street de Hohman Avenue hasta Calumet Avenue

Alternativas:

3.1 Ampliación a lo largo de la línea central existente

Esta alternativa sería ampliar Chicago Street por igual a lo largo de la línea central existente.

3.2 Ampliación con curvas

Esta alterativa sería ampliar la calle de Chicago a lo largo de la alineación existente, sino incluir la adición de cinco curvas de menor importancia. Estas curvas a lo largo de la Chicago Street reducen los impactos a las propiedades adyacentes.of five minor curves. These curves along Chicago Street reduce impacts to the adjacent properties.

SEGMENTO 4:

Chicago Street de Colfax Avenue hasta White Oak Avenue

Alternativas:

4.1 Renovar la superficie de la carretera existente

Esta alternativa sería simplemente resurgir la calzada existente, pero no incluiría la reconstrucción/construcción de bordillos y canalones, aceras, alcantarillas, iluminación de carreteras, y señales de tráfico.

4.2 Reconstrucción

Esta alternativa sería la reconstrucción de la calzada existente, incluyendo las señales de tráfico, bordillos y canalones, aceras, alcantarillas, e iluminación vial.

Consistencias Alternativas:

- ... Nuevo pavimento
- ... Bordillo y canalón
- ... Aceras
- ... Alcantarillas pluviales
- ... Iluminación Vial
- ... Traslado/reconstrucción de utilidades
- ... Ruta de uso compartido
- ... Cierre de la NITCD existente en el cruce de grado en Brunswick Street

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CHICAGO STREET

AMERICAN STRUCTUREPOINT INC.

Visite GoChicagoStreet.Com para la información de proyecto

CHICAGO STREET WIDENING AND RECONSTRUCTION

Hammond, Lake County, Indiana

Introduction

- City of Hammond
  - Mayor McDermott
  - Stan Dostatni
- American Structurepoint
  - Glen Campbell
  - Briana Hope
  - Christine Meador

Agenda

- Purpose of Meeting
- Project Development Process
- Project Description
  - Purpose and Need of Project
  - Proposed Action
- Alternatives
- Open House

Purpose of the Meeting

- Introduce Project to the Public
- Solicit Public Input
- Establish Foundation for Community Involvement
- Comments and Questions

Solicit Public Input

- Comment Form
- Sign-in Sheet/ Mailing List
- Website GoChicagoStreet.com
- Email: GoChicagoStreet@structurepoint.com
- Phone: 317-547-5580
- Future Public Involvement Opportunities

Establish Foundation for Community Involvement

- Public Information Meeting
- Community Advisory Committee
- Updates via Website
- Public Hearing

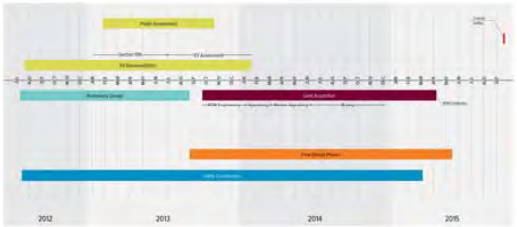
Project Development Process

- Project History
- Project Schedule
  - Environmental Process
  - Plan Development
  - Property Acquisition
  - Construction
- Public Involvement

Project History

- Relinquishment from INDOT
- Regionally Significant Project – Comprehensive Regional Plan for 2040
- Funding

Schedule



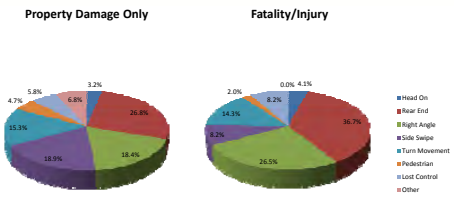
Project Description

- Purpose and Need
  - Safety
  - Congestion Management
  - Mobility
  - Deteriorating Infrastructure
  - Develop East-West Corridor

Safety

- Substandard Horizontal Curvature
- Substandard Intersection Turning Radii
- Lack of Designated Turn Lanes/Lane Configurations
- Unrestricted Access

Safety



Congestion Management

- Volume / Capacity Ratio
  - Traffic Volume
  - Lane Configuration
- Existing Alignment
- Signalized Intersection

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Mobility

- Freight
  - Regional & Interstate Commerce
- People
  - "Livable" Center
  - ADA-Complaint Facility
  - Non-Motorized Transportation

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Deteriorating Infrastructure

- Surface Infrastructure
  - Pavement
  - Curb
  - Sidewalks
- Underground Infrastructure
  - Combined Sewers
  - Water Main

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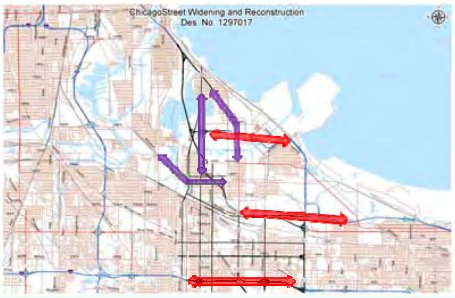
Develop an East-West Corridor



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Purpose Statement

The purpose of this proposed action is to improve safety, reduce congestion, enhance mobility, address the deteriorating infrastructure, and create a unified east-west corridor along Chicago Street (former SR 312) between South Brainard Avenue at the Indiana border with Illinois and White Oak Avenue at the city of Hammond's border with the city of East Chicago.

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Project Description

- Proposed Action
  - Project Limits
  - Proposed Improvements

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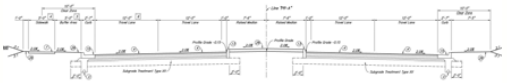
Alternatives

- No Build
- Other Corridors
  - I-80/ I-94
  - I-90
  - SR 912/US 41/ US 12/ US 20
- Chicago Street (former SR 312)
  - Four segments
- Bridge Option

Segment 1

- Gostlin Street from South Brainard Avenue to Sheffield Avenue
  - On-Alignment, Shifted North, Roundabout
  - On-Alignment, Shifted North and South, Roundabout
  - Off-Alignment, Turning Roadway
  - Off-Alignment, Roundabout

Typical Section



Alternate 1.1

Alternate 1.2

Alternate 1.3

Alternate 1.4

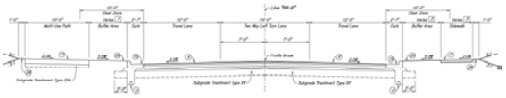
STRUCTUREPOINT CHICAGO

Segment 2

- Sheffield Avenue from Gostlin Street to Chicago Street and Chicago Street to Hohman Avenue
  - Turning Roadway
  - Free Flow with Traffic Signal
  - Free Flow with Roundabout

STRUCTUREPOINT CHICAGO

Typical Section



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Alternate 2.1

STRUCTUREPOINT CHICAGO

Alternate 2.2

STRUCTUREPOINT CHICAGO

Alternate 2.3

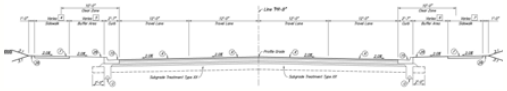
STRUCTUREPOINT CHICAGO

Segment 3

- Chicago Street from Hohman Avenue to Calumet Avenue
  - Widen along Existing Centerline
  - Widen with Curves

STRUCTUREPOINT CHICAGO

Typical Section



STRUCTUREPOINT CHICAGO

Alternate 3.1

STRUCTUREPOINT CHICAGO

Alternate 3.2

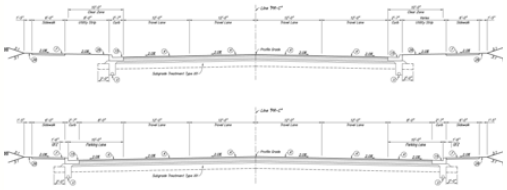
STRUCTUREPOINT CHICAGO

Segment 4

- Chicago Street from Calumet Avenue to White Oak Avenue
  - Resurfacing
  - Reconstruction

STRUCTUREPOINT CHICAGO

Typical Section



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Alternates 4.1 and 4.2

Open House

- GoChicagoStreet.com
- GoChicagoStreet@structurepoint.com

Hammond planning reconstruction of Chicago Street

MAY 07, 2013 4:09 PM • CHELSEA SCHNEIDER KIRK CHELSEA.SCHNEIDER@NWI.COM, (219) 933-3241

HAMMOND | Construction on a $30 million upgrade to Chicago Street is likely to begin in 2015 as the city seeks to improve the safety and mobility of the heavy truck route.

Plans call for the reconstruction and widening of about two miles of former Ind. 312, which the city took over from the state in 2011, along Gostlin Street, Sheffield Avenue and Chicago Street.

The project also will require property acquisition, though the exact buildings won't be known until plans are finalized.

Mayor Thomas McDermott Jr. told a packed room gathered for a public meeting on the project at Hammond City Hall on Tuesday that he understands some property owners will be adversely impacted but stressed the project's need.

McDermott called the project a “game changer” because of the improvements it will make to an older portion of the city.

“There are a lot of buildings that are targeted in the path of the new road. I'm not going to deny that, and it's not an easy decision,” McDermott said.

“Obviously, some of them are going to be homes. Some of them are blighted buildings that are going to come down and it's not going to bug anybody.

“What we do know we have to make way for semi traffic that comes through our city on 312, comes from Gostlin and heads down to Chicago and heads out of the city. We're trying to do that in the safest manner possible.”

Evelyn Garcia is one Hammond resident expecting her home to be acquired. Garcia, who has lived at the corner of Chicago Street and Sheffield Avenue for 20 years, bought the home, in part, because of its proximity to the Hammond South Shore Line station.

“It will pretty much change our lives,” Garcia said.

But Garcia said she's happy the city is doing the project because of the number of accidents she's seen in her years living at the intersection.

Improvements would begin at the intersection of Gostlin Street and South Brainard Avenue, continue south on Sheffield and then go east on Chicago Street up to White Oak Avenue.

The current route has a number of safety issues, with 86 accidents per year, said Glen Campbell, a senior project manager for American Structurepoint.

Portions of the road have very wide lanes and a review of accident reports showed a number of cars side-swiping trucks as they attempted to pass, Campbell said.

The route also carries 20,000 vehicles per day and can force trucks to stop to make 90-degree turns.

One option being explored to help traffic flow is creating roundabouts at the intersections of Sheffield Avenue and Gostlin Street and Hohman Avenue and Chicago Street.

“(Roundabouts) are great at reducing the severity of accidents at intersections and eliminating the t-bones you see out there,” Campbell said.

Hammond has received nearly $19 million in federal and state funding for the project and has applied for an additional $9.5 million from the Northwestern Indiana Regional Planning Commission, City Engineer Stan Dostatni said.

Last year, the Hammond City Council also approved taking out a $16 million loan to provide local funding for a number of road projects, including Chicago Street. The loan will be repaid through gaming revenue.

AMERICAN
STRUCTUREPOINT
INC.

7260 Shadeland Station
Indianapolis, Indiana 46256
TEL 317.547.5580
FAX 317.543.0270

www.structurepoint.com

FAX COVER LETTER

Project Number: 0002011.00320.0001
Project Description: Chicago Street

Please deliver the following pages immediately to:

Name: James Whitaker
Company: Representative of Hammond Multi-School Building Corporation
Fax number called: 219-931-7088
Date: May 2, 2013
From: Christine Meador
Total number of pages, including cover letter: 13
Fax operator for this transmission: CM

If you do not receive all of the pages, please call us back as soon as possible, using the telephone number listed.

Comments:

Mr. Whitaker:

The City of Hammond is in the early stages of the project development process for the proposed Chicago Street Project and have several alternatives that we are exploring. No decisions have been made yet as to the project alignment or anticipated right-of-way acquisition.

I would encourage you and your client to attend one of the meetings. The purpose of the meeting is to gain input from the public on the proposed projects, needs of the community, and issues that should be addressed during the project. I also encourage you to review the information once it has been uploaded to the website. All information provided at the meeting will be on the website including the meeting presentation. The presentation will also be live on the City of Hammond Website during the 12:30 meeting. Feel free to ask questions and provide comments to me at anytime.

LAW OFFICES
OF
JAMES K. WHITAKER
& ASSOCIATES
SUITE 600
CALUMET NATIONAL BANK BUILDING
5231 HOHMAN AVENUE
HAMMOND, INDIANA 46320

JAMES K. WHITAKER

AREA CODE 219
TELEPHONE
931-7080
FAX 931-7088

April 30, 2013

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

RE: HAMMOND MULTI-SCHOOL BUILDING CORP (HMSBC)

- **City of Hammond, Indiana**
- **Federal-Aid Project to reconstruct and widen Chicago Street**
- **(through Hammond from South Brainard Avenue, on the Indiana Border with Illinois, to White Oak Avenue, at the eastern limits of the City of Hammond)**

Dear Ms. Meador:

As attorney for the HAMMOND MULTI-SCHOOL BUILDING CORP, I received a mailing with copy of LEGAL NOTICE OF PUBLIC INFORMATION MEETING (2 pages); copy attached.

I receive this mailing because the HAMMOND MULTI-SCHOOL BUILDING CORPORATION is the **Owner** in fee simple title of **Irving Elementary School**, the northern border of which is **Chicago Street** in Hammond.

I particularly note the following in the mailing:

> "At this intersection (Sheffield Avenue and Chicago Street), the project study are turns east along **Chicago Street** to the study area's eastern terminus at the intersection of **Chicago Street** and White Oak Avenue."
>
> * * *
>
> It is anticipated that a new permanent right-of-way will be acquired from residential, commercial, park, and industrial properties."

I note that the City of Hammond will hold public meetings on **Tuesday, May 7, 2013** as follows:

12:30pm: in the City Council Chambers

6:00pm: in the auditorium of Washington Irving Elementary School
4727 Pine Avenue, Hammond, IN 46327

JAMES K. WHITAKER
& ASSOCIATES

Has any determination been made by **City of Hammond** or **American Structurepoint** as to how much of the **Irving Elementary School** property owned by HAMMOND MULTI-SCHOOL BUILDING CORP will be required to complete the new right-of-way.

I would very much appreciate hearing from you **before** the scheduled meetings noted above, so the **School City of Hammond**, as designated agent for the HAMMOND MULTI-SCHOOL BUILDING CORP can decide whether to attend one of the scheduled meetings.

Your early response (**preferably by fax**) will be greatly appreciated.

Very truly yours,

James K. Whitaker

JKW/km
w/attachment

cc Theo Boone, Jr
Resident Agent and Lessor Representative/HMSBC
via fax, w/attachment

cc Diane Schweitzer
Director of Buildings and Grounds/SCH
via fax, w/attachments

cc Dr Walter J. Watkins
Superintendent/SCH
via fax w/attachments

Des. No. 1297017

LEGAL NOTICE OF PUBLIC INFORMATION MEETING

The City of Hammond will hold a Public Meeting on Tuesday, May 7, 2013. Two presentations will be offered. The first presentation will be held at City Hall, 5925 Calumet Avenue, Hammond, Indiana 46320, with a formal presentation at 12:30 p.m. in the City Council Chambers. The second presentation will be in the auditorium of Washington Irving Middle School located 4727 Pine Avenue, Hammond, Indiana 46327 with a formal presentation at 6:00 p.m. An open house will follow each of the presentations. The purpose of the meeting is to discuss the project purpose and need, alternatives being investigated, and afford an opportunity for public participation and allow discussion of any views and comments the public may have in relation to the proposed project. Concept plans of the proposed project will be on display for public review. City of Hammond and design consultants will be available during the meeting to discuss the project.

The City of Hammond, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the City of Hammond. The entire length of the proposed project is approximately 2.1 miles. Former SR 312 coincides with three separate streets as it traverses the project study area, including Gostlin Street, Sheffield Avenue, and Chicago Street. The project limits, from west to east, begin at the intersection of Gostlin Street and South Brainard Avenue and continue east along Gostlin Street to the intersection of Gostlin Street and Sheffield Avenue, where the project study area continues south along Sheffield Avenue to the intersection of Sheffield Avenue and Chicago Street. At this intersection, the project study area turns east along Chicago Street to the study area's eastern terminus at the intersection of Chicago Street and White Oak Avenue.

The proposed project will include improvements to the existing roadway, including new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. Several alternatives are currently being evaluated. The current proposed project includes realignment of Gostlin Street between the Indiana/Illinois state line and Sheffield Avenue, leaving the current alignment of Gostlin Street as a local access road between Clark Avenue and Wabash Avenue. The intersection of Sheffield Avenue and Gostlin Street will be shifted to the southwest and become a roundabout. Sheffield Avenue will be slightly realigned, and the intersection of Sheffield Avenue and Chicago Street will realigned to eliminate the 90-degree turn. The intersection of Hohman Avenue and Chicago Street will also become a roundabout. Additionally, Chicago Street between Hohman Avenue and Torrence Avenue will be widened to accommodate these improvements. Intersection improvements are also proposed at Johnson Avenue, Pine Avenue, and Columbia Avenue.

This project is being proposed to improve safety, reduce congestion, repair deteriorated infrastructure, and maintain the east-west travel corridor for truck traffic. It is anticipated that new

RECEIVED APR 29 2013

permanent right-of-way will be acquired from residential, commercial, park, and industrial properties.

This notice is published in compliance with Title 23, Code of Federal Regulations, Section 771.111(h) entitled "Early Coordination, Public Involvement and Project Development," and the Indiana Public Involvement Manual, approved by the Federal Highway Administration, US Department of Transportation, on August 16, 2012.

Please direct any questions or comments concerning this project to Christine Meador, American Structurepoint, Inc., 7260 Shadeland Station, Indianapolis, Indiana 46256. Contact Ms. Meador at (317) 547-5580, or by email at GoChicagoStreet@structurepoint.com.

In accordance with the "Americans with Disabilities Act", if you have disability for which the City of Hammond would need to provide accommodations pertaining to the accessibility to program documents and participation at the public meeting or if you are a persons of Limited English Proficiency (LEP) requiring assistance pertaining to accessing project documents and participating at the public meeting venue, contact Christine Meador, American Structurepoint, Inc., 7260 Shadeland Station, Indianapolis, Indiana 46256 or at (317) 547-5580, or by email at GoChicagoStreet@structurepoint.com or visit the project website at GoChicagoStreet.com.

Comment Sheet
Public Involvement Meeting
May 7, 2013

Please provide your comments, concerns, and/or suggestions regarding the proposed Chicago Street Reconstruction and widening project in Hammond, Lake County, Indiana. Your comments are important to us, and we sincerely appreciate your time and participation during the public involvement process. **Comments may be mailed, faxed, or submitted via e-mail to the address/fax number below. We would appreciate your comments by May 31, 2013.**

American Structurepoint, Inc.
Attn: Christine Meador, Environmental Scientist
7260 Shadeland Station
Indianapolis, Indiana 46256
Fax: 317.543.0270
E-mail: GoChicagoStreet @structurepoint.com
Web: GoChicagoSTreet.com

NAME: GILBERTO CRESPOS

ADDRESS: 215 GOSTLIN

COMMENT: THE BEST WOULD BE THE ALTERNATE #104, IS THE SAFEST ROUTE FOR FAMILIES ON THE NORTH SIDE OF STREET, IN THE LAST 15 YEARS MY FAMILY HAS BEEN HIT WHEN TURNING IN DRIVEWAY, TREES RUN OVER, GRASS DISTROYED, GARBAGE THROW OUT CARS AT US, NOT EVEN MENTION THE NOISE. PLEAS CONSIDER!!!

THANK YOU

SIGNATURE: Gilberto Crespos Sr.

The Gateway to Opportunity
CHICAGO STREET

AMERICAN STRUCTUREPOINT INC

Name: RAYMONDO GARCIA / EL TACO REAL

Address: 935 HOFFMAN street

Phone: (219) 512.4008 219 931.2927

Email: tacoray@ameritech.net

How long have you lived in the area?: 39 yrs

What group or organization would you represent?: Business

What specific interests do you have regarding this project ?:

Additional Comments:

Please return your completed application by May 31, 2013 to:

Ms. Christine Meador, Environmental Specialist
American Structurepoint
7260 Shadeland Station
Indianapolis, Indiana 46256
(317) 547-5580
FAX (317) 543-0270
Email: GoChicagoStreet@structurepoint.com

Visit GoChicagoStreet.com for project information.

The Gateway to Opportunity
CHICAGO STREET

AMERICAN STRUCTUREPOINT INC

Name: Melissa Farrell

Address: 4329 Grover Ave. Hammond, IN 46327

Phone: 219-742-3492

Email: mrsmJF40@aol.com

How long have you lived in the area?: 51 years

What group or organization would you represent?: Pulaski Park Neighborhood Association, Inc.

What specific interests do you have regarding this project ?: Part of this project goes through the neighborhood I live in and is within the boundaries of our neighborhood association.

Additional Comments:

I feel this project will have a positive impact on the neighborhood + the City of Hammond

Please return your completed application by May 31, 2013 to:

Ms. Christine Meador, Environmental Specialist
American Structurepoint
7260 Shadeland Station
Indianapolis, Indiana 46256
(317) 547-5580
FAX (317) 543-0270
Email: GoChicagoStreet@structurepoint.com

Visit GoChicagoStreet.com for project information.

The Gateway to Opportunity
CHICAGO STREET

AMERICAN STRUCTUREPOINT INC

LELAND J. DEMONBREUN
4633 SHEFFIELD
AVENUE, HAMMOND
INDIANA, 46327

I NEED to BE
NOTIFIED ABOUT THE
PLANS ABOUT MY LAND
AND [illegible]
WHAT YOU ARE
INTENDING TO DO,
IN THE FUTURE, LELAND

garding the proposed Chicago
unty, Indiana. Your comments
participation during the public
submitted via e-mail to the
nts by May 31, 2013.

EMONBREUN II
AVE. HAMMOND
INDIANA 46327

Lot #26 I own all
ted, I am the owner
and time in the
d work and loss
ned my home has
been zoned residential and shall remain an estate
and residence nice grass, fruit trees, 3 bedroom house
with a 4 four and 1/2 car garage etc. This is my first
house and my dream home. 30 thirty years ago
I wanted this property and its mine finally.

SIGNATURE: LELAND JOYCE DEMONBREUN JR II 5-20-2013

The Gateway to Opportunity
CHICAGO STREET

AMERICAN STRUCTUREPOINT INC

AMERICAN
STRUCTUREPOINT
INC.

July 10, 2013

«Name»
«Title»
«Affiliation»
«Address_1»
«Address_2»
«City», «State» «Zip»

Re: Community Advisory Committee (CAC) Meeting
Chicago Street Widening and Reconstruction
South Brainard Avenue to White Oak Avenue
Hammond, Lake County, Indiana
Des. No. 1297017

Dear «Salutation»:

There has been a scheduling conflict regarding the Community Advisory Committee Meeting on Tuesday July 16, 2013. The City of Hammond is re-scheduling the meeting to Tuesday July 23, 2013. The meeting will be held at the Hammond Public Library, 564 State Street, Hammond, Indiana 46320. The meeting will begin at 6:30 PM Central Daylight Savings Time (CDT) and continue for approximately two hours. Please RSVP via phone at (317) 547-5580 or via email at GoChicagoStreet@structurepoint.com by Tuesday July 16, 2013. If you are unable to be in attendance at the meeting we would encourage you to send an alternate representative from your organization.

We appreciate your participation in the development of the Chicago Street Widening and Reconstruction Project. Please do not hesitate to contact me at (317) 547-5580 or by email at GoChicagoStreet@structurepoint.com if you have any questions on the CAC process or about this meeting specifically. For more information on the proposed project, please see the project website www.GoChicagoStreet.com. Additionally, an information packet will be provided for you at the meeting. We look forward to meeting you on July 23, 2013.

Very truly yours,
American Structurepoint, Inc.

Christine Meador
Environmental Specialist

CAM:mgn

cc: Glen Campbell, American Structurepoint, Inc.
Stan Dostatni, City of Hammond
Ron Bales, INDOT - Environmental Services

201100320

7260 Shadeland Station, Indianapolis, Indiana 46256 TEL 317.547.5580 FAX 317.543.0270 www.structurepoint.com

Community Advisory Committee Mailing List

Name	Title	Affiliation	Address 1	Address 2	City	State	Zip
Mr. Raymundo Anguiano Garcia		El Taco Real	935 Hoffman Street		Hammond	IN	46327
Ms. Melissa Farrell		Pulaski Park Neighborhood Association, Inc.	4329 Grover Avenue		Hammond	IN	46327
Mr. Chuck Erhart		Brunswick/Hanover Neighborhood Association	36 Brunswick Street		Hammond	IN	46327
Mr. Dave Smith		Business Owner	21 Gostlin Street		Hammond	IN	46327
Mr. Carl Ostrom		Business Owner	25 Gostlin Street		Hammond	IN	46327
Ms. Sylvia Planer	President	Hammond Hispanic Community Committee	824 Hoffman Street		Hammond	IN	46327
Ms. Dana O'Neal-Best		Hammond Community Advisory Panel	C/O Centier Bank	5433 Hohman Avenue	Hammond	IN	46327
Mr. Dave Ryan		Lakeshore Chamber of Commerce	5246 Hohman Avenue, Suite 100		Hammond	IN	46320
Mr. Mike Whelan	Chairman of the Bishop Noll Board of Trustees	Bishop Noll Institute	1519 Hoffman Street		Hammond	IN	46327
		Indiana Association of Seventh-Day Adventists, Inc.	849 Chicago Street		Hammond	IN	46327
		Hammond Multi-School Building Corp	5231 Hohman Avenue, Suite 600		Hammond	IN	46320
Mr. Ryan Eckart	Principal	Lincoln Elementary School	41 Williams Street		Hammond	IN	46320
Mrs. Lynn Lange	Principal	Columbia Elementary School	1238 Michigan Street		Hammond	IN	46320
Ms. Pat Parker	Principal	Washington Irving Elementary School	4727 Pine Avenue		Hammond	IN	46327
Mr. Robert Wilson	Principal	George Rogers Clark Middle and High School	1921 Davis Avenue		Whiting	IN	46394
Rev. William F. O'Toole		St. Casimir Church	4340 Johnson Avenue		Hammond	IN	46327
		Northside Baptist Church	645 Gostline Street		Hammond	IN	46327
Pastor Charles and Tammy Rhodus		World of Pentecostal Ministries	4807 Oak Avenue		Hammond	IN	46327
		Good Shepherd Apostolic Church	951 Chicago Street		Hammond	IN	46327
		Prayer Outreach Deliverance	1101 Chicago Street		Hammond	IN	46327
		Hoffman Street Baptist Church	1116 Hoffman Street		Hammond	IN	46327
Rev. Erlin Garcia		St. Margaret Mary Church	1445 Hoffman Street		Hammond	IN	46327
		Spanish Pentecostal Church	4624 Hohman Avenue		Hammond	IN	46327
Mr. Kenneth Mcmullen	Manager	INDOT - Environmental Services	100 North Senate Avenue, N642		Indianapolis	IN	46204
Ms. Joyce Newland		Federal Highway Administration	Federal Office Building, Room 254	575 North Pennsylvania Street	Indianapolis	IN	46204
Mr. Ty Warner	Executive Director	Northwest Indiana Regional Planning Commission		6100 Southport Road	Portage	IN	46368
Mr. Travis Mast	Environmental Scoping Manager	INDOT - LaPorte District	315 East Boyd Boulevard		LaPorte	IN	46350
Mr. Gary Evers	Transportation Projects Manager	Northwest Indiana Regional Planning Commission		6100 Southport Road	Portage	IN	46368
Mr. Mitch Barloga	Nonmotorized Transportation and Greenways Planner	Northwest Indiana Regional Planning Commission		6100 Southport Road	Portage	IN	46368
Mr. Stanley J. Dostatni	City Engineer	City of Hammond	Hammond City Hall	5925 Calumet Avenue	Hammond	IN	46320
Mr. Ron Bales		INDOT - Office of Environmental Services	100 North Senate Avenue, N642		Indianapolis	IN	46204

CHICAGO STREET WIDENING AND RECONSTRUCITON
Community Advisory Committee
Tuesday, July 23, 2013
Hammond City Library, Hammond, Indiana

NAME	ADDRESS	E-MAIL	Phone	Best Way to Contact
Christine Meador	7260 Shadeland Station Indianapolis, IN 46256	GoChicagoStreet@structurepoint.com	317-547-5580	Email
Melissa Farrell	4329 Grover Ave, Hammond, IN 46327	mrs MJF40@aol.com	219-742-3492	email
Raymundo Garcia		tzwalzy@2mail.net	(219)512-4008	
Bikram Singh	4508 CALUMET AVE	BIKRAM SINGH1970@GMAIL.COM	(219) 455-5127	
Joyce Newland	575 N Pennsylvania	joyce.newland@dot.gov	317-226-5353	
Cori + Marshall Ostrom	25 Gostlin St.	costrom@OSI Automotive.com	219-902-9031	Email/ TEXT
Ryan Eckart	4221 Tonne Ave	reckart@hammond.k12.in.us	219-933-2479	

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CHICAGO STREET WIDENING AND RECONSTRUCITON
Community Advisory Committee
Tuesday, July 23, 2013
Hammond City Library, Hammond, Indiana

NAME	ADDRESS	E-MAIL	Phone	Best Way to Contact
Ron Bales	INDOT	rbales@indot.in.gov	317-234-4916	email
Chuck Erhart	36 Brunswick	siennaursamajor@hotmail.com	219-852-5217	either
DAVID M. REYES	426 HIGHLAND ST.	dmreyes@hammond.k12.in.us	219.712.4251	email

D 2 of 2

Meeting Agenda

July 23, 2013

1. Welcome and Introductions

2. Community Advisory Committee (CAC) — Briana Hope, American Structurepoint
   - Purpose and Objectives
   - Rules of Engagement
   - Comments and Feedback

3. Project Background — Glen Campbell, American Structurepoint
   - Project History and General Description
   - Project Development Process and Project Timeline

4. Project Overview — Glen Campbell, American Structurepoint
   - Purpose and Need
   - Alternatives
   - Benefits and Burdens of preferred alternative
   - Current Design

5. Design Issues and Community Concerns — Glen Campbell, American Structurepoint
   - Roundabout
   - Maintenance of traffic
   - Phasing

6. Discussion Summary — CAC Members

7. Public Comments

8. Wrap up, Review Action Items and Next Meeting — Briana Hope, American Structurepoint

CAC Purpose and Objectives

A Community Advisory Committee (CAC) is a group of individuals serving as representatives of their local community and neighborhood groups to act as a liaison for the exchange of information between the community and transportation officials. CAC members are given the opportunity to participate in workshops designed to assist in the evaluation of development of plans for the proposed project. The City of Hammond, along with the Indiana Department of Transportation (INDOT), Federal Highway Administration (FHWA), and the Northwestern Indiana Regional Planning Commission (NIRPC) maintain final authority and responsibility concerning decision-making regarding the Chicago Street project.

The purpose of a Community Advisory Committee (CAC) is, just as the name states, an advisory group. The CAC serves in an advisory capacity and its members play an important role helping with the development of a transportation facility that fits its physical settings and preserves aesthetic, historic, and environmental resources within the community. The Committee will be solicited for input and comments which will assist in preparation of the environmental and engineering documents. Your input will be carefully considered as the project advances through the planning studies into the detailed design and eventually into construction.

The Community Advisory Committee has been selected from area residents, businesses and officials having direct interest in the project. Committee members were selected as representatives of larger groups and will be responsible for coordinating and facilitating communications between the City of Hammond, and American Structurepoint, Inc. as the project is developed.

Additionally, as this project crosses the City of Hammond, both low income and minority populations may be affected by the project. The project team including the City of Hammond, INDOT, FHWA, and NIRPC are committed to being as inclusive as possible in the public involvement aspects of this project. CAC members are encouraged to provide feedback and suggestions on methods to further our public outreach to the community.

Rules of Engagement

Mission: To assist the City of Hammond and its partners by providing input on community issues and feedback on specific areas of project development. Members of the CAC will serve as liaisons to their respective groups/organizations and the community at-large.

Individuals selected to serve on the CAC will actively participate in the CAC process. All meetings will be open to the public; however, space may be limited, and non-CAC members will be present in the capacity of observers. Time will be provided at the end of each CAC meeting for members of the public to provide comments.

All meetings will conform to the following Rules of Engagement, requiring participants to be:

- Considerate
- Open to new ideas
- Flexible
- Concise, and
- Brief

Discussion within the CAC will be limited to those specific areas of the project included in the agenda. Issues raised outside the agenda that are related to the project will be identified as "Parking Lot" items and will be discussed either during the open forum, or placed on the agenda for subsequent meetings. In general, discussion issues include such items as identification of community concerns, further refinements of issues discussed during project development, and other design features that might allow for the project to better "fit" into the community.

Meeting summaries will be prepared and sent out to stakeholders detailing the project, its findings regarding community impacts, and design alternatives agreed upon by the City of Hammond and its partners. Meeting summaries and other project information will be posted on the project website: http://www.gochicagostreet.com

Comments and Feedback

Your comments on the proposed project are critical to the environmental assessment process! All CAC meetings will be recorded to capture comments, ideas, and issues raised. In addition to comments made during the CAC meeting, the following are offered as opportunities to provide comments on the project:

1. 4x6 index cards are available to write down any comments. These can be handed to one of the members of the Project Team, or mailed to:

   Go Chicago Street
   American Structurepoint, Inc.
   Attn: Christine Meador
   7260 Shadeland Station
   Indianapolis, Indiana 46256

2. Submit comments via e-mail to: GoChicagoStreet@structurepoint.com

CHICAGO STREET WIDENING AND RECONSTRUCTION

Hammond, Lake County, Indiana
Community Advisory Committee
July 23, 2013

Agenda

- Welcome and Introductions
- Community Advisory Committee (CAC)
- Project Background
- Project Development Process
- Project Overview
- Design Issues and Community Concerns
- Discussion Summary
- Public Comments
- Wrap up, Review Action Items and Next Meeting

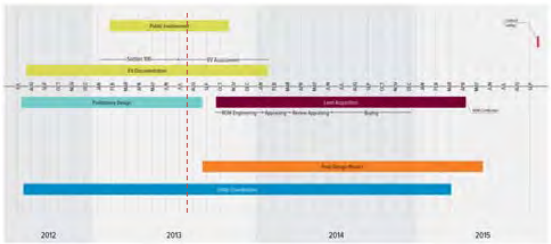
Community Advisory Committee

- Comments and Feedback
  - Note cards
  - Website GoChicagoStreet.com
  - Email: GoChicagoStreet@structurepoint.com
  - Phone: 317-547-5580
  - Brochures

Project Background

- Relinquishment from INDOT
- Regionally Significant Project – Comprehensive Regional Plan for 2040
- Funding

Timeline



STRUCTUREPOINT

Purpose Statement

The purpose of this proposed action is to improve safety, reduce congestion, enhance mobility, address the deteriorating infrastructure, and create a unified east-west corridor along Chicago Street (former SR 312) between South Brainard Avenue at the Indiana border with Illinois and White Oak Avenue at the city of Hammond's border with the city of East Chicago.

STRUCTUREPOINT

Project Description

- Proposed Action
  - Project Limits
  - Proposed Improvements

STRUCTUREPOINT

Alternatives

- No Build
- Other Corridors
  - I-80/ I-94
  - I-90
  - SR 912/US 41/ US 12/ US 20
- Chicago Street (former SR 312)
  - Four segments
- Bridge Option

STRUCTUREPOINT

Segment 1

- Gostlin Street from South Brainard Avenue to Sheffield Avenue
  - On-Alignment, Shifted North, Roundabout
  - On-Alignment, Shifted North and South, Roundabout
  - Off-Alignment, Turning Roadway
  - Off-Alignment, Roundabout

Segment 2

- Sheffield Avenue from Gostlin Street to Chicago Street and Chicago Street to Hohman Avenue
  - Turning Roadway
  - Free Flow with Traffic Signal
  - Free Flow with Roundabout

Segment 3

- Chicago Street from Hohman Avenue to Calumet Avenue
  - Widen along Existing Centerline
  - Widen with Curves

Segment 4

- Chicago Street from Calumet Avenue to White Oak Avenue
  - Resurfacing
  - Reconstruction

Alternate 1.4

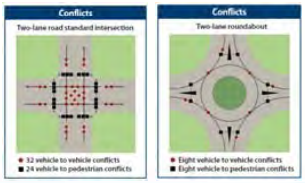
Alternate 2.3

Alternate 3.2

Alternates 4.2

Roundabouts

- Safer
  - Slower Speeds
  - Fewer Conflict Points
  - Easy Decision-Making



STRUCTUREPOINT GO

Roundabouts

- Reduce Delay & Improve Traffic Flow
  - Promote Continuous Flow
  - Reduce Congestion
- Save Money
- Save Space

STRUCTUREPOINT GO

How to Use a Roundabout

- Step 1
  - Reduce speed as you approach the roundabout.

- Step 2
  - Use the guide signs and lane designation markers to choose the appropriate lane for the intended designation.

STRUCTUREPOINT GO

How to Use a Roundabout

- Step 3
  - Watch for pedestrians and bicyclists as you approach the crosswalk. and be prepared to stop.

- Step 4
  - Slow down as you approach the yield sign and dashed yield line.
  - Look to see if other vehicles are traveling within the roundabout.

STRUCTUREPOINT GO

How to Use a Roundabout

- Step 5
  - Once there is an adequate gap in traffic, enter the roundabout to your right.
- Step 6
  - Continue counter-clockwise until you reach your exit.
  - Signal your intended exit.
  - Look for pedestrians and bicyclists as you exit.

STRUCTUREPOINT GO

How to Use a Roundabout

- What **NOT** to do in a Roundabout:
  - Do not stop inside a roundabout, unless traffic conditions require it.
  - Do not change lanes while in a roundabout.
  - Do not pass another vehicle.

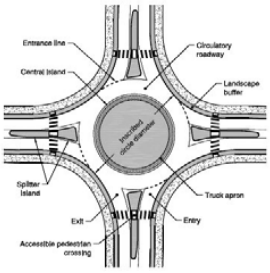
STRUCTUREPOINT GO

Roundabouts - Trucks

STRUCTUREPOINT GO

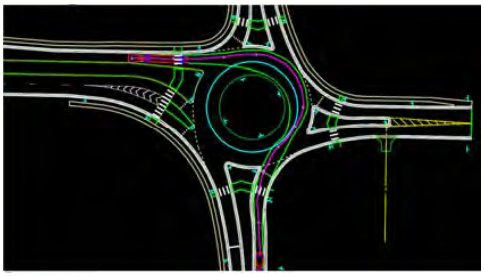
Roundabout – Trucks

- Geometric Parameters
  - Entry Width:
    - 18 ft. – 20 ft. (Desired)
    - 12 ft. – 20 ft. (Design)
  - Entry Radius:
    - 50 ft. – 90 ft. (Desired)
    - 90 ft. – 180 ft.** (Design)
  - Exit Radius:
    - 200 ft. – 1,000 ft. (Desired)
    - 200 ft. – 600 ft. (Design)
  - Inscribe-Circle Diameter:
    - 100 ft. – 130 ft.** (Desired)
    - 150 feet (Design)



STRUCTUREPOINT GO

Roundabouts - Trucks



Project Phasing

- Phase I
  - Gostlin Street from Brainard Avenue to Sheffield Avenue
  - Sheffield Avenue from Marble Street to Gostlin Street
- Phase II
  - Sheffield Avenue from Chicago Street to Marble Street
  - Chicago Street from Sheffield Avenue to Calumet Avenue
- Phase III
  - Chicago Street from Calumet Avenue to White Oak Avenue

Maintenance of Traffic

- Alternates:
  - Temporary Road Closure
    - Detour Thru-Traffic
  - Maintain 2 travel lanes, 1-lane each direction, on alignment.
  - Maintain 1-lane, 1-direction; detour opposing direction.

Conceptual Maintenance of Traffic

Discussion

- GoChicagoStreet.com
- GoChicagoStreet@structurepoint.com

AMERICAN STRUCTUREPOINT INC.

7260 Shadeland Station, Indianapolis, Indiana 46256
TEL 317.547.5580 FAX 317.543.0270

www.structurepoint.com

COMMUNITY ADVISORY COMMITTEE
MEETING MINUTES

Location: Hammond Public Library Community Room
Date: July 23, 2013
Project Name: Chicago Street Widening and Reconstruction
Project No.: 2011.00320, Des. No. 1297017
Owner: City of Hammond
Attendees: American Structurepoint, Inc. – Glen Campbell, Briana Hope, Christine Meador, Brian Ralstin, Chris Murphy
City of Hammond – Stan Dostatni
Indiana Department of Transportation – Ron Bales
Federal Highway Administration – Joyce Newland
Pulaski Park Neighborhood Association, Inc. – Melissa Farrell
Brunswick/Hanover Neighborhood Association – Chuck Erhart
Raymundo Garcia
Carl and Marsha Ostrom, 25 Gostlin Street
Hammond Schools – Ryan Eckart, David Reyes
Bikram Singh, 4508 Calumet Ave.
Minutes By: Christine Meador, American Structurepoint, Inc.

The following notes reflect our understanding of the discussions and decisions made at this meeting.
If you have any questions, additions, or comments, please contact the issuer of these minutes.

ITEMS DISCUSSED:

1. Welcome and Introductions
2. Community Advisory Committee (CAC) (Briana Hope)
   - Purpose and Objectives
   - Rules of Engagement
   - Comments and Feedback
3. Project Background (Glen Campbell)
   - Project History and General Description
   - Project Development Process and Project Timeline
4. Project Overview (Glen Campbell)
   - Purpose and Need
   - Alternatives
   - Benefits and Burdens of Preferred Alternative
   - Current Design
5. Design Issues and Community Concerns (Glen Campbell)
   - Roundabout
   - Maintenance of traffic
   - Phasing

6. Discussion Summary (CAC Members)
    - CAC Member: What will the median along proposed Gostlin Street look like? Project Team: The median will be a 6-inch curb. The interior of the median has not yet been designed but it could be grass, a rain garden or landscaped. We would appreciate suggestions.
    - CAC Member: Flooding along Brunswick Street and high groundwater table is a concern. Project Team: The City Engineer is aware of the problem and the design engineers will coordinate with the City Engineer to ensure that the proposed improvements and storm sewer system design takes into account existing flooding issues.
    - CAC Member: What will happen to the area between "Old Gostlin Street" and the proposed Gostlin Street. Project Team: At this time, the design has not been completed but items under consideration include green space and stormwater infiltration basins, landscaping and other enhancements to the community, gateway entrance into Hammond. We would appreciate suggestions.
    - CAC Member: Is there a stop light still under consideration at Dearborn Avenue? Project Team: Yes, the proposed traffic signal at proposed Gostlin Street and Dearborn Avenue will include loop detection. Therefore, the traffic signal will remain a green on proposed Gostlin Street, until a vehicle is detected on Dearborn Avenue, triggering a red signal on proposed Gostlin Street.
    - CAC Member: What about the railroad crossing at the state line? Project Team: At this time, this crossing is not within our project limits. Coordination with INDOT, IDOT and the railroad is ongoing.
    - CAC Member: What will be in the center of the roundabouts? Project Team: The center of the roundabout will likely be landscaped. We would appreciate suggestions.
    - CAC Member: Will there be any construction at the intersection of Calumet Avenue and Gostlin Street. Project Team: That is outside of the project limits.
    - CAC Member: Will snow removal be a problem at the roundabouts? Project Team: We do not anticipate a problem.
    - CAC Member: Will the proposed roadway be concrete or asphalt? Project Team: We are evaluating pavement design and looking at alternatives. Given the size of the project, it is likely that the contractor will be asked to bid both concrete and asphalt and the final decision will be based on costs.
    - The Project Team asked CAC members if they were aware of the public meeting and how to further engage the public. The following items were offered as suggestions by the CAC members.
        i. Many members did not see the road signs. Suggested we put signs in better places and more businesses. Could also place informational brochures in businesses.
        ii. Word of mouth was effective for previous meeting.
        iii. There is not much walking traffic so if signs were small then people would not see them from their vehicles. Signs could be located along walking path for walkers.
        iv. Letters worked well. Asked if there were many members of the Pulaski Park Neighborhood Association that did not speak English and was told no but that sending the notice in both language was helpful.
        v. Suggested we place large signs similar to construction project signs that portray the positive aspects of the project. Signs should include rendering, iconic structure/gateway corridor
        vi. Suggested we have a table at school registration
        vii. Some residents along Gostlin Street did not associate the project branding (Go Chicago Street) with the entire project. Could consider renaming the project to better represent entire project corridor.
        viii. Internet is not commonly accessed by older residents – need to make sure all residents have access to project information.
        ix. Include meeting signage in conjunction with truck route signage

- The Project Team indicated that at the public meeting there were several questions about roundabouts. Have CAC members used a roundabout and what do you think of them. The following responses were received from CAC members
    i. Most people had used a roundabout and were in favor of them
    ii. Will need to teach people how to use them
    iii. Film for education (public access TV)
- The Project Team asked the CAC members what are the positive aspects of the project. The following responses were received from CAC members.
    i. Investment in the community/ beautification
    ii. Bringing people back to north side
    iii. Create a boulevard
    iv. Safety
    v. Noise buffer
    vi. Cut crime
    vii. Promote roundabouts
    viii. Innovative
    ix. Economic revitalization
    x. Market value for acquisitions
    xi. Enforces crosswalks
    xii. Create pedestrian safety
- The Project Team asked the CAC members what are the negative aspects of the project. The following responses were received from CAC members.
    i. Property acquisition
    ii. Concerns regarding use of roundabouts by the older population, non-local traffic and others unfamiliar with roundabouts.
- CAC Member: Project is about economic revitalization. There were suggestions that we needed to make sure that was forefront of the project.
- CAC Member: Will there be parking along Chicago Street at Irving Park School. Project Team: The proposed plans have parking there. There was the suggestion that there is no parking there now and the school would prefer not to have parking there in the future. The project team indicated that parking could be removed.

ACTION ITEMS:
Need information on school crossings to ensure they are incorporated into design.

NEXT MEETING:
Hearing anticipated in November 2013

cc: Attendees
CAC Members

Very truly yours,
American Structurepoint, Inc.

Christine Meador

CAC Meeting – Transcript of discussion

Talking about infiltration at my house a couple times a year when everything floods. I live on Brunswick Street just off Dearborn and across the street from me is like Lake Brunswick which happens several times a year. So, I don't know what sort of infiltration you're talking about. It doesn't work where I'm at.

These are the kind of things that we are looking for from you. This is your community. You live here, you see this every single day, so giving us this input really helps us moving forward.

When it does rain and it's a substantial rain that whole area just fills up with water.

The ground water level is high right now. It varies and like if you build a pond or a ditch, or whatever it is that you're talking about there, you're probably going to have a permanent lake.

Any questions on the alternates?

I have one quick question. At the end of the State line, has there been any contact with the railroad to maybe expedite that crossing? I know you'll probably have to do something there. Are they going to put a new crossing in during this construction? I guess what I'm trying to say is to where we can limit how long that road will be closed when that part of the project starts up?

We'll talk about maintenance of traffic here in a little while.

Okay.

We work right up to that. That one is kind of iffy. We have been in contact with IDOT. There's been some discussion between INDOT and IDOT about who's going to do the coordination with IHB because it's really in Illinois.

It looks like they've already taken some steps to facilitate the construction because they've already actually widened the gate area and put up different structures, so I thought maybe you guys were already working together.

I've got a question. When you have a roundabout, can you move more traffic through it since you're not splitting the time between east and west, and north and south?

Correct.

So the way we have configured, we have two roundabouts. Both of them are at the end of a 3-lane section and four lanes that feed in, functionally we can move as much traffic through those three lane sections with those two roundabouts as we could through??

Keep in mind in the design of a roundabout; you don't want to encourage pedestrians to be in the center of the roundabout. So as you think about a feature out there you don't want to have a feature that encourages people to throw pennies in the fountain or something like that.

Is this route identified as a heavy truck route? Not the portion with the roundabout? Okay.

How long before you solidify the route in each section? Right now this is still up for grabs. I know you showed us, one, two, three, four and weren't in any particular order. How long before that section, or how long before that phase is done? Cut and dry – how long before we know that?

When is that hearing?

Are you doing anything on Calumet or Holden, or Goslin?

How does snow removal work on a roundabout? I mean pushing snow around a circle and the lip for the truck apron and…..

Will concrete or asphalt be used?

We never saw any signs. Not down towards our area towards Dearborn.

Did you see the things in the ground? The yard signs?

No, they just heard from word of mouth. Nobody said there were signs. None of the customers saw the signs.

Did anybody else notice the signs?

I think we had signs like on our front doors at school, but I don't remember anyone talking about it.

Okay, so obviously nobody saw the signs, what can we do for the next meeting to get better advertise?

A lot of us do really have the disadvantage or advantage of being more community oriented. The regular people, let them know.

At the place where the first roundabout is going to go you have an open lot there's no better place.

We have where we placed signs. I have on Google Earth where the signs were placed. I just don't have it here.

They were just small yard signs and they're not obvious to everybody. They're not obvious so we need to do something to make them more obvious.

Like the size of a realtor sign? They were that small?

We tried to place them at the entrance to every corridor.

There's not that much walking traffic in the neighborhoods anymore so.

Why is that? Do you know?

Fast passed, busy, headed to the south shore, getting home late.

Most of the foot traffic is along the walking path.

That would be a good area to have something posted.

How did you guys find out about it?

I got a letter that came to my house. People along Goslin, did they get these letters too?

It was all adjacent property owners. We made an effort to identify as best as we could the correct addresses to them to all adjacent property owners.

I saw the letters waiving like flags everywhere. Everybody had letters, so they made their way around.

Well, some of you are business owners. Would you be willing to put signs in your yard businesses and pamphlets and those sort of things to help get that information to the community?

I have no problem with it.

Take it back to your groups that you're representing?

I really like the idea of a small pamphlet that people can put in the doorway of the businesses, but you really to have large signs and very, very positive signs. Accentuate the positive aspects of this project. There is going to be a little bit of fall back and everybody knows that but if we could push the positive aspects of the project maybe we can keep the bull back to a minimum and maybe big positive signs. I'm through there all the time and don't remember seeing any signs.

That's an excellent idea. I like accentuating the positives of the project.

The intent of the signs was just to advertise that the meeting was going to occur. But, maybe the pamphlets are something that we can get more information out there about the project.

I do know school registrations are starting. I think at registration if there was a table set up or a pamphlet given to everyone that had registered so that the community will know about it.

Okay, that's a great idea.

Even the local churches. St. Kasmer is a big one in the area.

All the churches and all the schools that I could identify along the alignment or that appeared to be I included them all on the invitation tonight. I would love to have you guys take a look at the list real quick and let me know, so I can make sure I got all of them. Getting the pamphlets and things to the churches.

What about the website? Have you guys checked out the website?

I'm being honest. I can't say that it was memorable.

The website for ptoject?

Yes. We did make an effort to brand this project. East Chicago Street….

I think that is a source of confusion for a lot of people. At least down the Goslin Street. So we're very concerned that's Chicago and that doesn't involve us. That's Chicago. I know you branded that.

I disagree. We argue back and forth about that. We disagree.

But I have heard that from a lot of people.

That's why we put Chicago Street spelled out in it, but otherwise is there?

I like the website. I like it was tagged It was easily accessible. It was easy to remember, so I liked it.

Anybody else? Any thoughts?

Laughing….

Wow!

We can go on about that forever.

The point has been made. It has to have a broader title.

Like call it Corridor, or

Yeah.

Something like North Hammond Chicago Street Corridor.

Right, and we've put it out there now as Chicago Street, so I would encourage you to take that back and kind of share that this is related to this project. I don't know if it would be more beneficial at this point or not to change that.

The brochure is a good idea. Really saturate the target audience and the transient audience and we have to get both of them. The people driving through town and the people that actually live in the area for different reasons.

Did we go across the state line?

Those were all on the early coordination list, so when I.. (several people talking at the same time)

We also tried to work with the Chamber because the businesses aren't just corridor businesses they're all around the whole area.

Probably pretty important to let people know that it's going to be

That's something that came up at the last public information meeting which is why we want to talk about it today. That is a major concern.

One of the reasons we did a website is because this is such a large project. We are trying to get the information to people that way and that it can be maintained during construction as well, and construction inspection folks are really good about posting notices on different websites to advise what's going on and on a daily basis.

And again we have to remember that not everybody has websites or internet

That's a great point and I'm on the small business end of it and you'd be surprised how many people don't access the internet.

For those that do have internet just make sure to use it all the time. The age groups. What are the age groups of the people that we are impacting here. There are older people who don't have computers.

We will address that with signage and make sure the trucks stay ????? Once those signs are down which I think they all are now, I don't want truck getting lost in the neighborhood. We're going to need something that's going to direct them through there.

Truck route signs.

So you think the pamphlets would be the best?

Pamphlets and big signs. Big signs. Big like billboard signs. On empty lots, corridors lots that are positive. Not "get ready to be bothered with work for four years, ya know? Laughing. Something positive like "Look what we're doing!"

What do you think the positives are of this project overall to the community?

Different parts of the city have different economic interest. This part of the city has been neglected for…

Most neighborhoods have a major street going through their neighborhood like a Boulevard. Like Indianapolis Boulevard. It always looked like a street that has always been well maintained. It's going to be real nice when it's all done.

Okay – beautification

I think the traffic circles are going to be something special that nobody has in Hammond.

We still have young families coming in and I think the noise factor, I live less than a block from the hospital and moving that further from trucks. I think that will be a nice buffer.

And the traffic circles lesson some of the truck noise because they don't have to come to a complete stop and accelerate up again. So that should help quiet down some of the noise, the green space, the extra plantings. It's a way to make that truck traffic that's kind of a negative into less of a pain.

What Mayor ???? did was really stress the crime factor at the last meeting. That it would cut down on the crime.

You're looking at a positive. I was thinking possibly without going too crazy on a rendering possibly on the signage, a backdrop of some kind of rendering like Stan just described with the street lights and stuff with bullets. With all of your information in front of it. Like give them a glimpse of what it's going to look like and how.

Maybe part of the group should come up with an iconic structure or something like that. That would be an icon for the project.

And that is definitely something to put on the agenda for meetings down the way when we get that point of the smaller details. I mean that's a large detail but it's smaller.

When you are talking about the gateway, maybe the gateway can become the icon for the project. Figure out what the gateway would be like and that way use it on all the advertising.

I think Denver took an old part of the town from several years ago and one of the things they did was they put a huge metallic gateway to the corridor. People came and started going to restaurants and businesses there. Within ten years there will be sweeping change. So some kind of an iconic structure.

So I heard a couple things with safety and the decrease of pedestrians using the corridor.

We don't want kids crossing Goslin right now.

I don't want to cross Goslin right now.

Lets' talk a little about that a little bit more. So, how can we make that better with this project? How can we bring that back to the community? Wider sidewalks?

Well, that's part of the project, correct?

Well, what I want what you guys think

That's a given.

Wider sidewalks and safer crossings? What are the school crossings like now?

The crosswalks that are in force are…

Was there any talk about any overhead crosswalks? I thought I saw something there.

We looked at doing an overpass for the road. There was discussion, earlier on, especially at Washington and School.

We're going to definitely improve the traffic signals. We're going to put a pedestrian signal walk on some of them and the ones that are critical that has high volumes a push button one where it stops the traffic. Like a compound timer. We'll do that at some of the locations. It's definitely going to be a lot safer than it is now.

Some of those crossing guards really should be commended for going out there and trying to stop traffic, so anything that would slow it down to the south.

We need to gather some information from the school city fund about the crossing locations. Where the crossing guards are actually placed.

I was noticing that there aren't even flashing yellow at the school zone now and along the corridor.

Are there any other big positives or amenities I guess?

One thing… cannot understand what is being said (two people talking and flip chart page being flipped)

There are roundabout pamphlets in the back of your folder, so if that's something that you would want more of to hand out to people, to your community that you're representing, that is something that we can provide you with that would be of benefit. Just let us know.

In the past we've done like a practice course where we'll set up roundabouts with golf carts. Is that something that you feel you will benefit from?

I was thinking twenty years ago when we put the suicide lane on Sheffield Avenue and when they were out there painting it on one of our police officers called up and said hey, we've got to get them out of here because they're striping this wrong. I tried to explain to them what that was going to be as a shared turn lane so as you're turning, you're not holding up traffic as you're turning and they just didn't get it. He's a police officer, so what are some of the seniors going to think when they look at this and think

how do I negotiate that? So, I think there is sort of a learning curve. We need to put some of this stuff on the website and Mayor's Night Out. Maybe when we're getting ready to build these, maybe we need to try to educate on how to actually educate them and actually learn how to use traffic circles. Because there aren't many of them here in this whole area.

Not to push the project costs, but maybe a little film. The best way to teach your parents how to teach their children. A film that is being shown at each school for example. They've been in Europe forever, but not in America because we're stubborn. Now they're coming around, we show a little cartoon-like film and show it all the time. A public access station. How much is it going to cost? Well I don't know that, but to have people watch public access. This push the envelope, doing things that are innovative. Trying things to think outside the box. Show them how it works.

We can probably make a street model looking at from street-level or above. We can tweek that model and create something to put on cable TV, to put on the website so that people can see, okay as your approaching it what are you supposed to do. Have an arrow tell them that this is the way. You always turn this way, you never go that way. We can do that relatively easy.

I think you will generate positive reaction by using stuff like that. This is innovative. This is something new and different. It's not taking the same old path and I think that has to be pushed to cut down the flow back to negativity. A new idea that people all over the world are doing it. Hammond is doing it as well.

Have the traffic division monitor through residential ???

Several people talking and a can being opened. (Cannot hear what is being said)

So do you think the newness and the different roundabout, that's the major, what you would consider the negative impact of this project overall? Just getting people to buy in on it? Is there other aspects that you think will adversely affect your community as a project as a whole?

Property acquisition.

That's always a big one.

Person is speaking too low to understand what he is saying.

Not everybody is confined to a small area and the people have experienced. I'd say a broader base of people have experienced these and they're just pigeon-holing them saying they're coming out of the Chicago community and they're not going know what a roundabout is. They know unless you live in a closet, their everywhere pretty much now.

In Indiana though, Valparaiso was the leader. They were the ones that started it.

Correct.

They created it, they didn't invent it, but we are doing it as well here in Hammond.

If speed is kind of a concern, I could be totally wrong on this, I'm not on the Engineer side of things, but aren't the roundabouts created so people slow down farther back than if they're coming up to an intersection.?

Right.

And the median has that effect too because you don't have a big wide open area.

The economic revitalization. They're taking my house? Hey, I might be able to get a decent price for my house. The opposite side of that. There's a lot of people in this corridor that probably has tried to sell their house in the past.

Absolutely that's something Glen brought up earlier and I'll bring up again that a lot of times in these projects these people are worried that they are just going to come in and take their house and they aren't going to get anything for it. But, there is a process for the acquisition, and there are appraisals and it's fair market value and there are reviews of those appraisals so there is a process and there is opportunity I guess, like you said they are having issues trying to sell in the past, now this may be something of a benefit to them.

Gentleman speaking too low to understand what he is saying.

I think it depends on the cost. It's up to the person and based on cost.

There are some people around this area have been working so hard on their houses to rehab them and then at that point then not get back what they've put into it.

I would assume that would be a question that would be asked during negotiations and right-of-way.

Remove very, very significant structures, I've been a builder for a long time, but anybody that over invests in their home, I hope they know what they are doing. They're over investing their homes just by definition they should know that.

I owned a lot of the property ???. I owned that whole lot and I ate money on it. I didn't end up a rich man but I sold a decent amount. It's going to be a problem but if you spend it right you'll be okay. Hey, this is an opportunity.

Absolutely.

Just so you know, you can also get relocation assistance.

Several people talking about parking but cannot understand what is being said. Talking too low.

There was spots where we saw gravel and people parking.

I hate to do this, but my wife isn't feeling well so I'm going to have to excuse myself. Typically I won't bail out, but she wasn't feeling well before we got here, so now she's outside in getting air and you know I don't carry a purse so…

I have another appointment.

Yeah, we've got to get this wrapped up too. We had some good conversation.

Sorry again. Thank you very much!

Like I said we recorded this, so we'll be putting together some minutes and kind of recapping what we talked a little bit about up here. We talked about future meetings to come. We have the Hearing anticipated in November, which will conclude the environmental process. But, this group we hope to see move forward throughout the rest of the design process and the entire length of the project. One thing I did want to mention about the environmental is that the evaluation of the historical properties and archeology – nothing was identified as being historical in the corridor and there's the opportunity to comment on this in the finding issue of the Federal Highway of no adverse effect because there was nothing that was identified out there. That's been published in the paper and those documents are available for review at the Library.

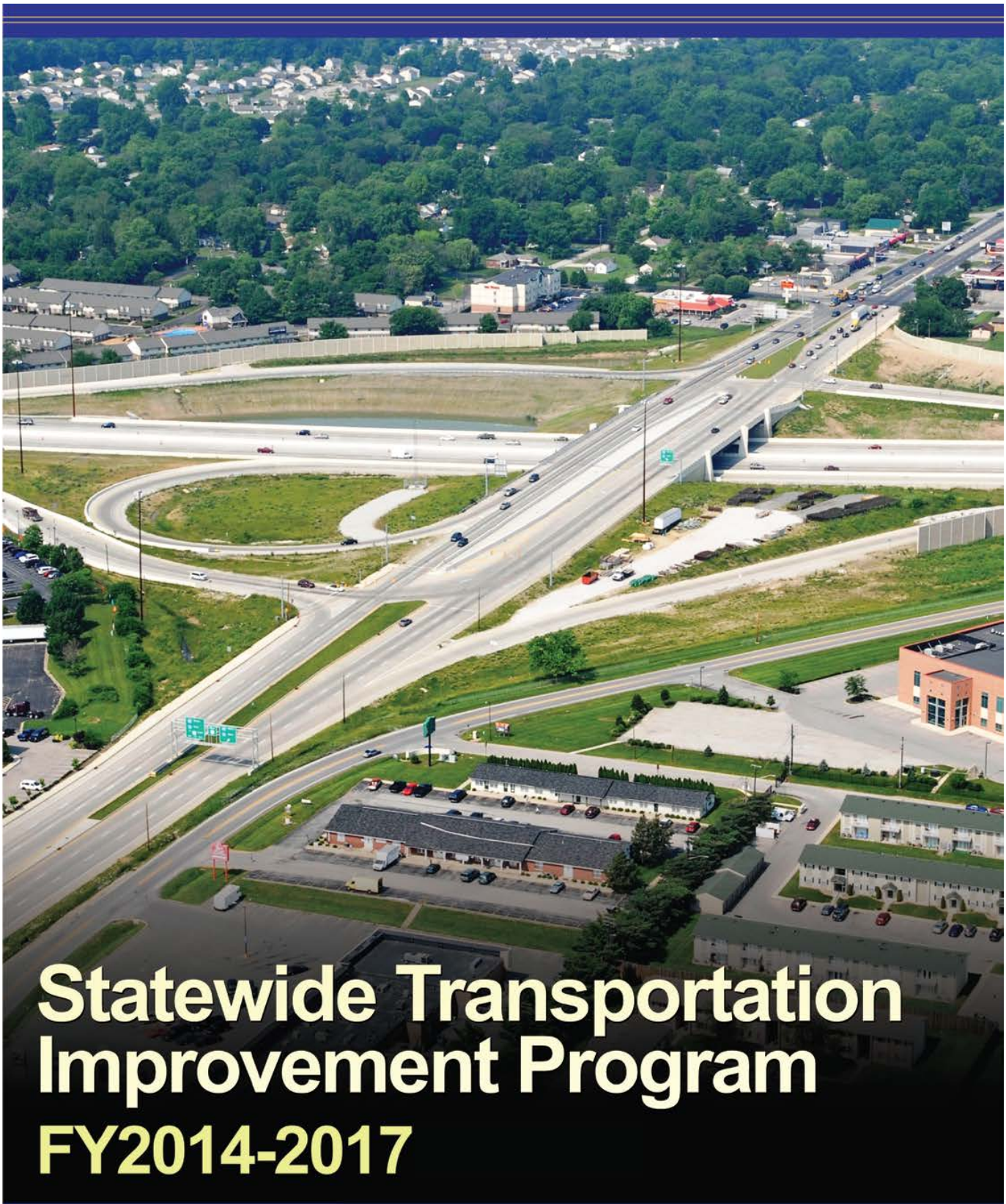
Well, they were supposed to be in the Library but they are on my desk right now.

They'll be at the Library probably tomorrow. It's on the website under documents so you can take a look at it there.

Section 106 review both the above ground and below ground resources. I think that's it. I really appreciate everybody's input today. I think it was a great meeting and again if there is anybody else that you think would be a good representative send us an email. Let us know who we should reach to and if you have any questions don't hesitate to send email, pick up the phone, call us. If you have groups and you have regular type of meetings, neighborhood association meetings, those types of things Glen would be more than happy to come by and explain more of the project if there is something you're not comfortable with. It's overwhelming so if you are uncomfortable.

Thank you very much!

Appendix G: Air Quality	
Applicable Pages from 2014-2017 STIP	G-1 to G-2
Applicable Pages from 2014-2017 NIRPC TIP	G-3 to G-4
Air Quality Mapping	G-5 to G-6
PM2.5 Air Quality Consultation	G-7 to G-42



Statewide Transportation Improvement Program

FY2014-2017

www.in.gov/indot

Indiana Department of Transportation (INDOT)
State Preservation and Local Initiated Projects FY 2014 - 2017

SPONSOR	DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2014	2015	2016	2017
Indiana Department of Transportation	1296310	Init.	SR 912	Bridge Painting	bridge and 2 ramps over Block Ave., 1.63mi W of US 12	LaPorte	0	NHS		Bridge Construction	CN	$405,600.00	$101,400.00		$507,000.00		
Indiana Department of Transportation	1296315	M 02	SR 912	Bridge Deck Overlay	bridge and 2 ramps over Block Ave., 1.63mi W of US 12	LaPorte	0	NHS		Bridge Construction	CN	$1,272,000.00	$318,000.00		$1,590,000.00		
										Bridge Consulting	PE	$197,968.00	$49,492.00	$97,460.00	$150,000.00		
	Comments: Modify FY14 PE from $20K to $117,460 an increase of $97,460. Add FY15 PE/CE of $150K. Modify FY15 CN from $210K to $1.8M an increase of $1,590,000.																
Indiana Department of Transportation	1296315	Init.	SR 912	Bridge Deck Overlay	bridge and 2 ramps over Block Ave., 1.63mi W of US 12	LaPorte	0	NHS		Bridge Construction	CN	$168,000.00	$42,000.00		$210,000.00		
										Bridge Consulting	PE	$16,000.00	$4,000.00	$20,000.00			
Indiana Department of Transportation	1296317	Init.	SR 53	Bridge Deck Overlay	bridge over Turkey Creek, 2.31mi N of US 30	LaPorte	0	BR		Bridge Consulting	PE	$48,000.00	$12,000.00	$60,000.00			
										Bridge Construction	CN	$502,400.00	$125,600.00		$628,000.00		
Indiana Department of Transportation	1296318	Init.	SR 55	Bridge Deck Overlay	bridge over Main Beaver Dam Ditch, 1.4mi N of US 231	LaPorte	0	BR		Bridge Consulting	PE	$30,400.00	$7,600.00	$38,000.00			
										Bridge Construction	CN	$318,400.00	$79,600.00		$398,000.00		
Indiana Department of Transportation	1296320	Init.	SR 53	Bridge Deck Overlay	bridge over Beaver Dam Ditch, 1.93mi N of US 231	LaPorte	0	BR		Bridge Consulting	PE	$32,000.00	$8,000.00	$40,000.00			
										Bridge Construction	CN	$335,200.00	$83,800.00		$419,000.00		
Indiana Department of Transportation	1296308	M 02	US 41	Bridge Painting	bridge over I-80/94 CD and ramp, 3.78mi S of SR 312	LaPorte	0	Interstate		Bridge Construction	CN	$26,100.00	$2,900.00				$29,000.00
	Comments: Modify CN phase from FY15 to FY17 and increase $29K. Was $1,342,000 now $1,371,000. Modify FY14 PE phase to $0.00.																
Indiana Department of Transportation	1296308	Init.	US 41	Bridge Painting	bridge over I-80/94 CD and ramp, 3.78mi S of SR 312	LaPorte	0	Interstate		Bridge Consulting	PE	$113,737.50	$12,637.50	$126,375.00			
										Bridge Construction	CN	$1,207,800.00	$134,200.00		$1,342,000.00		
Indiana Department of Transportation	1296311	Init.	I 80	Bridge Painting	Kennedy Ave Bridge over I-80, 0.97mi E of US 41	LaPorte	0	Interstate		Bridge Construction	CN	$894,600.00	$99,400.00		$994,000.00		
										Bridge Consulting	PE	$84,240.00	$9,360.00	$93,600.00			
Hammond	1297017	M 01	SR 312	Road Reconstruction (3R/4R Standards)	Chicago Avenue (SR 312) from Illinois State Line to White Oak Avenue	LaPorte	2.114	On Federal Aid		100% Local Funds	RW	$0.00	$300,000.00	$178,477.50	$121,522.50		

 Report Created:10/31/2014 9:04:19AM

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

SPONSOR	DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2014	2015	2016	2017
Hammond	1297017	M 01	SR 312	Road Reconstruction (3R/4R Standards)	Chicago Avenue (SR 312) from Illinois State Line to White Oak Avenue	LaPorte	2.114	On Federal Aid		Northwest Indiana MPO	RW	$0.00	$0.00	($486,090.00)	$486,090.00		
Comments: Admin Mod Feb 2014-1 Split RW funds into 2014 and 2015. 2014 $713,910.00 and 2015 $486,090.00																	
Hammond	1297017	M 02	SR 312	Road Reconstruction (3R/4R Standards)	Chicago Avenue (SR 312) from Illinois State Line to White Oak Avenue	LaPorte	2.114	On Federal Aid		Northwest Indiana MPO	RW	$5,814,320.00	$0.00		$5,814,320.00		
										100% Local Funds	RW	$0.00	$121,522.50		$121,522.50		
Comments: NIRPC TIP Admin Mod Feb 2014-1. Add $200,000.00 STP1 funds to RW Purchase. Increase Demo RW Purchase by $5,128,230.00																	
Hammond	1297017	M 03	SR 312	Road Reconstruction (3R/4R Standards)	Chicago Avenue (SR 312) from Illinois State Line to White Oak Avenue	LaPorte	2.114	On Federal Aid		100% Local Funds	RW	$0.00	$0.00				
										Northwest Indiana MPO	RW	$0.00	$0.00				
Comments: NIRPC Admin Mod May 2014-1. Change RW year from 2014 to 2015 for both STP 1 and Demo funds																	
Hammond	1297017	M 07	SR 312	Road Reconstruction (3R/4R Standards)	Chicago Avenue (SR 312) from Illinois State Line to White Oak Avenue	LaPorte	2.114	On Federal Aid		Northwest Indiana MPO	CN	-$9,496,587.00	$0.00			($9,496,587.00)	$0.00
										100% Local Funds	CN	$0.00	-$2,374,147.00			($2,374,147.00)	$0.00
Comments: NIRPC Admin Mod Sept 2014-2 Change year from 2014 to 2017 and zero out federal funds																	
Hammond	1297017	Init.	SR 312	Road Reconstruction (3R/4R Standards)	Chicago Avenue (SR 312) from Illinois State Line to White Oak Avenue	LaPorte	2.114	On Federal Aid		100% Local Funds	RW	$0.00	$300,000.00	$300,000.00			
										Northwest Indiana MPO	RW	$1,200,000.00	$0.00	$1,200,000.00			
										Northwest Indiana MPO	CN	$9,496,587.00	$0.00			$9,496,587.00	
										100% Local Funds	CN	$0.00	$2,374,147.00			$2,374,147.00	
Schererville	0810294	M 02	ST 1001	Intersect. Improv. W/ Added Turn Lanes	On Cline Ave from US30 to APPX 0.25 Mi S of US30	LaPorte	.25	On Federal Aid		100% Local Funds	PE	$0.00	$470.00	$470.00			
										Northwest Indiana MPO	CN	$1,055,747.12	$0.00	$1,055,747.12			
										Northwest Indiana MPO	RW	$101,790.00	$0.00	$101,790.00			
										Northwest Indiana MPO	PE	$4,230.00	$0.00	$4,230.00			
										100% Local Funds	RW	$0.00	$11,310.00	$11,310.00			

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Transportation Improvement Program (TIP) for Lake, Porter, and LaPorte Counties, Indiana for 2014-2017

All Projects

Capacity Increasing Projects appear with a shaded background like this.

Line	DES	Sponsor Name	Project Title	Location and/or Additional Details	County	Length	Primary Year	Federal Fund Code	Phase Code	Total Cost by Phase	Federal Funds by Phase	Non-Federal by Phase	Exempt/ Non-Exempt	Regionally Significant?	Changes
399	0200739	Cedar Lake	133rd Ave (Industrial Dr to US 41) Cedar Lake	Group III Award (Partially Funded with Group I)	Lake		2014	FHWA STP Group III	CN	$ 1,150,000	$ 920,000	230,000	Non-Exempt	Yes	
400	1298697	Cedar Lake	133rd Ave (Industrial Dr to US 41) Cedar Lake	"Z" List Items: No federal participation	Lake		2014	100% Local Funds	CN	$ 805,000	$ -	805,000	Non-Exempt	Yes	
401	1173424	Gary	New Road Construction: Lakefront Marina Access Rd, Phase IIA, Segment III		Lake		2014	FHWA STP Group I	CN	$ 8,972,247	$ 7,177,798	1,794,449	Non-Exempt	Yes	
402	1173424	Gary	New Road Construction: Lakefront Marina Access Rd, Phase IIA, Segment III	Demo IN 017 funds added via Admin Mod Sept 2011-4.	Lake		2014	TEA-21 High Priority	CN	$ 411,628	$ 329,302	82,326	Non-Exempt	Yes	
403	1297017	Hammond	Reconstruction relinquished SR 312 from IN/IL State Line to Calumet Ave (US 41) with Added Travel Lanes.	Federal funds include Demo IN-137, IN-194, and FHWA NCIIP. Gostlin St (from State Lne to Sheffield), Sheffield Ave (Gostlin to Chicago Ave), and Chicago Ave (Sheffield to Calumet Ave).	Lake		2013	SAFETEA-LU High Priority	PE	$ 1,995,746	$ 1,596,597	399,149	Non-Exempt	Yes	

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All Projects

Capacity Increasing Projects appear with a shaded background like this.

Line	DES	Sponsor Name	Project Title	Location and/or Additional Details	County	Length	Primary Year	Federal Fund Code	Phase Code	Total Cost by Phase	Federal Funds by Phase	Non-Federal by Phase	Exempt/ Non-Exempt	Regionally Significant?	Changes
404	1297017	Hammond	Reconstruction relinquished SR 312 from IN/IL State Line to Calumet Ave (US 41) with Added Travel Lanes.	Federal funds include Demo IN-137, IN-194, and FHWA NCIIP. Gostlin St (from State Lne to Sheffield), Sheffield Ave (Gostlin to Chicago Ave), and Chicago Ave (Sheffield to Calumet Ave).	Lake		2014	SAFETEA-LU High Priority	RW	$ 7,017,900	$ 5,614,320	1,403,580	Non-Exempt	Yes	
405	1297017	Hammond	Reconstruction relinquished SR 312 from IN/IL State Line to Calumet Ave (US 41) with Added Travel Lanes.	Federal funds include Demo IN-137, IN-194, and FHWA NCIIP. Gostlin St (from State Lne to Sheffield), Sheffield Ave (Gostlin to Chicago Ave), and Chicago Ave (Sheffield to Calumet Ave).	Lake		2016	SAFETEA-LU High Priority	CN	$ 8,169,803	$ 6,535,266	1,634,537	Non-Exempt	Yes	
406	1297017	Hammond	Reconstruction relinquished SR 312 from IN/IL State Line to Calumet Ave (US 41) with Added Travel Lanes.	Federal funds include Demo IN-137, IN-194, and FHWA NCIIP. Gostlin St (from State Lne to Sheffield), Sheffield Ave (Gostlin to Chicago Ave), and Chicago Ave (Sheffield to Calumet Ave).	Lake		2016	FHWA STP Group I	CN	$ 23,946,142	$ 200,000	23,746,142	Non-Exempt	Yes	

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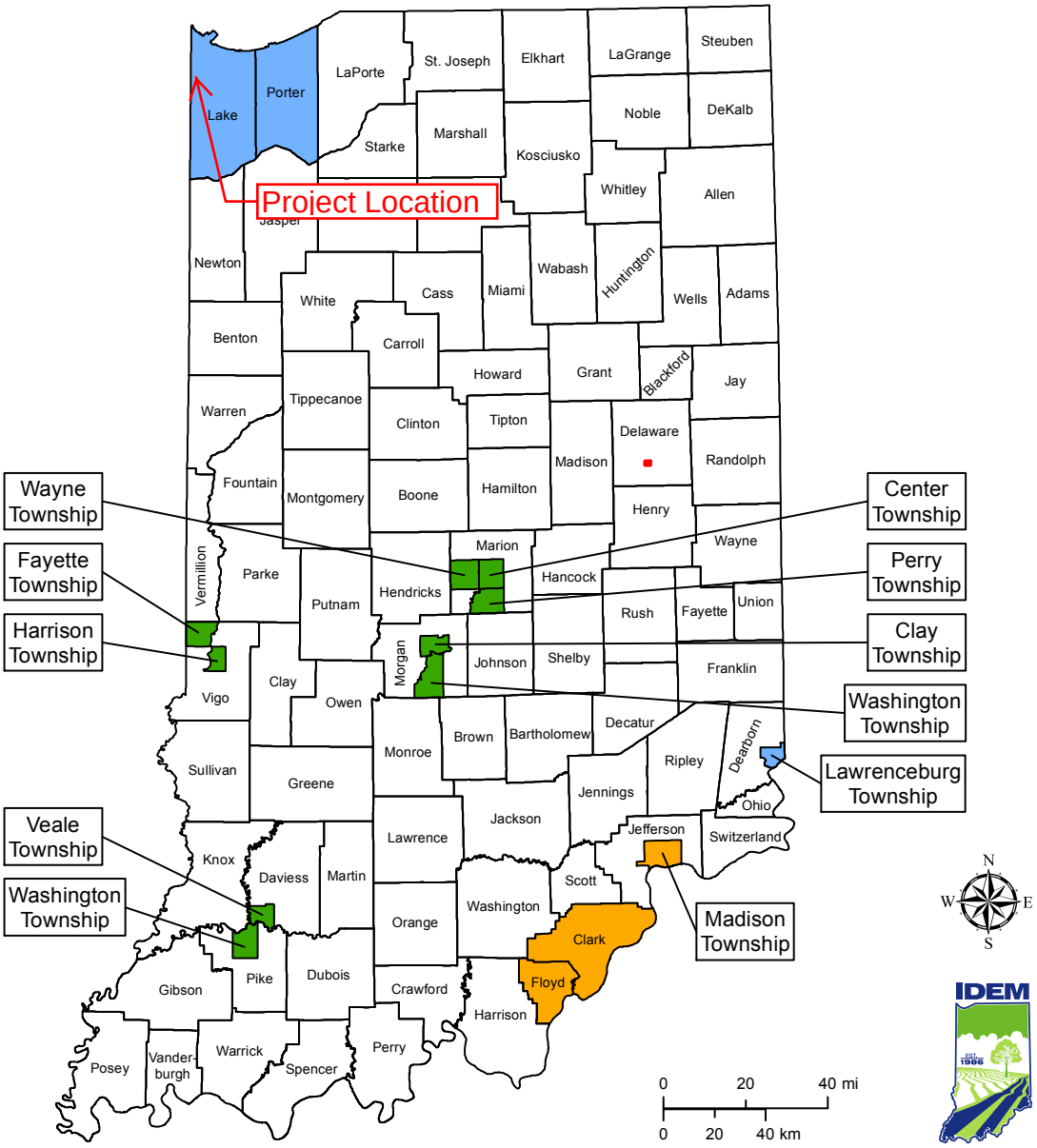
Nonattainment Areas as of 7/25/2013



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

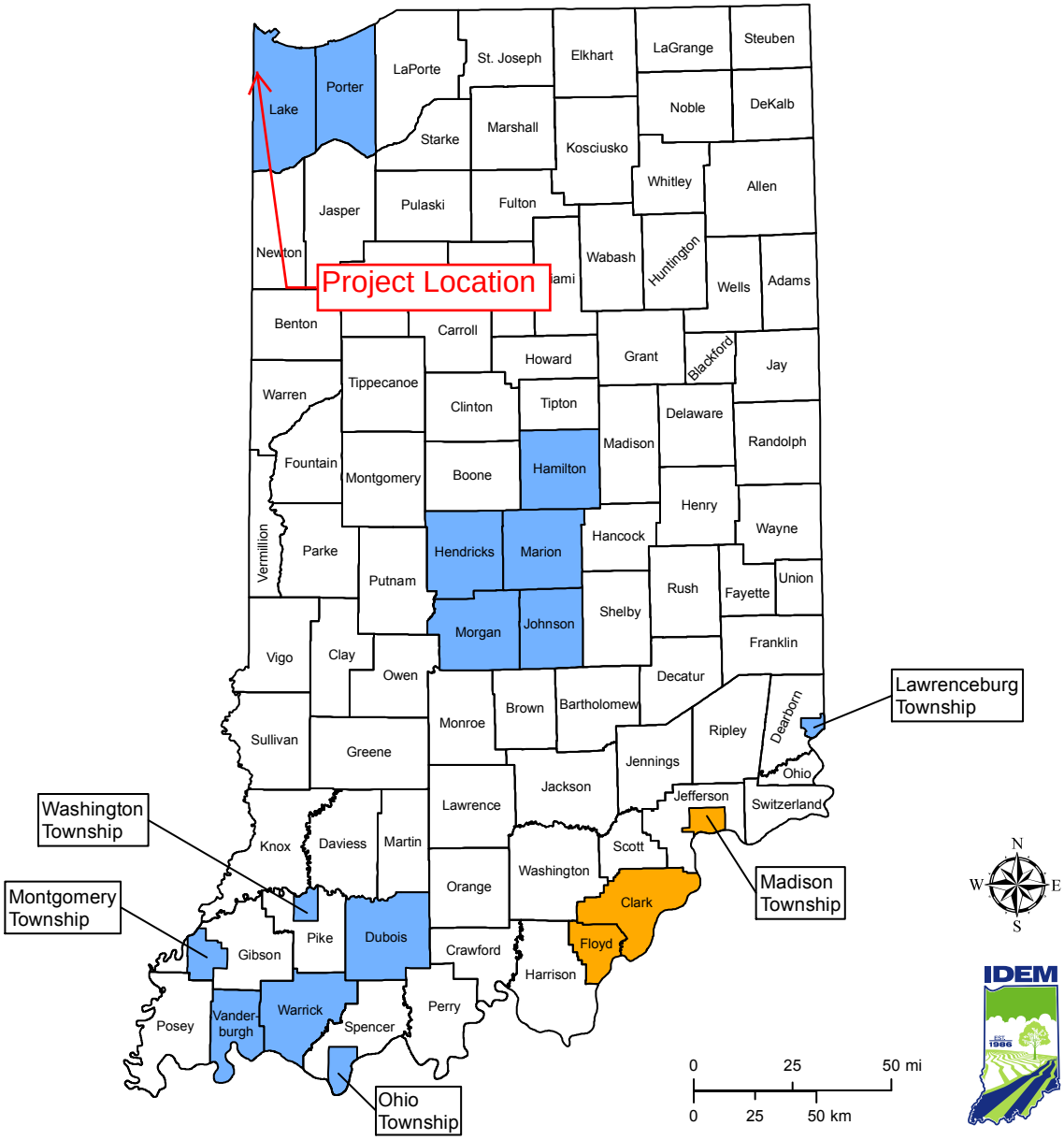
Mapped By: B. Callahan, OAQ **Date:** 7/26/2013
Source: Office of Air Quality

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

- Nonattainment for the 1997 Annual Fine Particle Standard
- Nonattainment for the 2008 8-Hour Ozone Standard
- Nonattainment for the 2010 1-Hour SO_2 Standard
- Nonattainment for the 2008 Lead Standard

Indiana Annual $PM_{2.5}$ Nonattainment Areas

(Based on 1997 Annual $PM_{2.5}$ Standard at 15 µg/m^3)



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

Mapped By: B. Callahan, OAQ **Date:** 7/25/2013
Source: Office of Air Quality

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Legend

- **Attainment/Unclassifiable**
- **Nonattainment (Pending Redesignation)**
- **Attainment with a Maintenance Plan**

INDOT $PM_{2.5}$ Project Level Interagency Consultation

Conference Call Handouts
September 18, 2014

Goals and Methods for Evaluation

Goal:

- Identify INDOT projects "of air quality concern" (if any) that will require a $PM_{2.5}$ quantitative hot-spot analysis
- Include consultation decisions in NEPA documents to indicate projects are <u>not</u> of air quality concern

Evaluation Methods:

- Compare current and forecast traffic volumes from the Indiana Statewide Travel Demand Model (ISTDM) vs. project examples identified in the current guidance
- Determine if ISTDM project Build vs. No-Build volume changes are "significant"
- Assess nearby monitor readings
- Compare project to other projects found to be of air quality concern

EPA Guidance (Appendix B) Examples

Some examples of projects of local air quality concern that would be covered by 40 CFR 93.123(b)(1)(i) and (ii) are:

- A project on a new highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic;
- New exit ramps and other highway facility improvements to connect a highway or expressway to a major freight, bus, or intermodal terminal;
- Expansion of an existing highway or other facility that affects a congested intersection (operated at Level-of-Service D, E, or F) that has a significant increase in the number of diesel trucks; and,
- Similar highway projects that involve a significant increase in the number of diesel transit busses and/or diesel trucks.

Reference Link:
http://www.epa.gov/oms/stateresources/transconf/policy/420b13053-appx.pdf

Previous INDOT Project-Level Analyses (Indianapolis)

Item	I-69 Section 5 (Bloomington to Martinsville) DES# 0300381	I-65 (SR44 to Southport Road) DES# 1383343/1383354/1383342/1383341
Highest AADT	2035 Build AADT = **61,588**	2035 Build AADT = **125,695**
Highest Truck Volume	2035 Build Trucks = **12,785**	2035 Build Trucks = **22,442**
Build vs. No-Build %	2035 AADT = **+ 38%** 2035 Trucks = **+ 16%**	2035 Trucks = < **10%**
Background Concentration	**10.43** µg/m³	**11.27** µg/m³
Estimated Analysis Year Design Values	2018 = **11.4** µg/m³ 2035 = **11.1** µg/m³	2017 = **12.0** µg/m³

Compared against 15 µg/m³ Annual NAAQS

** Designations under 12 µg/m³ NAAQS expected in December 2014*

INDOT Initial Project Screening

- Evaluated INDOT project lists to identify projects that clearly do <u>not</u> require a quantitative hot-spot analysis
  - Not in a nonattainment/maintenance area
  - Intersection projects
  - Low traffic volumes (< 75,000 forecast AADT and 10,000 Trucks)
  - No significant capacity increase resulting from project
- Identify projects for further review

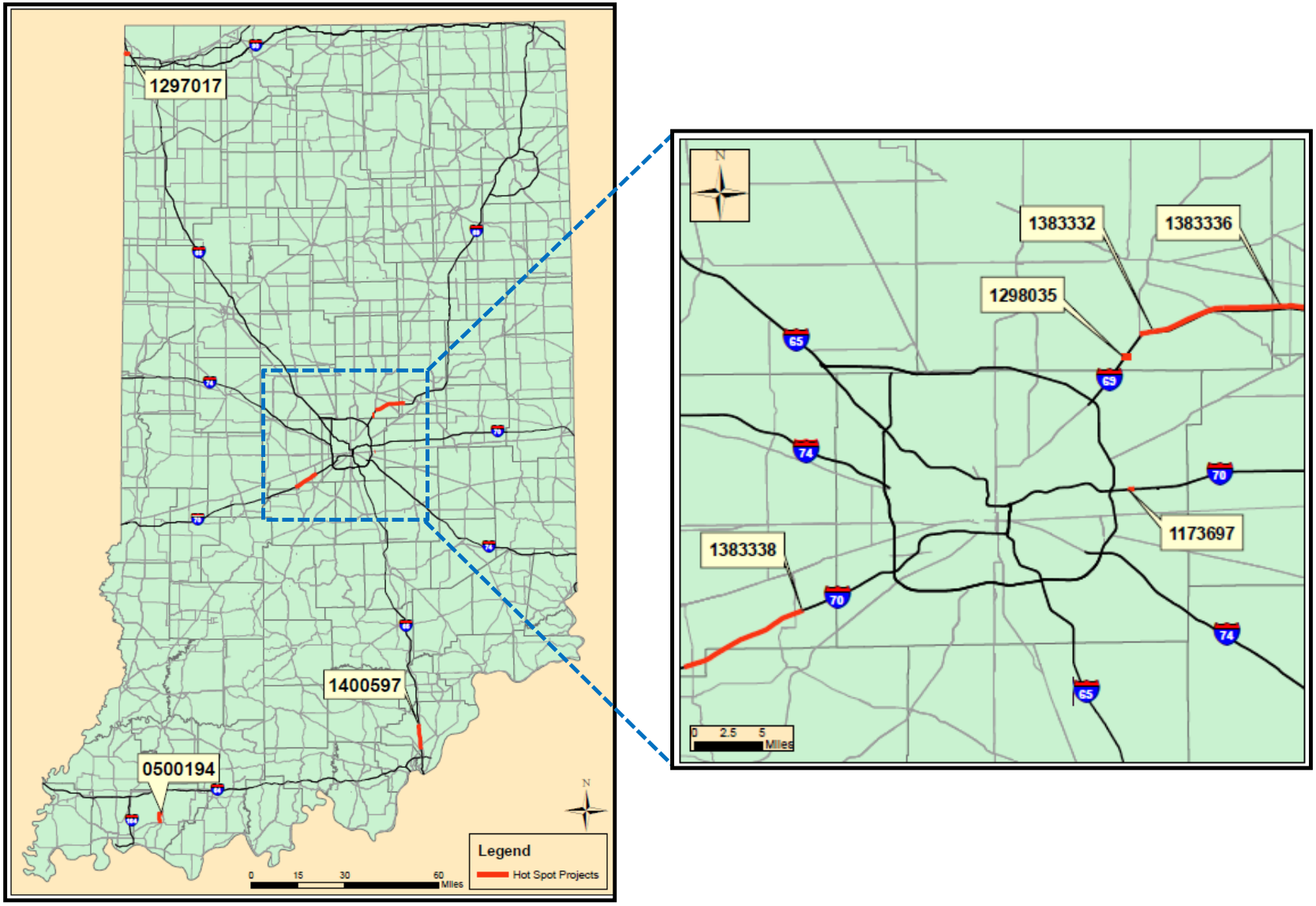
Corr#	LRP#	Old LRP	KIN#	LD	DES	Contract Prefix	Contract Number	Contract#	District	CO#	County	Route	Location	Work Category Name	Section	Notes	ELIMINATE DUE
002			4454	Y	0400283	IR	30153	IR-30153	Greenfield	49	Marion	I465	From 0.5 mile W of I-69 interchange to 75th street	Added Travel Lanes Project	I-69 to 75th St		Active
016				N	1172943	IR	33066	IR-33066	Greenfield	49	Marion	I65	Ramp (I-465 to I-65 SB) over I-65 and I-465	Interchange Modification Project			Active
022				Y	1006581	IR	34001	IR-34001	Greenfield	29	Hamilton	I69	I-69 improvements from I-465 to 116th and SR 37 interchan	Added Travel Lanes Project		SR-37 Interchange	Under Construction
022				Y	1173161	IR	34166	IR-34166	Greenfield	49	Marion	I69	I-69 improvements from I-465 to 116th and SR 37 interchan	Added Travel Lanes Project		116th St Interchange	Under Construction
																96th St Interchange	Under Construction
																82nd St Interchange	Under Construction
266			5592	Y	1005696	IR	33274	IR-33274	Greenfield	49	Marion	US52	German Church Road	Intersection Improvement Project		German Church Rd intersection	Project Type
266				N	1005697	IR	33305	IR-33305	Greenfield	49	Marion	US52	Bade Davis	Intersection Improvement Pr	No data for Bade	Bade Rd intersection	Project Type
																Davis Rd intersection	Project Type
266			2645		9700320	PLC	37344	PLC-37344	Greenfield	49	Marion	US52	Marion/Hancock County Line to CR 500W (PE & RW Trackin	Added Travel Lanes Project	C/L to CR500W	Mt. Comfort Rd Intersection	Project Type
402				Y	1297199	IR	35187	IR-35187	Seymour	41	Johnson	I65	@ Worthsville Road, 7.7 miles North of SR 44	New Interchange Project			PM2.5 Review COMPLETED as
405				Y	1383332	R	37053	R-37053	Greenfield	29	Hamilton	I69	At SR 37 (N jct.) to 5.24 miles N of SR 37 (N jct.) (0.50 mile N	Added Travel Lanes Project	SR-37 to SR-238		Active
405				N	1383489	R	37053	R-37053	Greenfield	29	Hamilton	I69	I69 at Old SR238 (Exit 210)	Added Travel Lanes Project		SR-238 interchange	Active
405				Y	1383336	R	37055	R-37055	Greenfield	29	Hamilton	I69	5.24 mi N of SR 37 (N jct.) (0.50 mi N of old SR 238) to 0.85 n	Added Travel Lanes Project	SR-238 to SR-13	SR-13 interchange	*Hold - reassessment of MM20*
406				Y	1383338	R	37133	R-37133	Crawfordsville	32	Hendricks	I70	0.85 mile W of SR 39 to 0.50 mile E of SR 267	Added Travel Lanes Project	SR-39 to SR-267		*Hold - reassessment of MM20*
406				N	1400176	R	37133	R-37133	Crawfordsville	32	Hendricks	I70	SR39 at I70, 2.39 mi N of SR42	Added Travel Lanes Project		SR-39 Interchange	*Hold - reassessment of MM20*
407				Y	1383343	R	37075	R-37075	Greenfield	41	Johnson	I65	4.72 miles S of I-465 South Leg to 2.88 miles S of I-465 Soutl	Added Travel Lanes Project	County Line Rd to Southport Rd	Southport Rd Interchange	PM2.5 Study COMPLETED as
407				Y	1383354	R	37094	R-37094	Seymour	41	Johnson	I65	6.18 miles S of I-465 South Leg (0.50 mile N of Main St Greer	Added Travel Lanes Project	Main St to County Line Rd	County Line Rd Interchange	PM2.5 Study COMPLETED as
407				Y	1383342	R	37095	R-37095	Seymour	41	Johnson	I65	5.41 miles N of SR 44 to 6.18 miles S of I-465 South Leg (Just	Added Travel Lanes Project	Whiteland Rd to Main St	Main St-Greenwood interchange	PM2.5 Study COMPLETED as
407				Y	1383341	R	37096	R-37096	Seymour	41	Johnson	I65	0.85 mile S of SR 44 to 5.41 miles N of SR 44 (0.50 mile N of	Added Travel Lanes Project	SR-44 to Whiteland Rd	Whiteland Rd Interchange	PM2.5 Study COMPLETED as
																SR-44 Interchange	PM2.5 Study COMPLETED as
					0400962	R	30395	R-30395	Greenfield	49	Marion	SR135	1.52 miles S of US 31 (Edgewood Avenue)	Intersection Improvement Project		Edgewood Ave Intersection	Project Type
					1006121	R	34861	R-34861	Greenfield	29	Hamilton	SR38	At 226th Street/6 Points Road	District Intersection Improvement Project		226th St intersection	Project Type
				Y	1173698	R	35048	R-35048	Greenfield	49	Marion	I465	exit ramp from EB I-465 to US 421(Michigan Road)	**Interchange Modification**	Interchange Modification	I465 at US-421/Michigan Rd interchange	Active
				N	1173700	R	35048	R-35048	Greenfield	49	Marion	I465	Entrance ramp from US 421 (Michigan Road) to EB I-465	Added Travel Lanes Project			Active
				N	1173701	R	35048	R-35048	Greenfield	49	Marion	I465	Entrance Ramp from US 421 (Michigan Road) to WB I-465	Added Travel Lanes Project			Active
				N	1173704	R	35048	R-35048	Greenfield	49	Marion	I465	Exit ramp from WB I-465 to US 421 (Michigan Road)	Added Travel Lanes Project			Active
					1173697	R	35459	R-35459	Greenfield	49	Marion	I70	Exit ramp from EB I-70 to Post Road RP 90+71	**Interchange Modification**		Post Rd interchange	Active
					1298035	IR	35629	IR-35629	Greenfield	29	Hamilton	I69	I-69 at 106 Street	Intersection Improvement Project		106th St interchange	Active
					1296847	R	35680	R-35680	Greenfield	29	Hamilton	SR37	SR 37; at Strawtown Ave (6.34 mile north SR 32 / SR 38 Conn	District Intersection Improvement Project		Strawtown Ave Intersection	Project Type

Projects Identified for Consultation Review (List)

Project DES # *	Route	Project Type	Length (mi)	County / Nonattaiment Area
1383332 1383489	I-69	Added Travel Lanes	5.17	Hamilton Indianapolis
1383336		Added Travel Lanes	4.64	
1298035		New Interchange	0.47	
1383338 1400176	I-70	Added Travel Lanes	7.99	Hendricks Indianapolis
1173697		Interchange Modification	0.20	Marion Indianapolis
1400597	I-65	Added Travel Lanes	8.11	Clark Louisville KY-IN
0500194 1005804 (bridge)	SR 61	New Road (Minor Arterial) Construction	4.17	Warrick Evansville
1297017	Chicago Street Corridor	Added Travel Lanes	------	Lake Chicago-Gary-Lake Cty

** Project DES numbers in bold are shown on MAP (next page)*

Projects Identified for Consultation Review (Map)



I-69 Projects

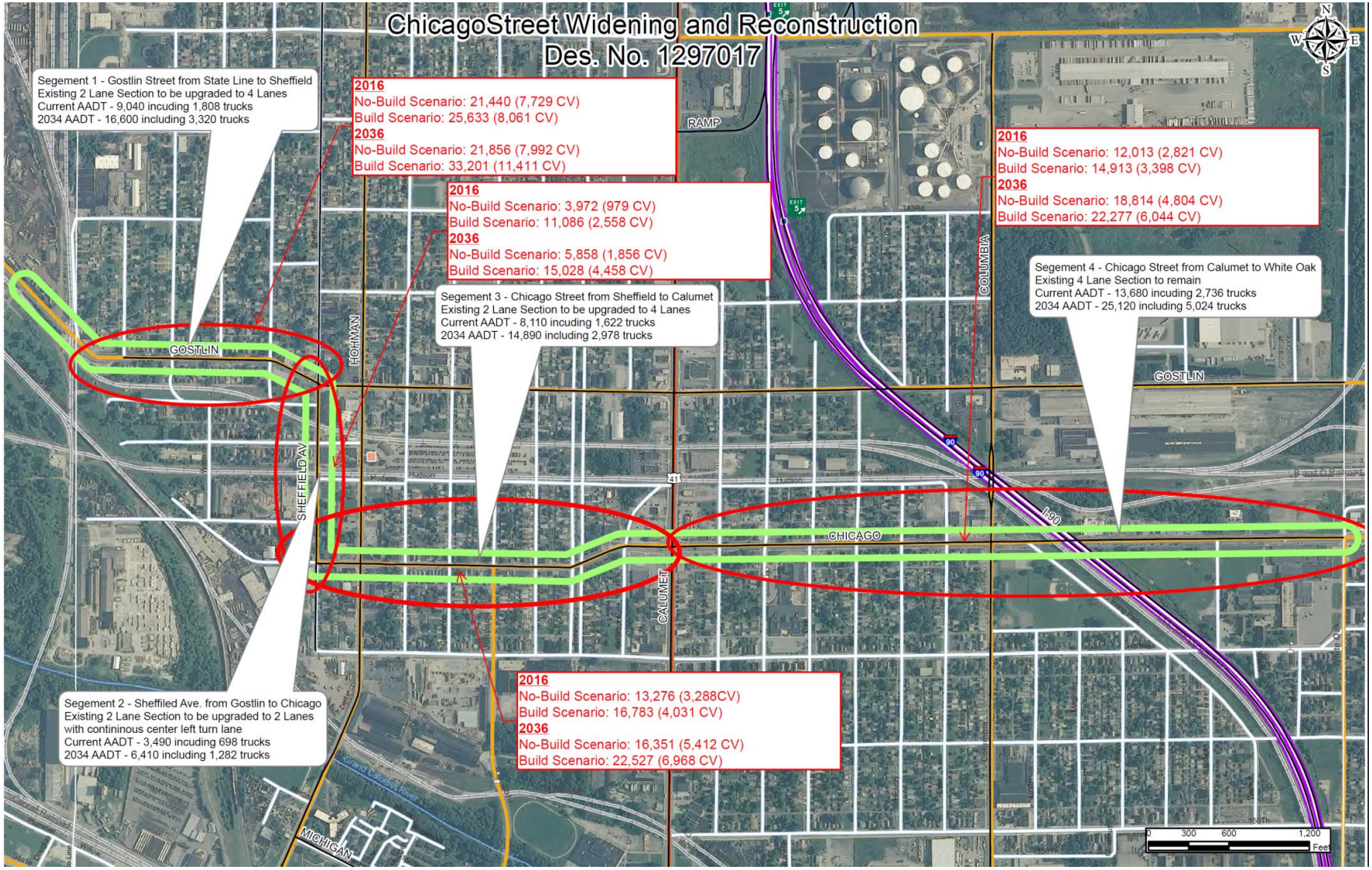
- DES # 1383332
- DES # 1383489
- DES # 1383336
- DES # 1298035

Chicago Street, Hammond, IN

- DES # 1297017

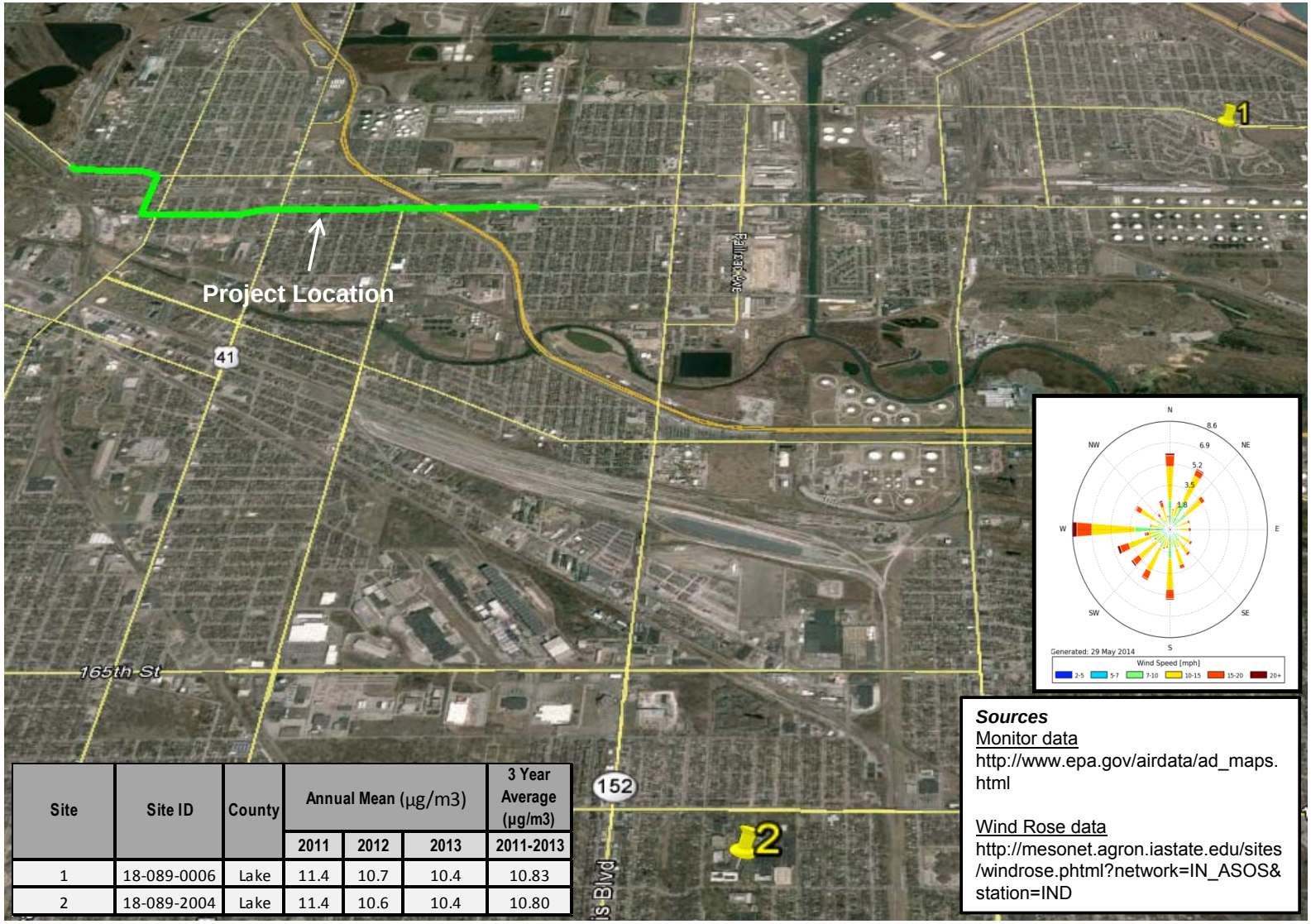
Project Description & Traffic Volumes

Chicago St. PROJECTS



Background Concentration Monitor Locations and Readings

Chicago St. PROJECTS



Site	Site ID	County	Annual Mean (µg/m3)			3 Year Average (µg/m3)
			2011	2012	2013	2011-2013
1	18-089-0006	Lake	11.4	10.7	10.4	10.83
2	18-089-2004	Lake	11.4	10.6	10.4	10.80

Sources

Monitor data
http://www.epa.gov/airdata/ad_maps.html

Wind Rose data
http://mesonet.agron.iastate.edu/sites/windrose.phtml?network=IN_ASOS&station=IND

Evaluation To Recent Studies

Chicago St. PROJECTS

APPENDIX L

Air Quality Technical Report

Will County, Illinois

Lake County, Indiana

ILLIANA CORRIDOR
PARTNERING FOR PROGRESS

Prepared For:

Illinois Department of Transportation

Indiana Department of Transportation

Prepared By:

Parsons Brinckerhoff

Revised August 2014

Table 2-7. Preliminary Projected 2018 Change in Bi-Directional AADT

Illiana Corridor Section	Projected 2018 Change in AADT (Build vs. No Build)		
	Passenger Car	Diesel Truck	Total
Illiana Corridor from I-55 to IL-53	10,720	3,980	14,700
Illiana Corridor from IL-53 to Wilton-Center Road	6,450	3,450	9,900
Illiana Corridor from Wilton-Center Road to US 45	10,550	5,250	15,800
Illiana Corridor from US 45 to I-57	6,860	5,340	12,200
Illiana Corridor from I-57 to IL-50	9,760	4,640	14,400
Illiana Corridor from IL-50 to IL-1	5,210	4,490	9,700
Illiana Corridor from IL-1 to US 41	3,470	4,530	8,000
Illiana Corridor from US 41 to SR 55	3,840	4,460	8,300
Illiana Corridor from SR 55 to I-65	8,260	4,840	13,100
I-55 north of Illiana Corridor	-560	-40	-600
I-55 south of Illiana Corridor	2,880	1,320	4,200
I-57 north of Illiana Corridor	-5,940	-260	-6,200
I-57 south of Illiana Corridor	6,210	990	-7,200
I-65 north of Illiana Corridor	2,050	550	2,600
I-65 south of Illiana Corridor	-430	630	200

Source – PB Travel Demand Modeling, No Build and B3 Alternatives

Chicago Street Corridor Impacts on Diesel Vehicles is less than Illiana Corridor

Evaluating Need for Hot-spot Analysis

Chicago St. PROJECTS

Item	Comparison to EPA Guidance Examples	Comparison To Previous I-69 Hot-Spot Analyses	Comparison To Previous I-65 Hot-Spot Analyses
Highest AADT	< 125,000 AADT	Lower	Lower
Highest Truck Volume	< 10,000 Trucks	Lower	Lower
Build vs. No-Build %	Low Total Truck Volume Growth	Lower	Lower
Background Concentration	-----	Similar	Lower

INDOT PM2.5 Project-Level Consultation Interagency Consultation Group Conference Call

Thursday, September 18, 2014, 2014, 10:00 am

1. *Meeting Attendees*

Name	Organization	Email	Phone
Larry Heil	FHWA – Indiana Division	LHEIL@dot.gov	317-226-748
Michelle Allen	FHWA – Indiana Division	Michelle.Allen@dot.gov	317-226-7344
Tony Maietta	US EPA – Region 5	maietta.anthony@epa.gov	312-353-8777
Laura Hilden	INDOT – Environmental Services	lhilden@indot.in.gov	317-233-5018
Ken McMullen	INDOT – Environmental Policy Manager	KMCMULLEN@indot.IN.gov	317-233-1164
Ron Bales	INDOT – NEPA Specialist	rbales@indot.IN.gov	317-234-4916
Frank Baukert	INDOT – Long Range Planning	FBAUKERT@indot.IN.gov	317-232-1486
Shawn Seals	IDEM – Office of Air Quality	SSEALS@idem.IN.gov	317-233-0425
Dan Szekeres	Michael Baker Jr., Inc. (Baker)	dszekeres@mbakerintl.com	717-221-2019
Rob Dabadie	Baker	RDabadie@mbakerintl.com	410-689-3452
Mary Jo Hamman	Baker	mhamman@mbakerintl.com	317-663-8190
Dean Munn	Corradino Group	dmunn@corradino.com	317-488-2363

Materials: Attached Handouts (INDOT PM25 Project-Level Consultation Handouts 9-18-14.pdf)

2. *Overview*

- Larry Heil (FHWA) provided background on the purpose of the conference call.
- In Indiana, project-level air quality analyses have been completed for three projects (I-69, I-65, Iliana). For each analysis, the project portion of the total concentration was about 1 $\mu g/m^3$ and forecasted peak year concentrations were below the current 15 $\mu g/m^3$ annual PM2.5 National Ambient Air Quality Standard (NAAQS).
- All projects except for Chicago St and the 106th St. interchange are being advanced as Categorical Exclusions. These other projects are expected to be Environmental Assessments.

3. *Project Review*

- Dan Szekeres (Baker) led discussions through each of the handout pages including an overview of the key data and resources to assist the consultation group in determining whether projects are of "air quality concern" requiring a quantitative analysis.
- The evaluation methods included an assessment of existing and forecast traffic volumes, the impact of the project on volume (build vs. no-build), nearby monitor readings, and comparisons of volumes to EPA guidance examples. All forecasted traffic volumes were developed from the Indiana Statewide

Travel Demand Model (ISTDM) and produced by INDOT.

- Handout page 4 provides roadway traffic and monitor data for the completed quantitative hotspot analyses for I-69 (Section 5) and I-65 (SR 44 to Southport Road) under the current NAAQS. Both IDEM and EPA noted that they do not expect the Indianapolis area to be nonattainment under the upcoming 2012 PM2.5 NAAQS designations.
- IDEM commented that there may be other factors and considerations when evaluating projects for quantitative analysis beyond the current numbers provided in the handouts. However, no specific concerns or issues were identified for the projects under consideration at this time.
- For the I-65 project in Clark County, IDEM noted that this area is the most sensitive PM area in the state. However, it was agreed that the project impact on diesel traffic for this project is expected to be minimal.
- All participants on the consultation call agreed that quantitative analyses were not required for each of the projects.
- Minor enhancements to the handout materials will be provided including:
    - Remove the reference to "15 $\mu g/m^3$" in the footnote on Slide 4
    - Modify the graphic on Slide 10 to show the 106th St. Interchange
    - Remove decision references for each grouping of projects on Slides 13, 18, 23, 28, 33
    - Include traffic count information for SR 61 on Slide 26

4. Conclusions

- The interagency consultation group concurred that each of the projects provided in the handouts (see handout page 6) is not a project of air quality concern and does not require a quantitative hotspot analysis. This includes the following project DES #s:
    - DES # 1383332
    - DES # 1383489
    - DES # 1383336
    - DES # 1298035
    - DES # 1383338
    - DES # 1400176
    - DES # 1173697
    - DES #1400597
    - DES # 0500194
    - DES # 1005804
    - DES # 1297017
- Each of the environmental documents should contain the conference call meeting minutes and the associated handouts. The conformity determination will include references to indicate that the associated projects were determined not to be of air quality concern.
- INDOT and FHWA will continue to track other new major transportation investment projects to determine future consultation.

Meeting concluded at 10:55 am ET.

From: Mary Jo Hamman
To: Marlatt, Amy
Cc: rbales@indot.IN.gov; LHEIL@dot.gov
Subject: RE: Indiana PM 2.5 Hot Spot Consultation to determine if any are Projects of Air Quality Concern
Date: Tuesday, September 23, 2014 4:05:25 PM
Attachments: ~~image[redacted].png~~
~~INDOT PM25 Proje[redacted]outs 9-18-14.pdf~~
~~Project Level IC[redacted]ing Minutes.pdf~~

Amy,

INDOT & FHWA hosted an Interagency Consultation Group Meeting to discuss whether any of the projects in the attached materials would qualify as "projects of air quality concern" for PM2.5 pollutants on Thursday, Sept. 18, 2014. It was determined that **none** of the listed projects were to be considered with that distinction. As such, no hotspot analysis is required for PM2.5 pollutants for any of the projects included in the discussion. As noted in the INDOT CE Manual, the preparer of each environmental document should summarize the findings, including coordination with other agencies in the CE.

I've attached the Final Meeting Minutes and the Handouts used at the meeting to this email. **Please use these as an appendix to your environmental documents.**

Either Ron Bales or I are available if there are any questions.

Kind Regards, Mary Jo

Mary Jo Hamman | Indiana, Director of Transportation | Michael Baker Jr., Inc., a unit of Michael Baker International
3925 River Crossing Pkwy., Suite 150 | Indianapolis, IN | [O] 317-663-8190 | [M] 317-517-9584
mhamman@mbakerintl.com | www.mbakerintl.com

Michael Baker INTERNATIONAL

RBF jma ELPA KASEMAN SALLYPORT

Innovation Done Right...We Make a Difference

Appendix H: Noise Analysis	
Noise Report (07/26/2013)	H-1 to H-192
INDOT Noise Correspondence	H-193 to H-194

CORRADINO

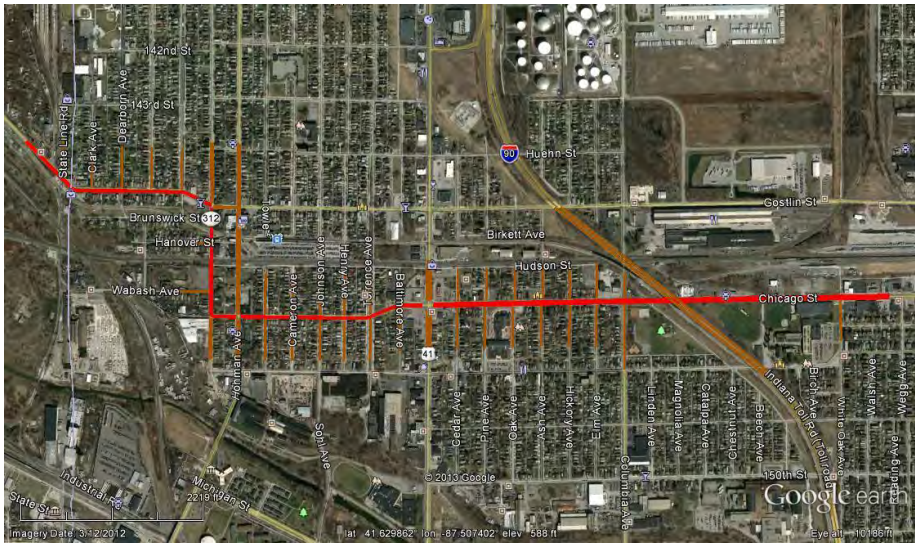
Noise Study Report

Chicago Street Widening/Reconstruction Hammond, Lake County, Indiana

Des. No. 1297017

Submitted to:

American Structurepoint, Inc.



Submitted by:

The Corradino Group, Inc.

TED STONE

Ted Stone

July 26, 2013

Note: The Corradino Group has purchased the professional version of Google Earth and hereby credits Google Earth for the aerial photography used herein.

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Appendix B – TNM2.5 Results – 2012 Validation All Segments
Appendix C – TNM2.5 Results – 2034 No Build
Appendix D – TNM2.5 Results – 2034 Segment 1 Alternative 1
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Appendix F – TNM2.5 Results – 2034 Segment 1 Alternative 4
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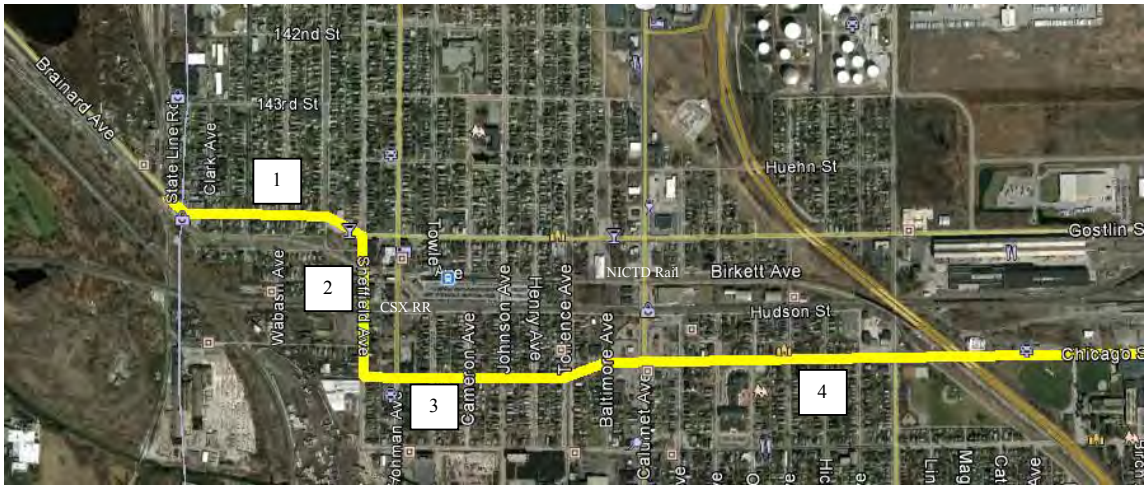
Executive Summary

This Noise Study Report accompanies an Environmental Assessment[1] for the widening and reconstruction of Chicago Street (former SR 312), a designated truck route in the city of Hammond, Lake County, Indiana (Figure 1). The purposes of this approximately 2.1 mile project are to improve safety, reduce congestion, enhance mobility, address deteriorating infrastructure, and create a unified east-west corridor between South Brainard Avenue at the Illinois border and White Oak Avenue at the city of Hammond's border with the city of East Chicago.

The project from west to east is considered as four segments:

1. Gostlin Street – state line to Sheffield Avenue – two travel lanes widened to four;
2. Sheffield Avenue – Gostlin to Chicago Street – a center turn lane added to the two travel lanes;
3. Chicago Street – Sheffield Avenue to Calumet Avenue (US 41) - two travel lanes widened to four; and,
4. Chicago Street – Calumet Avenue to White Oak Avenue – reconstruction/rehabilitation only.

Figure 1
Chicago Street Corridor Segments



The first three segments are minor arterials; the last is a principal arterial. All have a posted speed limit of 35 miles per hour.

Four alternatives are under consideration in **Segment 1**. These are variations of using the existing alignment versus new right-of-way, and construction of a conventional intersection at Gostlin/Sheffield, versus a roundabout.

Three alternatives are under consideration in **Segment 2**. In each case Sheffield's right-of-way is maintained, but there are variations of conventional intersections at Sheffield/Chicago, versus a roundabout. Segment 2 crosses the Northern Indiana Commuter Transportation District (NICTD) commuter rail line (also known as the South Shore electric) and the CSX rail line. The former runs 18

[1] Prepared by American Structurepoint, Inc. for the city of Hammond.

trains a day in each direction. The latter is estimated to operate upwards of 20 freight trains a day. No grade separations are planned.

In **Segment 3** there are two minor alignment variations that use existing right-of-way. In **Segment 4**, the existing road is reconstructed with no right-of-way changes.

As roadway capacity is being added and federal funds are involved, under 23 CFR, part 772, this is considered a "Type I" noise project. A noise analysis should be performed to determine whether the project will cause noise impacts and, if so, whether there are feasible and reasonable ways to mitigate those impacts.

This noise analysis follows the guidance in the Federal Highway Administration's (FHWA's) *Highway Traffic Noise: Analysis and Abatement Guidance* (July 2010) and the Indiana Department of Transportation's (INDOT's) *Procedural Manual for Preparing Environmental Documents* and its *Traffic Noise Policy* (July 2011).

Noise measurements were made in conformance with FHWA's guidance at ten locations (Figures 3-5) that represent 632 single-family dwellings, 14 multifamily dwellings, 46 businesses, the Irving Elementary School, the Noll Institute, three churches, and one park within 500 feet of the proposed improvement (the analysis distance criterion set in INDOT's *Traffic Noise Policy*). The measurement locations represent worst case locations for all sensitive receptors in what are considered common noise environments.

The residential receptors fall into Activity Category B in terms of FHWA's Noise Abatement Criteria (NAC) (Table 1). The applicable noise criterion for this land use is 67 dBA, defined in terms of the one-hour equivalent noise level, expressed as L_{eq} (1h). The churches, schools, and park fall into Activity Category C, with the same criterion of 67 dBA. Because Part 772 defines potential impacts in terms of noise levels approaching or exceeding the NAC and INDOT's *Noise Policy* defines approaching as one decibel, the effective value for impact analysis in Indiana for activity categories B and C is 66 dBA, rather than 67 dBA. Commercial uses fall into NAC activity category E, with an effective criterion of 71 dBA. INDOT's *Noise Policy* also notes a substantial noise increase is an increase in noise levels for which the future noise levels exceed the existing noise levels (as predicted by FHWA TNM version 2.5) by 15.0 dBA. FHWA requires that noise abatement be considered if a substantial noise increase is found. That will not apply in this very busy traffic corridor.

Summary of Analysis

Existing Conditions - Analysis using the Traffic Noise Model (TNM2.5) validated the noise measurements obtained in the field. Measured noise levels approached or exceeded the NAC at nine of ten measurement locations along this very noisy corridor, which also includes substantial train traffic and I-90, the Indiana Toll Road.

Once the TNM2.5 noise model was validated, a full complement of receptors was modeled to estimate noise levels in the corridor for existing and future conditions. All front row single-family dwellings were individually modeled (with minor exceptions in the east end of the corridor), as were the corridor's three churches and two schools. Second row single-family dwellings were grouped by block. Multi-family units were represented by single receptors. Businesses were modeled individually or in groups, depending on their relationship to the road.

Table 2 summarizes the number of receptors in each land use category and the number run in TNM2.5 to represent them. These data represent all land uses within 500 feet of the four project segments.

Table 1
FHWA - Noise Abatement Criteria (NAC)
Hourly A-Weighted Sound Level-decibels (dBA)

Activity Category	Activity Criteria $L_{eq}(1h)$	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential, if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Residential.
C	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--	Undeveloped lands that are not permitted

Source: Federal Highway Administration – 23 CFR 772.

Table 2
Receptors by Number and Type

Land Use	Land Use Category	Applicable NAC	# Receptors	# Modeled
Dwelling Unit Total	B	66	646	196
Multi-family dwellings	B	66	14	4
Single-family dwellings	B	66	632	192
Businesses	E	71	46	27
Churches	C	66	3	3
Schools	C	66	2	2
Parks	C	66	63	1
All Receptors			760	229

Source: The Corradino Group

Many front row dwelling units experience noise levels today (2012) that approach or exceed the NAC (137 dwelling units) (see Table 3 bottom). Compounding the projected 2.48 percent annual traffic growth means traffic, in general, will increase by 84 percent by 2034, with or without the project. Without the project the number of dwelling units experiencing noise levels exceeding the NAC would climb to from 137 to 195. [125+12=139 and 181+12=193].

Table 3
Receptors Approaching/Exceeding NAC by Segment and Alternative

	Base # Receptors	2012	2034 No-Build	2034 Alt. 1	2034 Alt. 2	2034 Alt. 3	2034 Alt. 4
Segment 1	188	38	65	56	47	NA	8
Single-Fam.	175	37	60	55	47	NA	8
Multifamily	2	0	0	0	0	NA	0
Businesses	11	1	5	1	0	NA	0
Churches	0	0	0	0	0	NA	0
Schools	0	0	0	0	0	NA	0
Parks	0	0	0	0	0	NA	0
Segment 2	58	28	28	NA	10	19	NA
Single-Fam.	46	16	16	NA	9	13	NA
Multifamily	0	0	0	NA	0	0	NA
Businesses	12	12	12	NA	1	6	NA
Churches	0	0	0	NA	0	0	NA
Schools	0	0	0	NA	0	0	NA
Parks	0	0	0	NA	0	0	NA
Segment 3	257	38	59	56	NA	NA	NA
Single-Fam.	236	26	45	42	NA	NA	NA
Multifamily	12	12	12	12	NA	NA	NA
Businesses	9	0	2	2	NA	NA	NA
Churches	0	0	0	0	NA	NA	NA
Schools	0	0	0	0	NA	NA	NA
Parks	0	0	0	0	NA	NA	NA
Segment 4	257	113	138	NA	NA	NA	NA
Single-Fam.	175	46	60	NA	NA	NA	NA
Multifamily	0	0	0	NA	NA	NA	NA
Businesses	14	1	11	NA	NA	NA	NA
Churches	3	2	3	NA	NA	NA	NA
Schools	2	1	1	NA	NA	NA	NA
Parks	63	63	63	NA	NA	NA	NA
Total	760	217	290	NA	NA	NA	NA
Single-Fam.	632	125	181	NA	NA	NA	NA
Multifamily	14	12	12	NA	NA	NA	NA
Businesses	46	14	30	NA	NA	NA	NA
Churches	3	2	3	NA	NA	NA	NA
Schools	2	1[a]	1[a]	NA	NA	NA	NA
Parks	63[a]	63[a]	63[a]	NA	NA	NA	NA

[a] See text for a discussion of the impacts at Irving Park and Noll Institute. Park activity at Irving Park is calculated to equate to 63 dwelling units.
Source: The Corradino Group

The project alternatives have been developed by segment, so impacts have to be examined by segment. There is no way to summarize the impacts of the entire project, as the permutations of segments are many. The total numbers of impacted receptors, by segment and land use type, are summarized in Table 3. Relocations, especially in segments 1 and 2 reduce the total numbers of receptors impacted, compared to the No-Build Alternative.

It is important to note there is substantial train traffic in the project area contributing to noise, and in two cases this noise prevents potential mitigation from being feasible. The 36 daily electric commuter trains sound their horns at the crossing of Sheffield Avenue and five other at-grade crossings in the study area and the 20 plus freight trains (up to a mile in length) do so at Sheffield and seven other at-grade crossings. Horns typically generate noise levels above 100 dBA and are heard over a long distance. There is extensive noise exposure in the area from rail vehicles and horns.

Segment 1 – About one-fifth of all receivers have noise levels approaching or exceeding the NAC today. That will roughly double by 2034 with no project. Build alternatives would have fewer noise impacts because the project would acquire properties. Alternatives 1 and 2 modify the existing alignment and take businesses on the north side at the project beginning, dwellings along the segment, and businesses and dwellings at the intersection with Sheffield Avenue. So noise impacts are fewer in number, compared to no build conditions. The higher design speed of Alternative 2 takes more dwellings (nine) through the curve at the project beginning. Alternative 4 takes substantially more right-of-way with its new alignment, so there are substantially fewer dwelling units remaining to be impacted. TNM2.5 was not run for Alternative 3 within Segment 1, as engineering analysis found it was not feasible.

Segment 2 – About half the base number of receptors experience noise levels approaching or exceeding the NAC today. That is not expected to change in 2034. The viable Segment 2 alternatives, 2 and 3 would acquire properties and reduce the number of dwellings and businesses with noise levels approaching or exceeding the NAC. Alternative 1 was not modeled as it was not found to meet the project purpose and need. The at-grade crossings of the NITCD and CSX tracks with train and train horn noise contribute substantially to noise in this section that is not reflected in the TNM2.5 analysis.

Segment 3 – There are many second row receptors in this dense neighborhood, so the proportion of modeled receptors approaching or exceeding the NAC (which are in the first row) is less in this segment. Second row receptors are shielded by the building rows of the first row. The extent of traffic exposure is greater also, as Hohman and Calumet avenues both carry more traffic than Chicago Street. Some second row receptors near Hohman and Calumet avenues receive more noise from these streets than from Chicago Street. Alternatives 1 and 2 reduce the impacts over the no build condition by a few dwellings units as these would be taken by the project.

Segment 4 – Segment 4 would be repaved only without any right-of-way acquisition. The no build condition and the build condition are the same from a noise modeling standpoint, as the TNM2.5 modeling process calls for use of "average" pavement, so there is no noise benefit allowed for repaving. The projected growth in traffic indicates that virtually all the homes that closely line Chicago Street will experience noise levels approaching or exceeding the NAC. The majority do already. Three churches, all very close to the road, will have noise levels approaching or exceeding the NAC, as will the Noll Academy's playing fields and building. The area of human activity at the Irving Elementary School is in back of the building and will not be impacted. The noise levels at Irving Park, which already exceed the NAC, will continue to increase. Park activity at Irving Park is calculated to equate to 63 dwelling units.

Conclusions

No mitigation is reasonable or feasible for the many receptors that now experience, and will continue to experience, noise levels approaching or exceeding the NAC. This is true of all segments, for all alternatives.

Noise mitigation can be accomplished a number of ways. Due to limitations on the ability to acquire property for mitigation or to mitigate sites off public right-of-way, the most common form of abatement is the construction of noise barriers. Noise barriers require long, uninterrupted segments to be feasible. If there are existing access points and/or driveways, it is not feasible to construct an effective noise barrier. Gaps in barriers allow noise to pass through the gap, making the desired noise reduction infeasible. All the dwelling units, businesses, and churches where noise levels approach or exceed the NAC are in a front row location along the alignment and need access to the project roadway and sidewalks, meaning there would be continuous gaps in any barrier.

Irving Park presents a special case. A wall could be built along Chicago Street. An estimated 164 people use the park daily within 500 feet of Chicago Street. By INDOT Noise Policy this equates to 63 dwelling unit impacts. However, no noise mitigation is feasible because the east side of the park is bordered by the NICTD commuter rail line and I-90, both elevated about 15-20 feet from the surrounding grade level and thus projecting noise from the rail and highway facilities across the entirety of the park. INDOT requires that noise barriers achieve a 5 dB (A) reduction at a majority (greater than 50%) of the impacted receptors. If a barrier cannot achieve this acoustic goal, abatement is considered to not be acoustically feasible. The noise coming from the commuter rail line and I-90 cannot be mitigated by any wall constructed to mitigate noise from Chicago Street.

Noll Institute is in a similar situation on the east side of I-90. The football and baseball fields and the main building of the catholic high school there will all be subject to noise levels exceeding the NAC, but there is no feasible mitigation due to the presence of I-90.

Based on the studies thus far accomplished, the State of Indiana has not identified any locations where noise abatement is likely. Noise abatement at these locations is based upon preliminary design costs and design criteria. Noise abatement has not been found to be feasible, based on the inability to provide continuous, uninterrupted wall segments, or in the case of Irving Park and the Noll Institute, the presence of I-90 and rail traffic. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

The viewpoints of the benefited residents and property owners are a major consideration in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects. These viewpoints have been determined and addressed during the environmental phase of project development. The will and desires of the public are an important factor in dealing with the overall problems of highway traffic noise. INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program, i.e., and will reexamine the residents' and property owners' views on the desirability and acceptability of abatement during project development.

A Public Involvement (PI) plan was developed that includes formation of a Community Advisory Committee (CAC), a public information meeting, a formal public hearing, and branding of the project, including the creation of the GoChicagoSTreet.com website. Two public meetings were held on May 7, 2013, and a CAC meeting was held May 23, 2013, to solicit input. The noise study, as part of the larger overall environmental assessment, was mentioned during the public information meeting. A public hearing will be held when the environmental document has been released. The results of the noise analysis will be presented during that hearing. When the environmental process is complete, final design will begin.

1. Project History and Project Background

This Noise Study Report accompanies an Environmental Assessment[2] for the widening and reconstruction of Chicago Street (former SR 312) in the city of Hammond, Lake County, Indiana (Figure 1). The purposes of this approximately 2.1 mile project are to improve safety, reduce congestion, enhance mobility, address deteriorating infrastructure, and create a unified east-west corridor between South Brainard Avenue at the Illinois border and White Oak Avenue at the city of Hammond's border with the city of East Chicago.

The project from west to east is considered as four segments:

1. Gostlin Street – state line to Sheffield Avenue – two travel lanes widened to four;
2. Sheffield Avenue – Gostlin to Chicago Street – a center turn lane added to the two travel lanes ;
3. Chicago Street – Sheffield Avenue to Calumet Avenue (US 41) - two travel lanes widened to four; and,
4. Chicago Street – Calumet Avenue to White Oak Avenue – reconstruction/rehabilitation only.

The project will meet the purpose and need by increasing the corridor capacity and allowing smoother flow of heavy trucks.

2. Existing Conditions

In 2009 the city of Hammond initiated discussions with INDOT regarding relinquishment of the SR 312 corridor to the City. The City requested relinquishment due to poor maintenance and the City's desire to upgrade the project corridor to an urban gateway and enhance and beautify the project corridor. Relinquishment occurred in 2011.

The following describes the existing road corridor from west to east.

Brainard Avenue enters Hammond from Illinois as four functioning travel lanes. At the state line traffic encounters a turn that provides only two driving lanes as the road transitions to Gostlin Street. The two travel lanes on Gostlin Street (one in each direction) are wide, but on-street parking is allowed throughout.

To follow the alignment of the former SR 312, traffic turns right (south) onto Sheffield Street 0.37 miles from the state line. This is the first time traffic is controlled, here with a stop light. The 0.25 miles of Sheffield functions as two wide travel lanes, again with parking allowed over most of its length. This section of road crosses the double track of the NICTD (South Shore) commuter rail line (electrified overhead catenary) and, separately, a double track of the CSX railroad (Figure 1). Both crossings are at-gate and both are gated. Some trucks stop at the tracks whether the gates are down or not. Both commuter and freight trains sound their horns for this and the multiple other crossings in the corridor. Commuter trains operate approximately hourly, so with two-directional service, horns are sound roughly twice an hour (36 trains total). During the six-hour duration of the noise measurements, about a dozen freight trains passed on the CSX tracks, again about two an hour. Trains were a mix of full length (one mile long) trains (a number carrying intermodal containers) and short-haul trains operating among local yards.

[2] Prepared by American Structurepoint, Inc. for the city of Hammond.

Traffic is controlled by a four-way stop sign at the intersection of Sheffield and Chicago Street. Trucks must swing out of their lanes to make this turn in either direction. Traffic is next controlled by a stop light at the intersection of Hohman Avenue. East of Hohman, there are four travel lanes available east to the end of the corridor. There are additional traffic signals at Calumet Avenue (US 41), where turn lanes are provided, Pine Avenue (by the Washington Irving Elementary School), and at Columbia Avenue (by Irving Park).

Land use in the corridor is mixed. The corridor begins at the state line in a commercial area, and then passes along Gostlin through residential zoning to Sheffield, where there is another commercial node. Sheffield is bordered on the west by industrial uses and on the east by a strip of residential development. Once on Chicago Street, the project passes through predominantly residential areas, crossing the commercial corridors along Hohman and Calumet avenues. At I-90 and to the east, the land use on the north is commercial and on the south special use.

Figure 2
Chicago Street Corridor Generalized Zoning
(Arrows show corridor)

Source: http://www.gohammond.com/web/maps/main/HammondGIS.html

There is residential use in each project segment. In **Segment 1** single family dwellings, with a few multifamily units, face Gostlin Street. There is a dense residential community to the north of Gostlin. In the south, the neighborhood is only one block deep, where it is interrupted by the east-west South Shore commuter tracks. There are several businesses at either end of this project segment. The setbacks of the homes from the travel lane are approximately 30 feet. The small porches on the fronts of the homes represent areas of human activity. So, people today and historically live in a noisy traffic environment. The observed speed in this section matched the posted speed limit of 35 mph.

In **Segment 2** single family homes dominate in terms of number, but there are several large commercial and industrial uses. Homes are at or near the right-of-way line. Vehicle speed in this segment is controlled by the at-grade crossings of the double South Shore and double CSX rail lines at the north segment end and the stop sign at the south end at Chicago Street.

In **Segment 3** single family homes again dominate in terms of numbers. Commercial units occupy the street corners at Hohman, Baltimore, and Calumet. Dense single-family neighborhoods extend both north and south of Chicago Street.

In **Segment 4** this pattern repeats with commercial use at Columbia Avenue. There are three small churches in this segment, plus Washington Irving Elementary School, and Irving Park. Irving Park is very active, with a continuous basketball game in good weather. The park is overshadowed to the east by the elevated South Shore line and I-90, the Indiana Toll Road.

3. Existing Noise Environment

Noise measurements were made in conformance with FHWA's guidance at ten locations (Figures 3-5) that represent 633 single-family dwellings, 14 multifamily dwellings, the Irving Elementary School, the Noll Institute, three churches, 46 businesses, and one park within 500 feet of the proposed improvement (the analysis distance criterion set in INDOT's *Traffic Noise Policy*). The measurement locations represent worst case locations for all sensitive receptors in what are considered common noise environments. Traffic counts by vehicle type were collected during the noise measurements and were used to validate the model.

Figure 3
Noise Measurement Locations – Segments 1 and 2 – N1, S1, N2, and S2

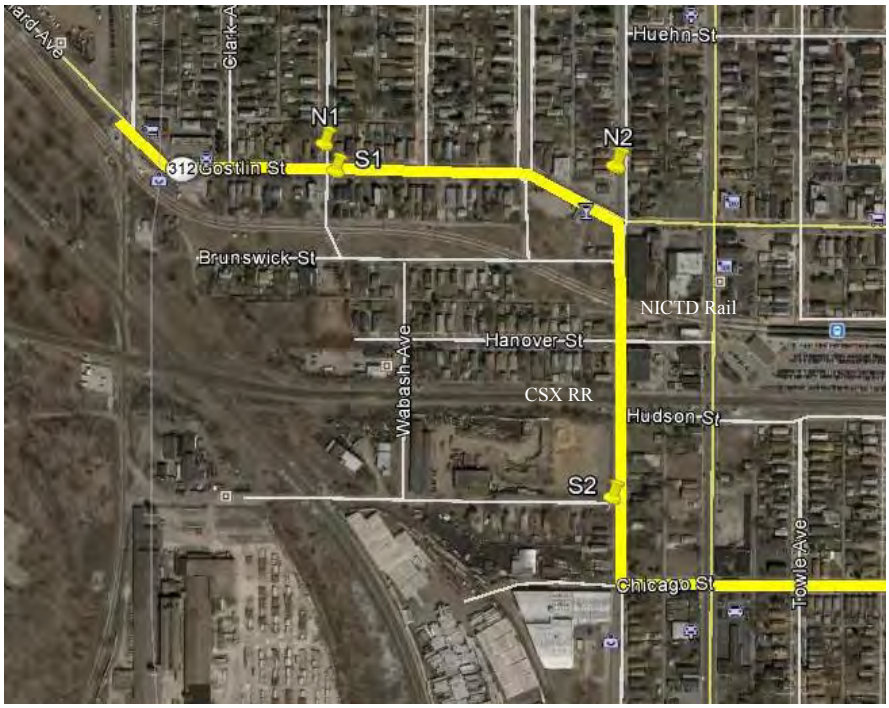


Figure 4
Noise Measurement Locations – Segment 3 – N3 and S3

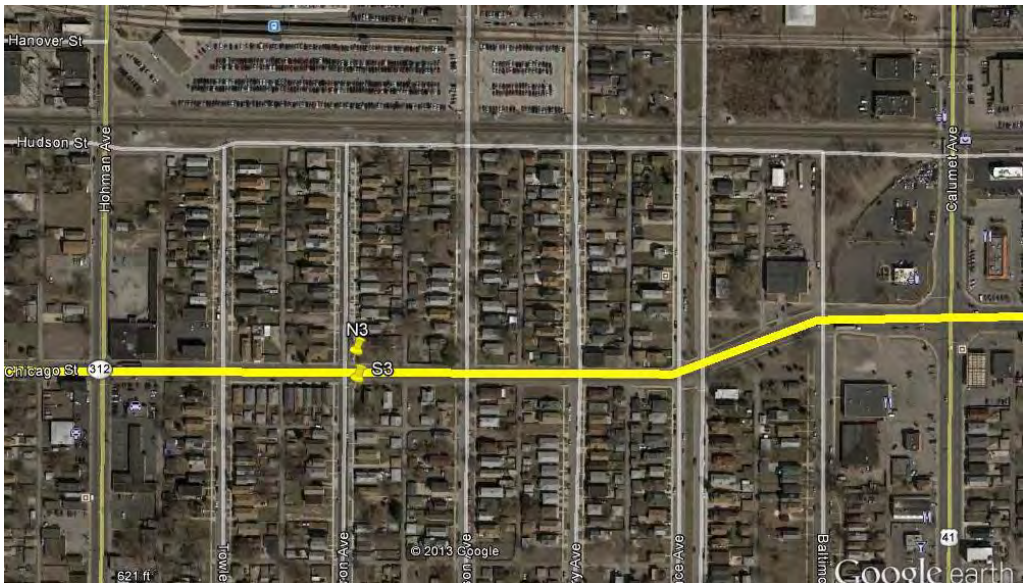


Figure 5
Noise Measurement Locations – Segment 4 – N4, S4, S5, and S6

The residential receptors fall into Activity Category B in terms of FHWA's Noise Abatement Criteria (NAC) (Table 1). The applicable noise criterion for this land use is 67 dBA, defined in terms of the one-hour equivalent noise level, expressed as L_{eq} (1h). The churches, schools, and park fall into Activity Category C, with the same criterion of 67 dBA. Because Part 772 defines potential impacts in terms of noise levels approaching or exceeding the NAC and INDOT's *Noise Policy* defines approaching as one decibel, the effective value for impact analysis in Indiana for activity categories B and C is 66 dBA, rather than 67 dBA. Commercial uses fall into NAC activity Category E, with an effective criterion of 71 dBA. INDOT's *Noise Policy* also notes a substantial noise increase is an increase in noise levels for which the future noise levels exceed the existing noise levels (as predicted by FHWA TNM version 2.5) by 15.0

dBA. FHWA requires that noise abatement be considered if a substantial noise increase is found. That will not occur in this very busy traffic corridor.

As noted on the Noise Data Sheets in Appendix A, a Rion NL-31 Sound Level Meter was used for the measurements, set on slow response, A-weighting, and an exchange rate of 3. A Norsonic Sound Calibrator type 1443 emitting 114 dBA was used to calibrate the meter before and after the measurements (the calibration certificate follows the Noise Data Sheets). The locations of the sites are as noted in Figures 3-5 and subsequent graphics. The setup height was five feet on a tripod and the tripod was set away from reflective surfaces. All measurements and traffic counts were 15 minutes in duration. L_{eq} (1h) and L_{max} were recorded at each site.

Table 4 shows the number of dwelling units and other receptors represented by each measurement site. Each measurement site represents the homes equal to, or more distant from, the project alignment. More description is provided below for each individual site, and with graphics that show the measurement sites. Existing noise levels were measured May 15, 2013, between 1:00 and 6:00 PM. Nine of ten measurements were approached or exceeded the applicable NAC. The TNM2.5 computer model runs validated the field measurements (Appendix B).

Table 4
2012 PM Peak Noise Levels (dBA)

Measure. Location	# of Receptors Represented	NAC Land Use	NAC Approach [3] L_{eq}(1h)	2012 Measured Level	2012 Modeled Noise Level	2012 Modeled minus Measured	Approach /Exceed NAC
N1	22 SF + 71 second row DUs + 5 bus.	B/E	66/71	67	66	-1	Yes
S1	27 SF + 1 duplex + 18 second row DUs + 2 bus.	B/E	66/71	67	66	-1	Yes
N2	12 SF + 25 second row DUs + 4 bus.	B/E	66/71	66	66	0	Yes
S2	17 SF + 29 second row DUs + 12 bus.	B/E	66/71	68	71	3	Yes
N3	23 SF + 12 multi + 103 sec row + 5 bus.	B/E	66/71	67	70	3	Yes
S3	16 SF + 96 second row + 4 bus.	B/E	66/71	69	69	0	Yes
N4	23 SF + 39 second row + 2 bus.	B/E	66/71	68	70	2	Yes
S4	27 SF + 86 second row + 2 bus.	B/E	66/71	64	65	1	Yes
S5	1 park (=63 DUs) + 1 bus.	B/E	66/71	67	67	0	Yes
S6	8 bus. + Noll Institute	B/E	66/71	67	68	1	Yes

Source: The Corradino Group

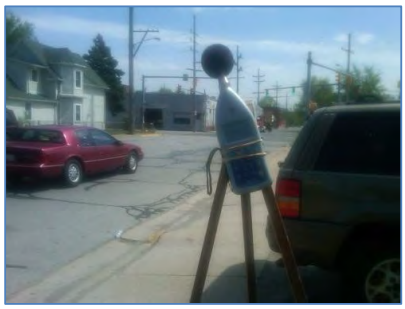
Descriptions of each measurement site follow.

[3] The Noise Abatement Criteria of 67 and 72 dBA are adjusted downward 1 dBA for analysis consistent with 23 CFR 772's "approach" language that is defined by INDOT as 1 dBA.

Measurement Site N1 was on the northwest corner of Gostlin Street and Dearborn Avenue at a point equivalent to the setback of the homes along the north side of Gostlin (Figure 6). The measured value of 67 dBA was validated by a TNM2.5 model run of 66 dBA. Train horns were sounded and trains passed three times during the measurement period, but the noise meter was "paused" during the loudest periods.

Measurement Site S1 was on the southeast corner of Gostlin Street and Dearborn Avenue at a point equivalent to the setback of the homes along the south side of Gostlin (Figure 6). The measured value of 67 dBA was validated by a TNM2.5 model run of 66 dBA. Train horns were sounded and trains passed two times during the measurement period, but the noise meter was "paused" during the loudest periods.

Figure 6
Measurement Sites N1 and S1



Measurement Site N2 was on the west side of Sheffield Avenue north of its intersection with Gostlin Street, between the sidewalk and porch line of the homes along that side of the street (Figure 7). The measured value of 66 dBA was matched by a TNM2.5 model run of 66 dBA. Train horns were sounded two times during the measurement period, but the distance to the noise source was greater than at measurement sites N1 and S1.

Figure 7
Measurement Site N2

Measurement Site S2 was on the west side of Sheffield Avenue on the ground of the homes along the west side of the street (Figure 8). The measured value of 68 dBA was validated by a TNM2.5 model run of 71 dBA. This site is complicated by the fact that Sheffield crosses the CSX railroad tracks 400 feet to the north and the South Shore track further north. All vehicles stop when the gates are down at either crossing, or at a minimum slow to cross the tracks, so all vehicles are slowing and accelerating through the section. At the south end most traffic turns to/from Chicago Street, controlled by a stop sign. There is more traffic on Marble Street than one would expect, as traffic seems to use it as a local "cut through."

Figure 8
Measurement Site S2

Measurement Site N3 on the northeast corner of Chicago Street and Cameron Avenue (Figure 9) had a measured value of 67 dBA, validated by a TNM2.5 model run of 70 dBA. A CSX train passed 600 feet to the north during the measurement, sounding its horn, but the measurement was paused for the horn.

Figure 9
Measurement Sites N3 and S3

Measurement Site S3 was on the southeast corner of Chicago Street and Cameron Avenue (Figure 9). The measured value of 69 dBA was matched by a TNM2.5 model run of 69 dBA.

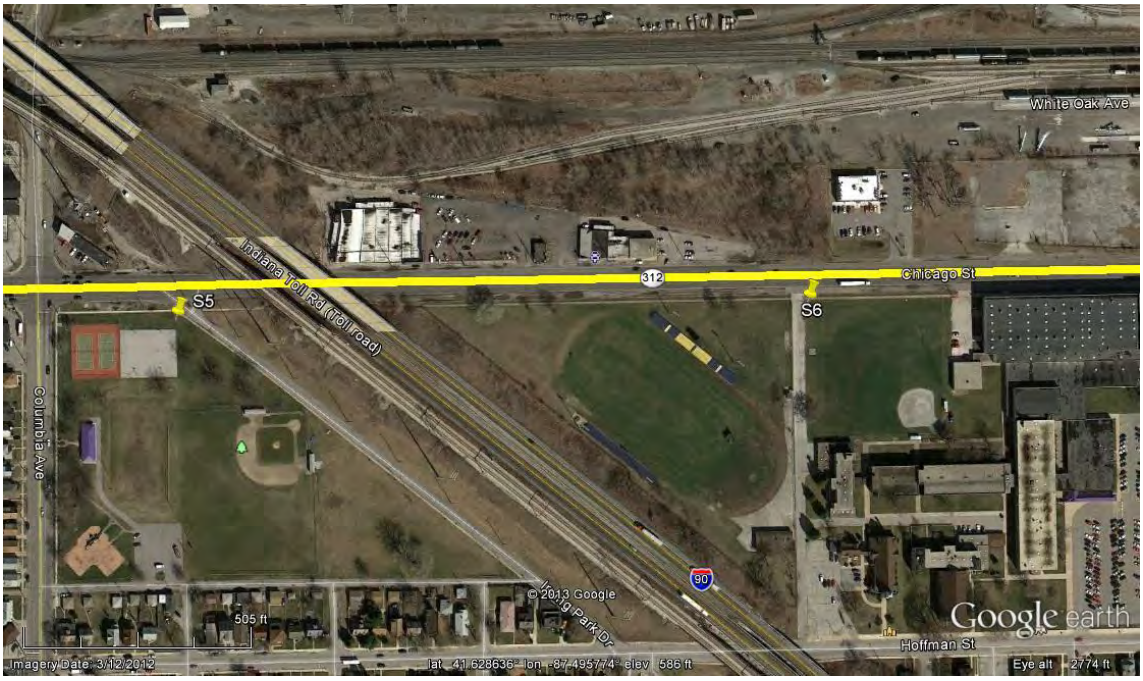
Measurement Site N4 was on the northeast corner of Chicago Street and Ash Avenue at the setback of homes along Chicago Avenue. The church to the west fronts directly to the right-of-way line (Figure 10). The measured value of 68 dBA was validated by a TNM2.5 model run of 70 dBA.

Measurement Site S4 was on the southwest corner of Chicago Street and Ash Avenue. It was positioned to be equivalent to the setback of the drop-off area of the Irving Elementary School one block to the west. The church to the west of S4 fronts directly on the right-of-way line (Figure 10). The measured value of 64 dBA was validated by a TNM2.5 model run of 65 dBA.

Figure 10
Measurement Sites N4 and S4

Measurement Site S5 was in the northeast corner of Irving Park (Figure 11). This measurement site represents the setback of the high activity areas of the tennis courts and basketball courts. As one can observe from the sidebar photo, the park is heavily used. All of the active areas of the park fall within 500 of Chicago Street. Using use rates for the basketball courts (based on observed use), the two tennis courts, the ball field and a playground in the southwest corner of the park, the estimated equivalence for use is 63 dwelling units (see Section 4). The measured value of 67 dBA was validated by a TNM2.5 model run of 67 dBA. The elevated South Shore electric commuter line and I-90 overshadow the park on its east side.

Figure 11
Measurement Sites S5 and S6



Measurement Site S6 was on the south side of Chicago Street on a driveway serving the ball fields of the Noll Institute (Figure 11). This measurement site represents a point as close to Chicago Street as any activity would ever occur and far enough from I-90 to diminish the effects of noise from I-90. The measured value of 67 dBA was validated by a TNM2.5 model run of 68 dBA. During analysis more sites were modeled on the campus.

4. Analysis Methodology

This noise analysis follows the guidance in the Federal Highway Administration's (FHWA's) *Highway Traffic Noise: Analysis and Abatement Guidance* (July 2010) and the Indiana Department of Transportation's (INDOT's) *Traffic Noise Policy* (July 2011).

Noise measurements were made in conformance with FHWA's guidance at ten locations (Figures 3-5) that represent 632 single-family dwellings, 14 multifamily dwellings, the Irving Elementary School, the Noll Institute, three churches, 46 businesses, and one park within 500 feet of the proposed improvement (the analysis distance criterion set in INDOT's *Traffic Noise Policy*). The measurement locations represent worst case locations for all sensitive receptors in what are considered common noise environments.

The residential receptors fall into Activity Category B in terms of FHWA's Noise Abatement Criteria (NAC) (Table 1). The applicable noise criterion for this land use is 67 dBA, defined in terms of the one-hour equivalent noise level, expressed as L_{eq} (1h). The churches, schools, and park fall into Activity Category C, with the same criterion of 67 dBA. Because Part 772 defines potential impacts in terms of noise levels approaching or exceeding the NAC and INDOT's *Noise Policy* defines approaching as one decibel, the effective value for impact analysis in Indiana for activity categories B and C is 66 dBA, rather than 67 dBA. Commercial uses fall into NAC activity Category E, with an effective criterion of 71 dBA. INDOT's *Noise Policy* also notes a substantial noise increase is an increase in noise levels for which the future noise levels exceed the existing noise levels (as predicted by FHWA TNM version 2.5) by 15.0 dBA. FHWA requires that noise abatement be considered if a substantial noise increase is found. That will not apply in this very busy traffic corridor.

The TNM2.5 was used to model existing noise levels (Appendix B and Tables 2 and 3). Traffic counted during the noise measurements (2012) was used to validate the TNM2.5 model. All existing modeled values were within 3 dBA of the measured values, validating the TNM2.5 model (Table 4).

The TNM2.5 was used to estimate future no build and build noise levels for the receptors shown in the figures on the following pages (Figures 12 to 16). TNM2.5 model input and output is presented in Appendices C through I. No noise barrier analysis was warranted.

The *Environmental Assessment* and supporting data note the base year as 2010 and the design year as 2034.

Existing Conditions

Analysis using the Traffic Noise Model (TNM2.5) validated the noise measurements obtained in the field. Measured noise levels did not approach or exceed the NAC at any receptor. Once the TNM2.5 noise model was validated, a substantial number of receptors was added to test further the common noise environments in the corridor. Two hundred twenty-nine receptors representing sensitive receptors close to the proposed project were run in the TNM2.5 noise model to represent 632 single-family homes, 14 multi-family units, 46 businesses, three churches, the Irving Elementary School, the Noll Institute, and Irving Park. The modeled locations represent worst case locations for all sensitive receptors in what are considered common noise environments. A number of receptors may be grouped where the noise environment is relatively uniform. Almost without exception the front line dwellings units were modeled individually (with minor exceptions in the east end of the corridor), as were the corridor's three churches and two schools. Second row single-family dwellings were grouped by block. Multi-family units were represented by single receptors. Businesses were modeled individually or in groups, depending on their relationship to the road.

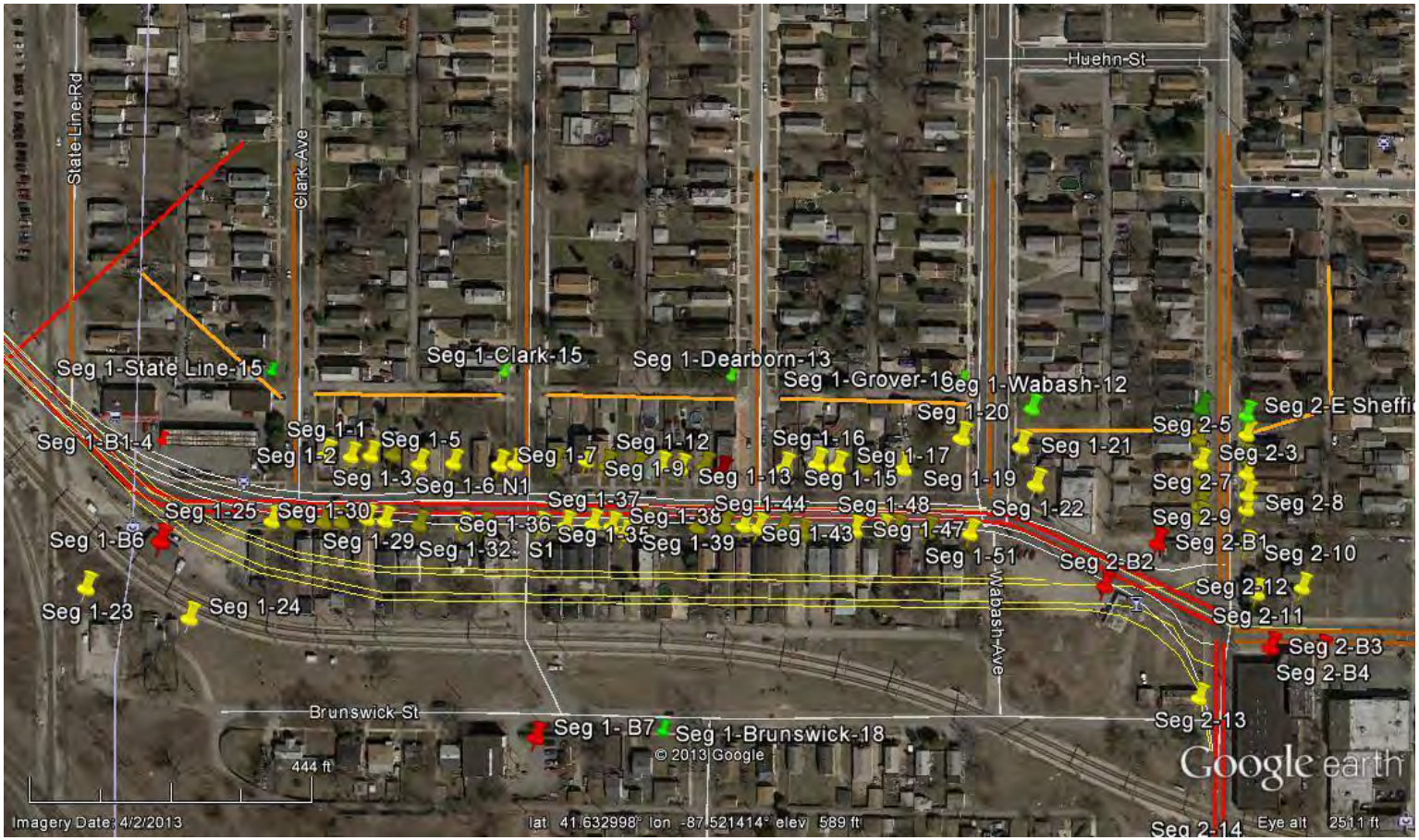


Figure 12
Segment 1 Receptors, Roads and Building Rows

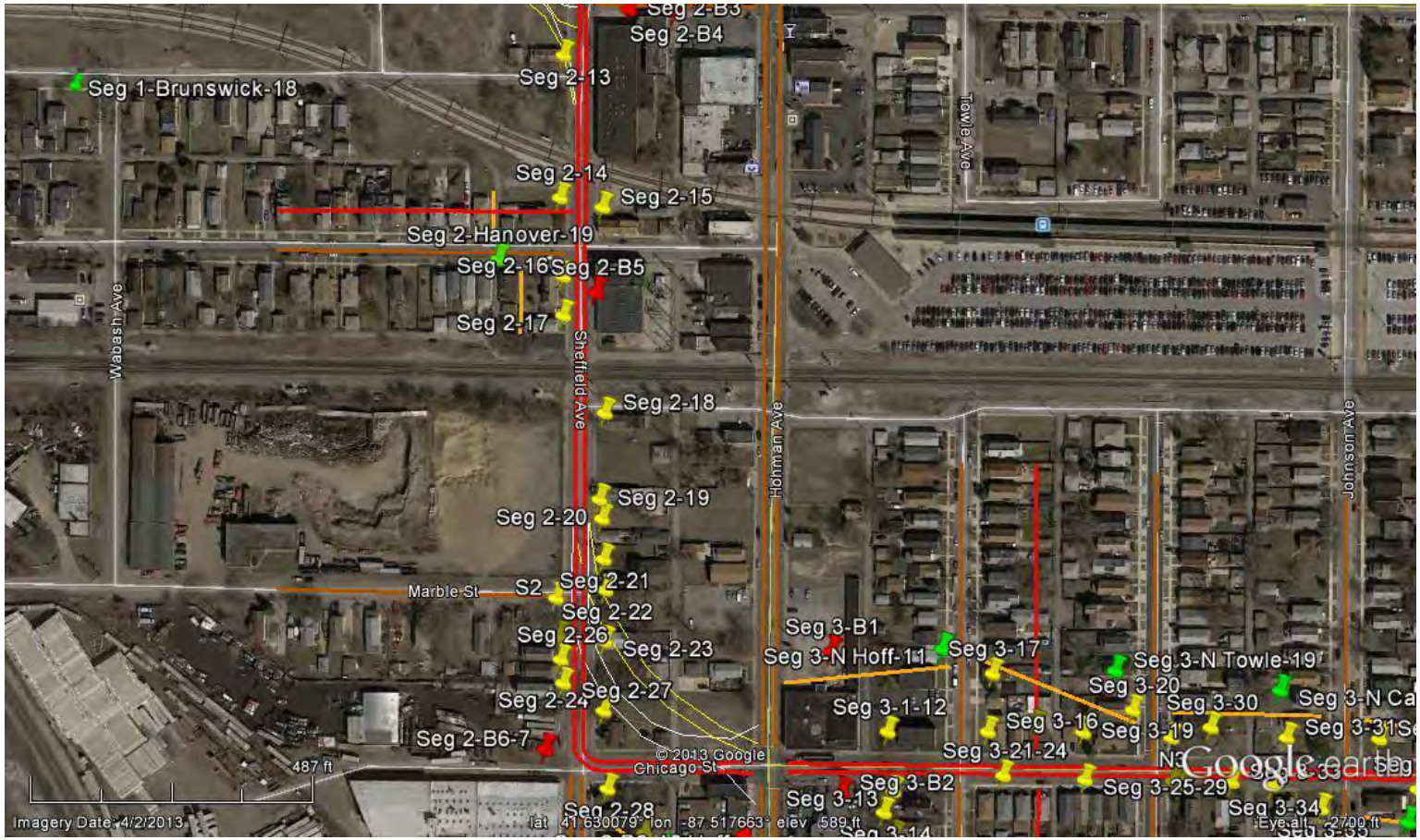


Figure 13
Segment 2 Receptors, Roads and Building Rows

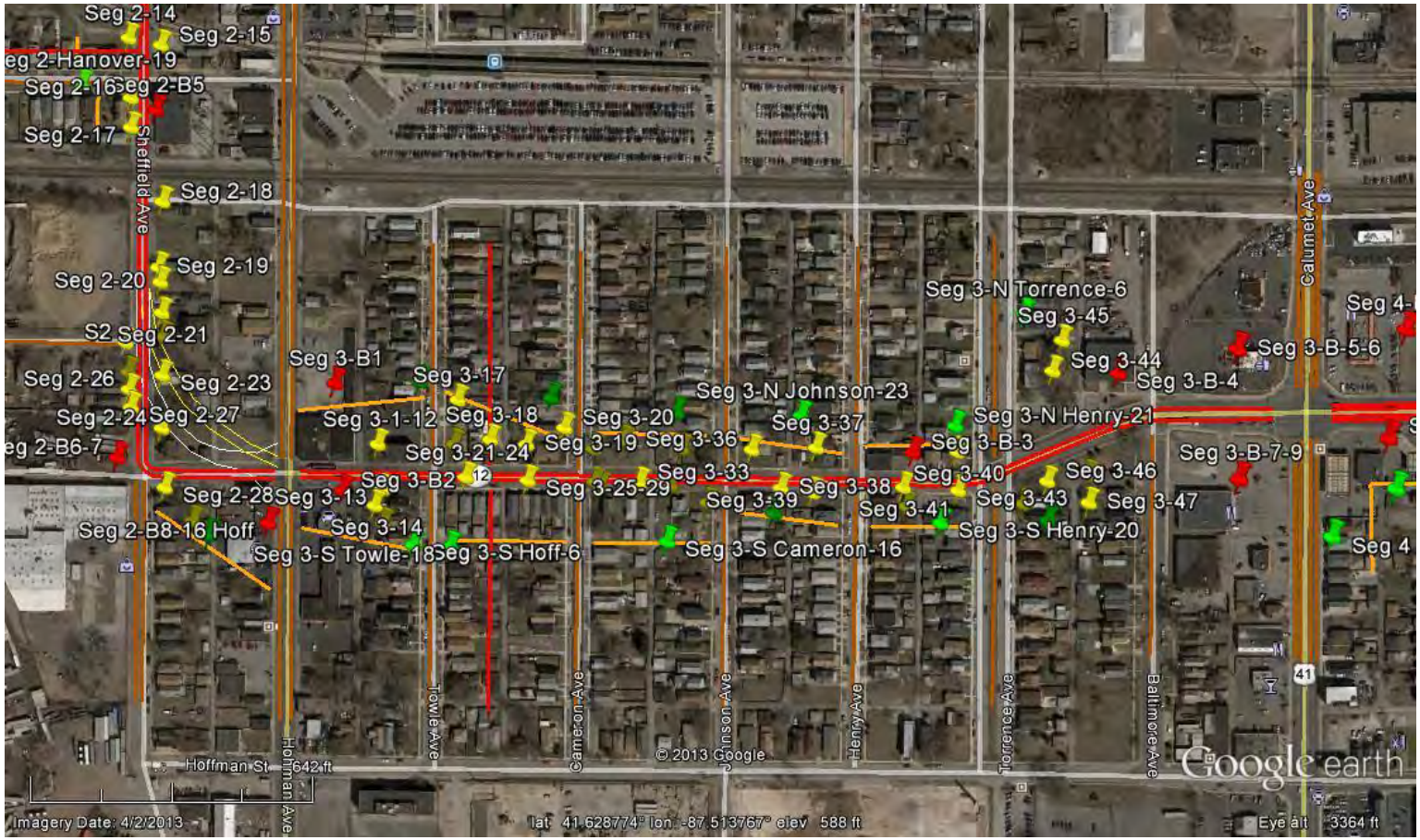


Figure 14
Segment 3 Receptors, Roads and Building Rows

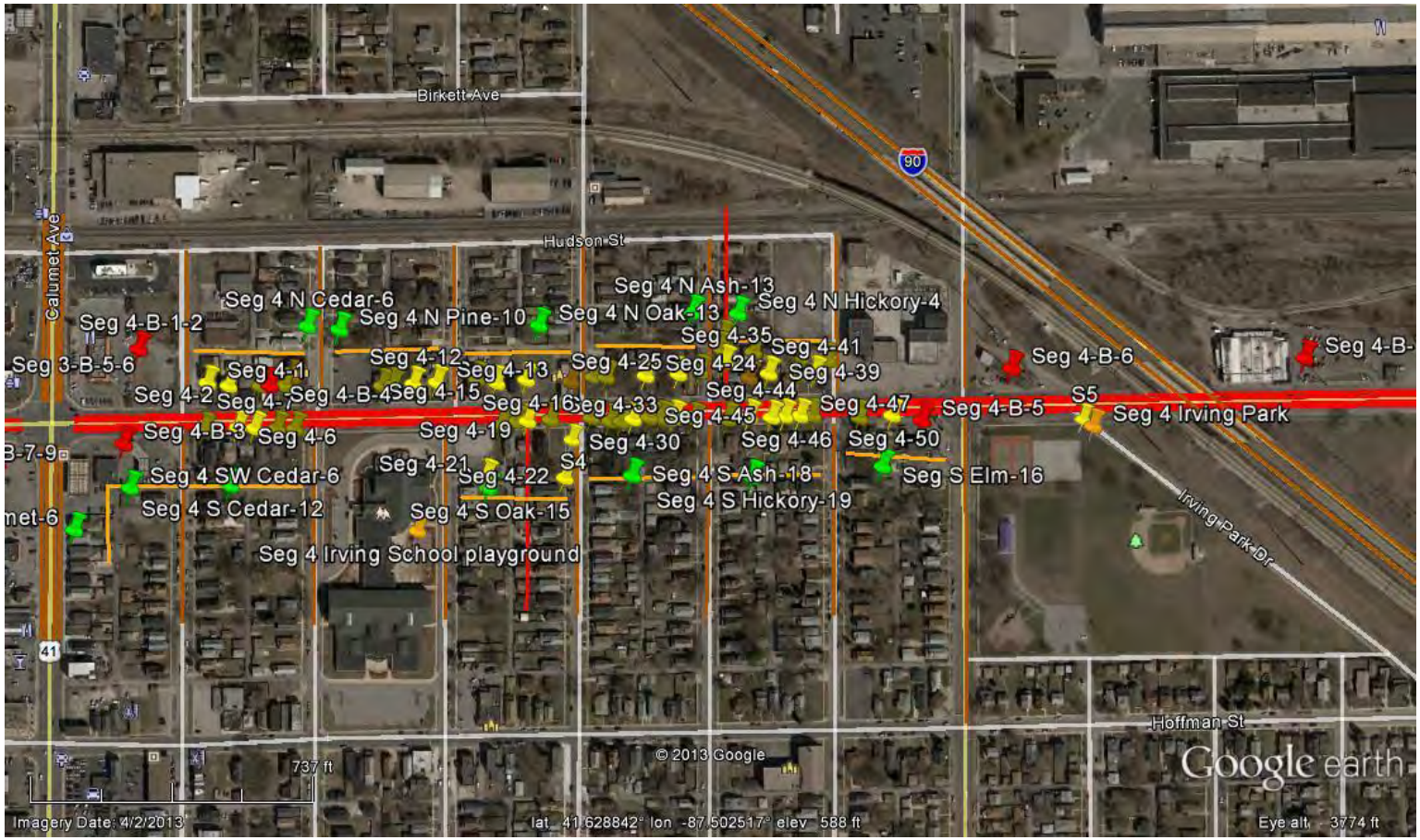


Figure 15
Segment 4 West Receptors, Roads and Building Rows

Figure 16
Segment 4 East Receptors, Roads and Building Rows

Modeling all these receptors found many receptors experience noise levels approaching or exceeding the NAC today and will continue to experience such noise levels in the future, with or without the project. The number of impacted receptors increases as traffic builds over time to the analysis year of 2034.

Irving Park represents a special case under INDOT's *Noise Policy*, which calls for an analysis to equate the number of users at the park to an equivalency in terms of dwelling units, based on the average number of persons per dwelling unit. That equivalency is shown in Table 5. The result is Irving Park can be equated to 63 dwelling units.

Table 5
Irving Park Use Equivalency to Dwelling Units

	Summer		Winter		
	Daily Use	Months	Daily Use	Months	Avg Daily Users
Tennis	16	6	2	6	9
Basketball	90	6	30	6	60
Ball field	100	6	10	6	55
Playground	50	6	30	6	40
				Total for all uses	164
				Persons/dwelling unit	2.59
				Equivalent DUs for total park	63

5. Future Noise Environment

The project is being considered in four segments as shown in Figure 1.

In **Segment 1** four alternatives are under consideration. These are variations of using the existing alignment versus new right-of-way, and construction of a conventional intersection at Gostlin/Sheffield, versus a roundabout. For purposes of noise analysis, model runs were made for Alternatives 1, 2 and 4:

- Alternative 1 follows the existing alignment. Relocations are limited to businesses at either end of the segment, and a few residential relocation is mid-segment.
- Alternative 2 is similar to the above but would require more residential relocations at the west end to flatten the curve for a higher design speed (45 mph vs. 40 mph with Alternative 1).
- Alternative 3 was a new alignment alternative judged to be infeasible, so it was not modeled.
- Alternative 4 is a new alignment alternative, which would cause the relocation of all uses along the south side of existing Gostlin Street.

In **Segment 2** three alternatives are under consideration. In each case Sheffield's right-of-way is maintained, but there are variations of conventional intersections at Sheffield/Chicago, versus a roundabout. Segment 2 crosses the Northern Indiana Commuter Transportation District (NICTD) commuter rail line (also known as the South Shore electric) and the CSX rail line. The former runs 18 trains a day in each direction. The latter is estimated to operate upwards of 20 freight trains a day. No grade separations are planned. Alternatives 2 and 3 were modeled. Alternative 1, which would perpetuate a stop sign control at the intersection of Sheffield Avenue and Chicago Street was considered imprudent, and no TNM2.5 model run was made for that alternative.

In **Segment 3** there are two minor alignment variations that use existing right-of-way. The differences were negligible from a noise impact standpoint. Alternative 2 introduces slight curves in the roadway to avoid a number of relocations that would be required by Alternative 1. The results here are for the condition where fewer relocations occur.

In **Segment 4**, the existing road is reconstructed with no right-of-way changes. This means the noise impacts are the same as will occur under No-Build Alternative, so an additional run was not made.

As roadway capacity is being added and federal funds are involved, under 23 CFR, part 772, the entire project is considered a "Type I" noise project. A noise analysis has been performed to determine whether the project will cause noise impacts and, if so, whether there are feasible and reasonable ways to mitigate those impacts.

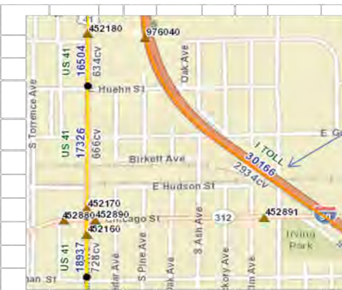
The project design speed will be 40 mph for Alternative 1 in Segment 1 and 45 mph for Alternatives 2 and 4 in Segment 1. Roundabout speeds are set at 15 mph. The posted speed will be 35 mph. Operating speeds of 20 mph were used on all minor side streets, though they contribute almost no noise to the receptors analyzed. Exceptions are Hohman and Calumet avenues, which carry substantial traffic and are posted at 35 mph. In some cases receptors associated with Chicago Street experience noise levels from these side roads as high or higher than from Chicago Street. There are no project noise changes to those major cross roads except from the forecast increase in traffic.

Traffic

Traffic assumptions are shown in Figure 17. For future conditions, 2034 design hour traffic data were drawn from American Structurepoint' s *Chicago Street Traffic Analysis* February 21, 2013. It was augmented on side streets from counts made during the noise measurements.

Peak Hour Traffic for Noise Analysis for Chicago Street Improvement in Hammond

Base data from American Structurepoint Chicago Street Traffic Analysis February 21, 2013



2012

			Clark/Grover	Dear/Wabash							
					72	58		42	34		
						4			2		
395	316		10	20		11			6	236	189
	20		1	1		1			1		12
	59		1	1		1	114		1		35
	1		1	1							1
	1		1	1							1
Gostlin				904						515	
509	407									279	223
	25										14
	76	10	Hanover		170	136		98	79		42
	1	1				9	269		5		1
	1	1				26			15		1
		1				1	Sheffield		1		
		1				1			1	72	58
		5	Marble								4
		2									11
		10									1
		1									1
		1								Chicago	164
										92	74
			derived		78	63		26	21		5
						4			1		14
						12			4		1
						1	105		1		1
						1			1		

					E Chicago			
573	458		446	357			8110x.08	
	29			22	From cnts		From AA	
	86	Hohman		67	278	222	356	285
	1			1		14		18
	1			1		42		53
		1019				1		1
						1		1
					506		649	
					228	182	292	234
						11		15
704	563	1232	528	422		34		44
	35			26		1		1
	106			79		1		1
	1			1				
	1			1				

Towle/Cameron/Henry	Johnson/Torr/Balt	Calumet - from INDOT count site	
10	30	1400	1120
1	1		70
1	1		210
1	1		1
1	1		1
		2-way, 2-lane	
		divide by 4	
			280
			18
			53
			0
			0

13680x.08					
From AA			2-lane		
	601	481	241		100
		30	15		4
		90	45		20
		1	1		1
		1	1		1
1094	Chicago			Columbia	
	493	395	197		100
		25	12		4
	S Columbia	74	37		20
	100	1	1		1
	4	1	1		1
	20				
	1				
	1				

	From INDOT map		
		1/2	1-way I-90
I-90	30166	15083	13575
	2834		452
	0.094	commer	1056
			1
			1

Traffic Distribution

Auto	80	%
Medium truck	5	%
Heavy truck	15	%
Bus	1	filler
Motercycle	1	filler

Peak Hour Percentage

From 24-hr counts - 8% avg of Sheffield and Chicago

2034 All Alternatives

Basic assumption from Traffic Study is background growth of 2.48%/yr. At 22 years this equals 1.84 = 84% growth

All things being equal a doubling of traffic volume increase causes a 3 dBA increase

The equation for change is 10 x log (new volume/old volume)

So here 10 x log (1.84) = 2.65 dBA increase

			Clark/Grover	Dear/Wabash							
					100	80		60	48		
						5			3		
720	576	288	10	20		15			9	440	352
	36	18	1	1		1			1		22
	108	54	1	1		1	160		1		66
	1	1	1	1							1
	1	1	1	1							1
	1450	Gostlin								890	
730	584	292								450	360
	37	18									23
	110	55	Hanover		400	320		260	208		68
	1	1				20	660		13		1
	1	1				60			39		1
		1				1	Sheffield		1		
		1				1			1	260	208
		5	Marble								13
		2									39
		10									1
		1									1
		1								Chicago	660
										400	320
			est. non-zero		78	63		26	21		20
						4			1		60
						12			4		1
						1	105		1		1
						1			1		

700	560		570	456			
	35			29		2 lanes	
	105	Hohman		86	580	464	232
	1			1		29	15
	1			1		87	44
		1270				1	1
						1	1
					1100		
					520	416	208
						26	13
1000	800	1670	670	536		78	39
	50			34		1	1
	150			101		1	1
	1			1			
	1			1			

Towle/Cameron/Henry	Johnson/Torr/Balt	Calumet	
10	30	2570	2056
1	1		129
1	1		386
1	1		1
1	1		1
		lanes = 1/4	
			514
			32
			96
			1
			1

25120x.08					
From AA			2 lanes		
	1060	848	424		120
		53	26		5
		159	79		24
		1	1		1
		1	1		1
2010	Chicago			Columbia	
	950	760	380		120
		47	24		5
		142	71		24
		1	1		1
		1	1		1

From INDOT map	1-way I-90
	24977
	833
	1943
	2
	2

Traffic Distribution

Auto	80	%
Medium truck	5	%
Heavy truck	15	%
Bus	1	filler
Motercycle	1	filler

Peak Hour Percentage

From 24-hr counts - 8% avg of Sheffield and Chicago

Alt 1.4

Volume on remaining Gostlin and Dearborn connection to new align.

30
1
1
1
1

Figure 17
Traffic for TNM2.5 Analysis

Source: American Structurepoint and The Corradino Group

Generally traffic on minor side streets was not grown over time as the neighborhood roads carry only local traffic and are built out. Traffic on I-90 was drawn from INDOT's online interactive traffic volume map: http://dotmaps.indot.in.gov/apps/trafficcounts/. Traffic has been assumed to be the same for all future conditions. The basic growth rate applied to all major roads is 2.48 percent per year. When compounded, this yields an 84 percent growth in traffic between 2012 and 2034. Traffic has been assumed to be the same for all future conditions, build and no build. The basic growth rate applied to all major roads is 2.48 percent per year. When compounded, this yields an 84 percent growth in traffic between 2012 and 2034.

Summary impacts by segment and the alternatives within each segment are shown below in Table 6. Details for each segment follow in Tables 7, 8, 9, and 10.

Table 6 makes it clear that the corridor is today and will continue to be very noisy, with virtually all front row receptors experiencing noise levels approaching or exceeding the NAC. In Segment 1 impacted homes would reduce from 60 to 55 (Alternative 1) or 47 (Alternative 2) because of relocations, when compared to the No-Build Alternative. Meanwhile train noise is a 24-hour occurrence.

In Segment 2 the same situation is the case, with the variability in impacts relating the relocations. Alternative 2 and 3 would impact fewer homes as they would be acquired for the project, with an even greater effect on businesses.

The construction alternatives in Segment 3 have impacts very similar to the no-build condition as the parking lane is taken as a full travel lane, with minor widening.

In Segment 4, only paving will occur, so there is no noise change from no build conditions and Table 10 presents those values. Besides the measurement made to validate the model, a number of receptors were added for the Noll Institute to understand better the noise conditions there. Figure 18 shows the noise measurement site, S6, and receptors Seg 4-51 to Seg 4-54 at a number of locations on the campus. The estimated 2034 noise levels with or without the project are: Seg 4-51 Noll Baseball – 68 dBA; Seg 4-52 Noll Football – 72 dBA; Seg 4-53 Noll Building – 68 dBA, and Seg 4-54 Noll drop-off – 65 dBA.

Figure 18
Noll Institute Noise Levels

Table 6
Receptors Approaching/Exceeding NAC by Segment and Alternative

	Base # Receptors	2012	2034 No-Build	2034 Alt. 1	2034 Alt. 2	2034 Alt. 3	2034 Alt. 4
Segment 1	188	38	65	56	47	NA	8
Single-Fam.	175	37	60	55	47	NA	8
Multifamily	2	0	0	0	0	NA	0
Businesses	11	1	5	1	0	NA	0
Churches	0	0	0	0	0	NA	0
Schools	0	0	0	0	0	NA	0
Parks	0	0	0	0	0	NA	0
Segment 2	58	28	28	NA	10	19	NA
Single-Fam.	46	16	16	NA	9	13	NA
Multifamily	0	0	0	NA	0	0	NA
Businesses	12	12	12	NA	1	6	NA
Churches	0	0	0	NA	0	0	NA
Schools	0	0	0	NA	0	0	NA
Parks	0	0	0	NA	0	0	NA
Segment 3	257	38	59	56	NA	NA	NA
Single-Fam.	236	26	45	42	NA	NA	NA
Multifamily	12	12	12	12	NA	NA	NA
Businesses	9	0	2	2	NA	NA	NA
Churches	0	0	0	0	NA	NA	NA
Schools	0	0	0	0	NA	NA	NA
Parks	0	0	0	0	NA	NA	NA
Segment 4	257	113	138	NA	NA	NA	NA
Single-Fam.	175	46	60	NA	NA	NA	NA
Multifamily	0	0	0	NA	NA	NA	NA
Businesses	14	1	11	NA	NA	NA	NA
Churches	3	2	3	NA	NA	NA	NA
Schools	2	1	1	NA	NA	NA	NA
Parks	63	63	63	NA	NA	NA	NA
Total	760	217	290	NA	NA	NA	NA
Single-Fam.	632	125	181	NA	NA	NA	NA
Multifamily	14	12	12	NA	NA	NA	NA
Businesses	46	14	30	NA	NA	NA	NA
Churches	3	2	3	NA	NA	NA	NA
Schools	2	1[a]	1[a]	NA	NA	NA	NA
Parks	63[a]	63[a]	63[a]	NA	NA	NA	NA

[a] See text for a discussion of the impacts at Irving Park and Noll Institute. Park activity at Irving Park is calculated to equate to 63 dwelling units.
Source: The Corradino Group

Table 7
Noise Level Summary – Segment 1
NAC Approached or Exceeded xx
(X means Receptor is Relocated)

Receptor (Single Family, except "B" is business, and a Street Name = Second Row DUs	Representing	NAC Land Use Cat/ NAC	Estimated 2012 Noise Level (dBA)	No Build 2034 Noise Level (dBA)	Alt. 1 Est. 2034 Noise Level (dBA)	Alt. 2 Est. 2034 Noise Level (dBA)	Alt. 4 Est. 2034 Noise Level (dBA)
Seg 1 B1-4	4 bus.	B/66	64	69	X	X	69
Seg 1-1	1 home	B/66	65	70	71	71	63
Seg 1-2	1 home	B/66	64	69	70	70	62
Seg 1-3	1 home	B/66	64	69	70	70	62
Seg 1-4	1 home	B/66	64	69	70	70	62
Seg 1-5	1 home	B/66	65	71	72	72	62
Seg 1-6	1 home	B/66	65	71	72	72	62
Seg 1-7	1 home	B/66	66	71	72	72	62
Seg 1-8	1 home	B/66	67	71	71	71	63
Seg 1-9	1 home	B/66	65	71	70	70	62
Seg 1-10	1 home	B/66	67	72	72	72	62
Seg 1-11	1 home	B/66	67	72	72	72	62
Seg 1-12	1 home	B/66	67	72	71	71	62
Seg 1-13	1 home	B/66	67	72	71	71	62
Seg 1-14	1 home	B/66	67	72	71	71	62
Seg 1-B5	1 bus.	E/71	68	73	72	72	62
Seg 1-15	1 home	B/66	67	72	71	71	63
Seg 1-16	1 home	B/66	66	71	70	70	62
Seg 1-17	1 home	B/66	66	72	71	71	62
Seg 1-18	1 home	B/66	67	72	71	71	62
Seg 1-19	1 home	B/66	67	72	71	71	62
Seg 1-20	1 home	B/66	63	67	67	67	62
Seg 1-21	1 home	B/66	64	68	67	67	63
Seg 1-22	1 home	B/66	68	73	72	72	64
Seg 1-23	1 home	B/66	56	60	59	59	61
Seg 1-24	1 home	B/66	56	61	60	60	62
Seg 1-B6	1 bus.	E/71	61	66	64	64	68
Seg 1-25	1 home	B/66	66	71	70	X	X
Seg 1-26	1 home	B/66	66	71	70	X	X
Seg 1-27	1 home	B/66	66	71	71	X	X
Seg 1-28	1 home	B/66	66	71	71	X	X
Seg 1-29	1 home	B/66	67	72	72	X	X
Seg 1-30	1 home	B/66	67	71	71	X	X
Seg 1-31	1 home	B/66	65	70	71	X	X
Seg 1-32	1 home	B/66	65	70	71	X	X
Seg 1-33-34	2 DUs (duplex)	B/66	65	70	X	X	X
Seg 1-35	1 home	B/66	66	71	71	71	
Seg 1-36	1 home	B/66	67	71	X	X	X

Seg 1-37	1 home	B/66	67	72	72	72	X
Seg 1-38	1 home	B/66	66	71	72	72	X
Seg 1-39	1 home	B/66	65	70	70	70	X
Seg 1-40	1 home	B/66	67	72	72	72	X
Seg 1-41	1 home	B/66	67	71	71	71	X
Seg 1-42	1 home	B/66	67	72	72	72	X
Seg 1-43	1 home	B/66	67	72	72	72	X
Seg 1-44	1 home	B/66	67	71	71	71	X
Seg 1-45	1 home	B/66	67	71	71	71	X
Seg 1-46	1 home	B/66	65	70	70	70	X
Seg 1-47	1 home	B/66	67	71	71	71	X
Seg 1-48	1 home	B/66	67	72	71	71	X
Seg 1-49	1 home	B/66	67	72	71	71	X
Seg 1-50	1 home	B/66	67	72	71	71	X
Seg 1-51	1 home	B/66	67	71	71	71	X
Seg 1-State Line-15	15 snd row	B/66	58	61	61	61	59
Seg 1-Clark-15	15 snd row	B/66	59	62	61	61	59
Seg 1-Dearborn-13	13 snd row	B/66	58	61	61	61	58
Seg 1-Grover-16	16 snd row	B/66	59	62	61	61	59
Seg 1-Brunswick-18	18 snd row	B/66	54	58	58	58	59
Seg 1-B7	1 bus.	E/71	53	58	57	57	59
Seg 1-Wabash-12	12 snd row	B/66	60	63	63	63	60
Seg 2-1	1 home	B/66	65	69	69	69	68
Seg 2-2	1 home	B/66	65	68	68	68	67
Seg 2-3	1 home	B/66	64	68	68	68	67
Seg 2-4	1 home	B/66	63	67	67	67	65
Seg 2-W Sheffield-13	13 snd row	B/66	63	66	66	66	65
Seg 2-E Sheffield-12	12 snd row	B/66	63	65	65	65	65
Seg 2-5	1 home	B/66	65	68	68	68	67
Seg 2-6	1 home	B/66	65	68	68	68	68
Seg 2-7	1 home	B/66	66	69	69	69	69
Seg 2-8	1 home	B/66	66	69	70	70	69
Seg 2-9	1 home	B/66	67	70	71	71	70
Seg 2-B1	1 bus.	E/71	70	74	X	X	X
Seg 2-B2	1 bus.	E/71	67	72	X	X	X
Seg 2-B3	1 bus.	E/71	72	75	X	X	X
Seg 2-B4	1 bus.	E/71	71	73	X	X	X
Seg 2-10	1 home	B/66	69	72	X	X	X
Seg 2-11	1 home	B/66	73	76	X	X	X
Seg 2-12	1 home	B/66	70	73	X	X	X

Source: The Corradino Group

Table 8
Noise Level Summary – Segment 2
NAC Approached or Exceeded xx
(X means Receptor is Relocated)

Receptor (Single Family, except "B" is business, and a Street Name = Second Row DUs	Representing	NAC Land Use Cat/ NAC	Estimated 2012 Noise Level (dBA)	No Build 2034 Noise Level (dBA)	Alt. 2 Est. 2034 Noise Level (dBA)	Alt. 3 Est. 2034 Noise Level (dBA)
Seg 2-13	1 home	B/66	71	74	X	X
Seg 2-14	1 home	B/66	70	72	73	73
Seg 2-15	1 home	B/66	71	74	74	74
Seg 2-Hanover-19	15 snd row	B/66	62	65	64	64
Seg 2-16	1 home	B/66	70	73	74	74
Seg 2-17	1 home	B/66	70	73	74	74
Seg 2-B5	1 home	B/66	72	75	76	76
Seg 2-18	1 home	B/66	70	73	73	73
Seg 2-19	1 home	B/66	71	74	75	75
Seg 2-20	1 home	B/66	70	74	73	73
Seg 2-21	1 home	B/66	70	73	X	71
Seg 2-22	1 home	B/66	70	73	X	70
Seg 2-23	1 home	B/66	70	73	X	X
Seg 2-24	1 home	B/66	71	74	X	X
Seg 2-25	1 home	B/66	70	73	66	69
Seg 2-26	1 home	B/66	71	74	66	68
Seg 2-27	1 home	B/66	71	74	65	67
Seg 2-B6-7	2 bus.	E/71	67	70	64	65
Seg 2-28	1 home	B/66	68	71	66	66
Seg 2-29	1 home	B/66	63	65	63	64
Seg 2-S Sheffield-10	15 snd row	B/66	64	66	64	64
Seg 2-B8-16 Hoff	9 bus.	E/71	75	77	X	76
Seg 2-18	1 home	B/66	71	74	X	X
Seg 2-19	1 home	B/66	70	72	73	73
Seg 2-20	1 home	B/66	71	74	74	74
Seg 2-21	1 home	B/66	62	65	64	64

Source: The Corradino Group

Table 9
Noise Level Summary – Segment 3
NAC Approached or Exceeded xx
(X means Receptor is Relocated)

Receptor (Single Family, except "B" is business, and a Street Name = Second Row DUs	Representing	NAC Land Use Cat/ NAC	Estimated 2012 Noise Level (dBA)	No Build 2034 Noise Level (dBA)	Alt. 1 Est. 2034 Noise Level (dBA)
Seg 3-B1	1 bus.	E/71	67	69	68
Seg 3-B2	1 bus.	E/71	69	73	72
Seg 3-1-12 MF	12 Multi-Fam	B/66	70	75	72
Seg 3-N Hoffman-11	11 snd row	B/66	63	65	65
Seg 3-13	1 home	B/66	68	72	71
Seg 3-14	1 home	B/66	66	70	69
Seg 3-15	1 home	B/66	65	68	68
Seg 3-S Hoffman-6	6 snd row	B/66	62	65	65
Seg 3-16	1 home	B/66	69	74	X
Seg 3-17	1 home	B/66	64	67	66
Seg 3-18	1 home	B/66	67	72	X
Seg 3-19	1 home	B/66	68	73	71
Seg 3-20	1 home	B/66	65	69	67
Seg 3-N Towle-19	19 snd row	B/66	60	65	64
Seg 3-21-24 SF	4 homes	B/66	70	75	73
Seg 3-25-29 SF	5 homes	B/66	69	74	72
Seg 3-S Towle-18	18 snd row	B/66	62	65	65
Seg 3-30	1 home	B/66	67	72	69
Seg 3-31	1 home	B/66	69	74	71
Seg 3-N Cameron-23	23 snd row	B/66	61	65	64
Seg 3-32	1 home	B/66	68	73	70
Seg 3-33	1 home	B/66	69	74	71
Seg 3-34	1 home	B/66	68	73	70
Seg 3-S Cameron-16	16 snd row	B/66	58	63	63
Seg 3-35	1 home	B/66	65	69	67
Seg 3-36	1 home	B/66	69	74	71
Seg 3-37	1 home	B/66	68	73	70
Seg 3-N Johnson-23	23 snd row	B/66	61	65	64
Seg 3-38	1 home	B/66	68	72	X
Seg 3-39	1 home	B/66	67	71	69
Seg 3-S Johnson-18	18 snd row	B/66	60	65	64
Seg 3-N Henry-21	21 snd row	B/66	60	65	64
Seg 3-B-3	1 bus.	E/71	69	74	X
Seg 3-40	1 home	B/66	68	73	71
Seg 3-41	1 home	B/66	68	73	70
Seg 3-42	1 home	B/66	64	69	67
Seg 3-43	1 home	B/66	67	72	69
Seg 3-S Henry-20	20 snd row	B/66	58	63	62
Seg 3-44	1 home	B/66	61	65	65

Seg 3-45	1 home	B/66	60	64	64
Seg 3-N Torrence-6	6 snd row	B/66	59	63	63
Seg 3-B-4	1 bus.	E/71	64	69	68
Seg 3-46	1 home	B/66	64	68	67
Seg 3-47	1 home	B/66	61	65	65
Seg 3-48	1 home	B/66	63	67	66
Seg 3-49	1 home	B/66	63	67	66
Seg 3-S Torrence-18	18 snd row	B/66	60	65	64
Seg 3-B-5-6	2 bus.	E/71	67	71	70
Seg 3-B-7-9	3 bus.	E/71	67	70	70

Source: The Corradino Group

Table 10
Noise Level Summary – Segment 4
NAC Approached or Exceeded xx
(X means Receptor is Relocated)

Receptor (Single Family, except "B" is business, and a Street Name = Second Row DUs	Representing	NAC Land Use Cat/ NAC	Estimated 2012 Noise Level (dBA)	No Build 2034 Noise Level (dBA)
Seg 4-B-1-2	2 businesses	E/71	66	70
Seg 4-B-3	1 business	E/71	68	73
Seg 4 S Calumet-6	6 snd row	B/66	73	75
Seg 4 SW Cedar-6	6 snd row	B/66	65	69
Seg 4-1	1 home	B/66	67	73
Seg 4-2	1 home	B/66	68	73
Seg 4-3	1 home	B/66	68	74
Seg 4-4	1 home	B/66	68	74
Seg 4-B-4	1 business	B/66	68	73
Seg 4-Church1	Church	B/66	65	71
Seg 4 N Cedar-6	6 snd row	B/66	61	65
Seg 4-5	1 home	B/66	69	74
Seg 4-6	1 home	B/66	68	74
Seg 4-7	1 home	B/66	68	73
Seg 4-8	1 home	B/66	68	73
Seg 4-9	1 home	B/66	67	73
Seg 4 S Cedar-12	12 snd row	B/66	61	65
Seg 4-10	1 home	B/66	68	74
Seg 4-11	1 home	B/66	68	74
Seg 4-12	1 home	B/66	68	73
Seg 4-13	1 home	B/66	68	73
Seg 4 N Pine-10	10 snd row	B/66	62	65
Seg 4 Irving School	School	B/66	59	63
Seg 4-14	1 home	B/66	67	73
Seg 4-15	1 home	B/66	68	74
Seg 4-16	1 home	B/66	68	73
Seg 4-Church2	church	B/66	69	74
Seg 4 N Oak-13	13 snd row	B/66	62	66
Seg 4-17	1 home	B/66	67	73
Seg 4-18	1 home	B/66	68	74
Seg 4-19	1 home	B/66	68	74
Seg 4-20	1 home	B/66	69	74
Seg 4-21	1 home	E/71	61	65
Seg 4-22	1 home	B/66	62	65
Seg 4 S Oak-15	15 snd row	B/66	58	62
Seg 4-23	1 home	B/66	68	73
Seg 4-24	1 home	B/66	67	73
Seg 4-25	1 home	B/66	67	73
Seg 4-26	1 home	B/66	67	72

Seg 4-27	1 home	B/66	69	74
Seg 4-28	1 home	B/66	68	73
Seg 4-29	1 home	B/66	67	73
Seg 4-30	1 home	B/66	68	74
Seg 4-31	1 home	B/66	68	74
Seg 4-32	1 home	B/66	68	74
Seg 4-33	1 home	B/66	69	74
Seg 4-34	1 home	B/66	68	73
Seg 4 S Ash-18	18 snd row	B/66	60	64
Seg 4-Church3	church	B/66	69	74
Seg 4-35	1 home	B/66	66	71
Seg 4-36	1 home	B/66	66	69
Seg 4-37	1 home	B/66	65	68
Seg 4-38	1 home	B/66	65	70
Seg 4-39	1 home	B/66	68	73
Seg 4-40	1 home	B/66	68	74
Seg 4-41	1 home	B/66	68	73
Seg 4-42	1 home	B/66	66	71
Seg 4 N Hickory-4	4 snd row	B/66	64	67
Seg 4-43	1 home	B/66	68	73
Seg 4-44	1 home	B/66	68	74
Seg 4-45	1 home	B/66	68	73
Seg 4-46	1 home	B/66	68	73
Seg 4-47	1 home	B/66	68	74
Seg 4-48	1 home	B/66	68	74
Seg 4-49	1 home	B/66	67	72
Seg 4-50	1 home	B/66	67	72
Seg 4 S Hickory-19	19 snd row	B/66	61	65
Seg S Elm-16	16 snd row	B/66	64	67
Seg 4-B-5	1 business	E/71	67	71
Seg 4-B-6	1 business	E/71	67	73
Seg 4 Irving Park	63 equiv.	B/66	68	72
Seg 4-B-7	1 business	E/71	73	77
Seg 4-B-8	1 business	E/71	70	74
Seg 4-B-9	1 business	E/71	65	70
Seg 4-B-10-12	3 businesses	E/71	64	69
Seg 4-B-13-14	2 businesses	E/71	63	68
Seg 4-51 Noll Baseball	school	B/66	66	68
Seg 4-52 Noll Foot.	school	B/66	72	73
Seg 4-53 Noll Bldg.	school	B/66	68	68
Seg 4-54 Noll drop-off	school	B/66	64	65

Source: The Corradino Group

Conclusions

No mitigation is reasonable or feasible for the many receptors, as identified in Tables 7, 8, 9, and 10, that now experience, and will continue to experience, noise levels approaching or exceeding the NAC. This is true of all segments, for all alternatives.

Noise mitigation can be accomplished a number of ways. Due to limitations on the ability to acquire property for mitigation or to mitigate sites off public right-of-way, the most common form of abatement is the construction of noise barriers. Noise barriers require long, uninterrupted segments to be feasible. If there are existing access points and/or driveways, it is not feasible to construct an effective noise barrier. Gaps in barriers allow noise to pass through the gap, making the desired noise reduction infeasible. All the dwelling units, businesses, and churches where noise levels approach or exceed the NAC are in a front row location along the alignment and need access to the project roadway and sidewalks, meaning there would be continuous gaps in any barrier.

Irving Park presents a special case. A wall could be built along Chicago Street. An estimated 164 people use the park daily within 500 feet of Chicago Street. By INDOT Noise Policy this equates to 63 dwelling unit impacts. However, no noise mitigation is feasible because the east side of the park is bordered by the NICTD commuter rail line and I-90, both elevated about 15-20 feet from the surrounding grade level and thus projecting noise from the rail and highway facilities across the entirety of the park. INDOT requires that noise barriers achieve a 5 dB (A) reduction at a majority (greater than 50%) of the impacted receptors. If a barrier cannot achieve this acoustic goal, abatement is considered to not be acoustically feasible. The noise coming from the commuter rail line and I-90 cannot be mitigated by any wall constructed to mitigate noise from Chicago Street.

Noll Institute is in a similar situation on the east side of I-90. The football and baseball fields and the main building of the catholic high school there will all be subject to noise levels exceeding the NAC, but there is no feasible mitigation due to the presence of I-90.

Based on the studies thus far accomplished, the State of Indiana has not identified any locations where noise abatement is likely. Noise abatement at these locations is based upon preliminary design costs and design criteria. Noise abatement has not been found to be feasible, based on the inability to provide continuous, uninterrupted wall segments, or in the case of Irving Park and the Noll Institute, the presence of I-90 and rail traffic. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

The viewpoints of the benefited residents and property owners are a major consideration in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects. These viewpoints have been determined and addressed during the environmental phase of project development. The will and desires of the public are an important factor in dealing with the overall problems of highway traffic noise. INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program, i.e., and will reexamine the residents' and property owners' views on the desirability and acceptability of abatement during project development.

A Public Involvement (PI) plan was developed that includes formation of a Community Advisory Committee (CAC), a public information meeting, a formal public hearing, and branding of the project, including the creation of the GoChicagoSTreet.com website. Two public meetings were held on May 7,

2013, and a CAC meeting was held May 23, 2013, to solicit input. The noise study, as part of the larger overall environmental assessment, was mentioned during the public information meeting. A public hearing will be held when the environmental document has been released. The results of the noise analysis will be presented during that hearing. When the environmental process is complete, final design will begin.

6. Construction Noise

It is difficult to predict levels of construction noise at a particular receptor or group of receptors. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. Daily construction normally occurs during daylight hours when people tolerate occasional loud noises. The duration for individual receptors should be short; therefore, there are no anticipated disruptions of normal activities. However, the project plans and specifications include provisions requiring the contractor to make every reasonable effort to minimize construction noise through abatement measure such as work-hour controls and maintenance of muffler systems.

7. Coordination with Local Officials

Consistent with 23 CFR 772.17, this report is being provided to the City of Hammond.

APPENDIX A
NOISE MEASUREMENT DATA SHEETS

NOISE DATA SHEET

						AM/PM	Site # N1
Job #: 4093-04						Date: 15 May 2013	
Project: Des. 1297017 Chicago Street, Hammond						Day of Week	M T W T F
Instrumentation	Rion NL-31 Sound Level Meter, slow response, A-weighting, exchange rate = 3						
	Norsonic Sound Calibrator type 1251 @ 114 dB				Calibration Confirmed		Yes/No
Location	Project former Indiana SR 312 NW corner Gostlin & Dearborn					Temp. 75 F	
Receptor Represents	Primarily homes					Heavy Overcast/Light Overcast/ Sunny/ Clear Night/ Overcast Night	
Major Noise Source	Gostlin					Humidity	50 %
Secondary Source	Dearborn					Pavement	Dry/Wet
Land Use Category	A-57dBA Serene Park	B&C-67dBA Residential/Active Park/ Hosp/Church/Section 4(f)	E-72dBA Motels/Rest./ Offices/Devel.	F-NA Agric./Manuf./ Mainten./Retail	G-NA Undevel. lands not yet permitted	Wind	Upwind -1 to –5 Calm –1 to +1 Downwind +1 to +5

	# Lanes	Lane Width	Median Width	Posted Speed	Observed Speed
Major Road	2	20	NA	35	30
Secondary Road	1	32	NA	25	15

Test 1 – 15 min.	From	1:50 PM	To	2:11 PM *
Decibel Reading	67.5	L Aeq	81.7	L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB&SB	SB/WB
Cars	103	91	8	
Medium Trucks (3-axle)	3	4	0	
Heavy Trucks	15	3	0	
Buses	0	0	0	
Motorcycles	0	1	0	

*Paused for grass mowing0

Train horns in distance.

Test 2 – min.	From		To	
Decibel Reading		L Aeq		L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB/EB	SB/WB
Cars			0	
Medium Trucks (3-axle)			0	
Heavy Trucks			0	
Buses			0	
Motorcycles			0	

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NOISE DATA SHEET

		AM/PM	Site # S1
Job #: 4093-04		Date: 15 May 2013	
Project: Des. 1297017	Chicago Street, Hammond	Day of Week	M T W T F
Instrumentation	Rion NL-31 Sound Level Meter, slow response, A-weighting, exchange rate = 3		
	Norsonic Sound Calibrator type 1251 @ 114 dB	Calibration Confirmed	Yes/No
Location	Project former Indiana SR 312 SE corner Gostlin & Dearborn	Temp. 75 F	
Receptor Represents	Primarily homes	Heavy Overcast/Light Overcast/ Sunny/ Clear Night/ Overcast Night	
Major Noise Source	Gostlin	Humidity	50 %
Secondary Source	Dearborn	Pavement	Dry/Wet

Land Use Category	A-57dBA Serene Park	B&C-67dBA Residential/Active Park/ Hosp/Church/Section 4(f)	E-72dBA Motels/Rest./ Offices/Devel.	F-NA Agric./Manuf./ Mainten./Retail	G-NA Undevel. lands not yet permitted

Wind	
	Upwind -1 to –5
	Calm –1 to +1
	Downwind +1 to +5

	# Lanes	Lane Width	Median Width	Posted Speed	*Observed Speed
Major Road	2	20	NA	35	30
Secondary Road	1	32	NA	Unposted	20

Test 1 – min.	From	1:32 PM	To	1:49 PM*
Decibel Reading	67.2	L Aeq	79.2	L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB&SB	SB/WB
Cars	103	68	5	
Medium Trucks (3-axle)	3	3	1	
Heavy Trucks	3	9		
Buses	0	0		
Motorcycles	0	1		

*Paused for NITCD train to pass.

At east end of corridor (beyond reach of this noise measurement is a metal scrap yard that is generating truck traffic.
NICTD trains are very quiet on passby, but they sound their horns at at-grade crossings repeatedly.
With curves at each end of this segment, trucks are accelerating or decelerating.

Test 2 – min.	From		To	
Decibel Reading		L Aeq		L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB/EB	SB/WB
Cars			0	
Medium Trucks (3-axle)			0	
Heavy Trucks			0	
Buses			0	
Motorcycles			0	

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NOISE DATA SHEET

						AM/PM	Site # N2
Job #: 4093-04						Date: 15 May 2013	
Project: Des. 1297017	Chicago Street, Hammond					Day of Week	M T W T F
Instrumentation	Rion NL-31 Sound Level Meter, slow response, A-weighting, exchange rate = 3						
	Norsonic Sound Calibrator type 1251 @ 114 dB				Calibration Confirmed		Yes/No
Location	Project former Indiana SR 312 W side Sheffield N of Gostlin					Temp.	75 F
Receptor Represents	Primarily homes					Heavy Overcast/Light Overcast/ Sunny/ Clear Night/ Overcast Night	
Major Noise Source	Sheffield					Humidity	50 %
Secondary Source	Gostlin					Pavement	Dry/Wet
Land Use Category	A-57dBA Serene Park	B&C-67dBA Residential/Active Park/ Hosp/Church/Section 4(f)	E-72dBA Motels/Rest./ Offices/Devel.	F-NA Agric./Manuf./ Mainten./Retail	G-NA Undevel. lands not yet permitted	Wind	Upwind -1 to –5 Calm –1 to +1 Downwind +1 to +5

	# Lanes	Lane Width	Median Width	Posted Speed	Observed Speed
Major Road	2	24	NA	35	30
Secondary Road	2	20	NA	35	25

Test 1 – min.	From	2:22 PM	To	2:37 PM
Decibel Reading	66.0	L_{Aeq}	87.6	L_{max}
Traffic Volumes	Major Road		Secondary Road	
	N Shef NB&SB	SB/WB	Gos EB	Gos WB
Cars	22		77	67
Medium Trucks (3-axle)	0		5	1
Heavy Trucks	2		2	8
Buses	0		0	0
Motorcycles	0		0	1

Difficult count situation with multiple movements. Difficult geometry, lots of turns, offset of Gostlin.

Test 2 – min.	From		To	
Decibel Reading		L_{Aeq}		L_{max}
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB/EB	SB/WB
Cars			0	
Medium Trucks (3-axle)			0	
Heavy Trucks			0	
Buses			0	
Motorcycles			0	

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NOISE DATA SHEET

					AM/PM	Site # S2
Job #: 4093-04					Date: 15 May 2013	
Project: Des. 1297017 Chicago Street, Hammond					Day of Week	M T W T F
Instrumentation	Rion NL-31 Sound Level Meter, slow response, A-weighting, exchange rate = 3					
	Norsonic Sound Calibrator type 1251 @ 114 dB			Calibration Confirmed		Yes/No
Location	Project former Indiana SR 312 SE corner Sheffield and Marble				Temp.	75 F
Receptor Represents	Primarily homes				Heavy Overcast/Light Overcast/ Sunny/ Clear Night/ Overcast Night	
Major Noise Source	Sheffield				Humidity	50 %
Secondary Source	Marble				Pavement	Dry/Wet
Land Use Category	A-57dBA Serene Park	B&C-67dBA Residential/Active Park/ Hosp/Church/Section 4(f)	E-72dBA Motels/Rest./ Offices/Devel.	F-NA Agric./Manuf./ Mainten./Retail	G-NA Undevel. lands not yet permitted	Wind: Upwind -1 to –5; Calm –1 to +1; Downwind +1 to +5

	# Lanes	Lane Width	Median Width	Posted Speed	Observed Speed
Major Road	2	17	NA	35	20
Secondary Road	1	32	NA	Unposted	15

Test 1 – min.	From	3:00 PM	To	3:15 PM
Decibel Reading	68.1	L Aeq	79.0	L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	EB&WB	SB/WB
Cars	30	93	25	
Medium Trucks (3-axle)	2	2		
Heavy Trucks	4	6		
Buses	0	0		
Motorcycles	0	0		

Pavement is especially rough.
Sheffield crosses CSX track just to north at grade and traffic slows to cross. Stop sign to south also slows NB and SB traffic.
CSX train #3, with repeated horn blasts.

Test 2 – min.	From		To	
Decibel Reading		L Aeq		L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB/EB	SB/WB
Cars			0	
Medium Trucks (3-axle)			0	
Heavy Trucks			0	
Buses			0	
Motorcycles			0	

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NOISE DATA SHEET

						AM/PM	Site # N3
Job #: 4093-04						Date: 15 May 2013	
Project: Des. 1297017 Chicago Street, Hammond						Day of Week	M T W T F
Instrumentation	Rion NL-31 Sound Level Meter, slow response, A-weighting, exchange rate = 3						
	Norsonic Sound Calibrator type 1251 @ 114 dB				Calibration Confirmed		Yes/No
Location	Project former Indiana SR 312 NE corner Chicago and Cameron					Temp. 75 F	
Receptor Represents	Primarily homes					Heavy Overcast/Light Overcast/ Sunny/ Clear Night/ Overcast Night	
Major Noise Source	Chicago Street					Humidity	50 %
Secondary Source	Cameron					Pavement	Dry/Wet
Land Use Category	A-57dBA Serene Park	B&C-67dBA Residential/Active Park/ Hosp/Church/Section 4(f)	E-72dBA Motels/Rest./ Offices/Devel.	F-NA Agric./Manuf./ Mainten./Retail	G-NA Undevel. lands not yet permitted	Wind	Upwind -1 to –5
							Calm –1 to +1
							Downwind +1 to +5

	# Lanes	Lane Width	Median Width	Posted Speed	Observed Speed
Major Road	2	20	NA	35	35
Secondary Road	1	32	NA	25	15

Test 1 – min.	From	3:43 PM	To	3:59 PM
Decibel Reading	67.1	L Aeq	80.6	L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB&SB	SB/WB
Cars	85	61	4	
Medium Trucks (3-axle)	3	4	1	
Heavy Trucks	4	5		
Buses	0	0		
Motorcycles	0	0		

CSX train #4 full container train, repeated horn blasts. Measurement started after horn, but train still present in background.

Test 2 – min.	From		To	
Decibel Reading		L Aeq		L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB/EB	SB/WB
Cars			0	
Medium Trucks (3-axle)			0	
Heavy Trucks			0	
Buses			0	
Motorcycles			0	

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NOISE DATA SHEET

						AM/PM	Site # S3
Job #: 4093-04						Date: 15 May 2013	
Project: Des. 1297017 Chicago Street, Hammond						Day of Week	M T W T F
Instrumentation	Rion NL-31 Sound Level Meter, slow response, A-weighting, exchange rate = 3						
	Norsonic Sound Calibrator type 1251 @ 114 dB				Calibration Confirmed		Yes/No
Location	Project former Indiana SR 312 SE corner Chicago and Cameron					Temp. 75 F	
Receptor Represents	Primarily homes					Heavy Overcast/Light Overcast/ Sunny/ Clear Night/ Overcast Night	
Major Noise Source	Chicago Street					Humidity	50 %
Secondary Source	Cameron					Pavement	Dry/Wet
Land Use Category	A-57dBA Serene Park	B&C-67dBA Residential/Active Park/ Hosp/Church/Section 4(f)	E-72dBA Motels/Rest./ Offices/Devel.	F-NA Agric./Manuf./ Mainten./Retail	G-NA Undevel. lands not yet permitted	Wind	Upwind -1 to –5 Calm –1 to +1 Downwind +1 to +5

	# Lanes	Lane Width	Median Width	Posted Speed	*Observed Speed
Major Road	2	20	NA	35	35
Secondary Road	1	32	NA	25	15

Test 1 – min.	From	3:21 PM	To	3:36 PM
Decibel Reading	69.4	L Aeq	87.9	L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB&SB	SB/WB
Cars	92	73	2	
Medium Trucks (3-axle)	5	3	1	
Heavy Trucks	2	3	0	
Buses	0	0	0	
Motorcycles	0	0	0	

School bus sounded horn several times to bring out parents.

Test 2 – min.	From		To	
Decibel Reading		L Aeq		L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB/EB	SB/WB
Cars			0	
Medium Trucks (3-axle)			0	
Heavy Trucks			0	
Buses			0	
Motorcycles			0	

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NOISE DATA SHEET

						AM/PM	Site # N4
Job #: 4093-04						Date: 15 May 2013	
Project: Des. 1297017 Chicago Street, Hammond						Day of Week	M T W T F
Instrumentation	Rion NL-31 Sound Level Meter, slow response, A-weighting, exchange rate = 3						
	Norsonic Sound Calibrator type 1251 @ 114 dB				Calibration Confirmed		Yes/No
Location	Project former Indiana SR 312 NE corner Chicago and Ash across from church					Temp.	75 F
Receptor Represents	Primarily homes					Heavy Overcast/Light Overcast/ Sunny/ Clear Night/ Overcast Night	
Major Noise Source	Chicago Street					Humidity	50 %
Secondary Source	Ash					Pavement	Dry/Wet
Land Use Category	A-57dBA Serene Park	B&C-67dBA Residential/Active Park/ Hosp/Church/Section 4(f)	E-72dBA Motels/Rest./ Offices/Devel.	F-NA Agric./Manuf./ Mainten./Retail	G-NA Undevel. lands not yet permitted	Wind	Upwind -1 to –5 Calm –1 to +1 Downwind +1 to +5

	# Lanes	Lane Width	Median Width	Posted Speed	*Observed Speed
Major Road	2	20	NA	35	35
Secondary Road	1	32	NA	25	15

Test 1 – 15 min.	From	4:30 PM	To	4:45 PM
Decibel Reading	68.4	L Aeq	82.2	L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB&SB	SB/WB
Cars	111	99	26	
Medium Trucks (3-axle)	1	0	0	
Heavy Trucks	9	5	0	
Buses	0	0	0	
Motorcycles	0	2	0	

BNSF train #7 with repeated horn blasts.
RR gates on Ash at-grade crossing
Train #8 commuter rail.

Test 2 – min.	From		To	
Decibel Reading		L Aeq		L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB/EB	SB/WB
Cars			0	
Medium Trucks (3-axle)			0	
Heavy Trucks			0	
Buses			0	
Motorcycles			0	

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NOISE DATA SHEET

					AM/PM	Site # S4
Job #: 4093-04					Date: 15 May 2013	
Project: Des. 1297017 Chicago Street, Hammond					Day of Week	M T W T F
Instrumentation	Rion NL-31 Sound Level Meter, slow response, A-weighting, exchange rate = 3					
	Norsonic Sound Calibrator type 1251 @ 114 dB			Calibration Confirmed		Yes/No
Location	Project former Indiana SR 312 SW corner Chicago and Ash at setback of Irving School (one block to west)				Temp.	75 F
Receptor Represents	Primarily homes and Irving School				Heavy Overcast/Light Overcast/ Sunny/ Clear Night/ Overcast Night	
Major Noise Source	Chicago Street				Humidity	50 %
Secondary Source	Ash				Pavement	Dry/Wet
Land Use Category	A-57dBA Serene Park	B&C-67dBA Residential/Active Park/ Hosp/Church/Section 4(f)	E-72dBA Motels/Rest./ Offices/Devel.	F-NA Agric./Manuf./ Mainten./Retail	G-NA Undevel. lands not yet permitted	Wind: Upwind -1 to –5 Calm –1 to +1 Downwind +1 to +5

	# Lanes	Lane Width	Median Width	Posted Speed	*Observed Speed
Major Road	2	20	NA	35	35
Secondary Road	1	32	NA	25	15

Test 1 – min.	From	4:03 PM	To	4:24 PM*
Decibel Reading	64.5	L Aeq	78.9	L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB&SB	SB/WB
Cars	83	125	8	
Medium Trucks (3-axle)	3	4		
Heavy Trucks	5	3		
Buses	0	0		
Motorcycles	1	0		

* Paused for ice cream truck

CSX train # 6 with repeated horn blasts at grade crossing to north. Lowered gates with clanking.
Kids playing near noise meter.

Test 2 – min.	From		To	
Decibel Reading		L Aeq		L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB/EB	SB/WB
Cars			0	
Medium Trucks (3-axle)			0	
Heavy Trucks			0	
Buses			0	
Motorcycles			0	

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NOISE DATA SHEET

						AM/PM	Site # S5
Job #: 4093-04						Date: 15 May 2013	
Project: Des. 1297017 Chicago Street, Hammond						Day of Week	M T W T F
Instrumentation	Rion NL-31 Sound Level Meter, slow response, A-weighting, exchange rate = 3						
	Norsonic Sound Calibrator type 1251 @ 114 dB				Calibration Confirmed		Yes/No
Location	Project former Indiana SR 312 South side Chicago in NE corner of Irving Park					Temp. 75 F	
Receptor Represents	Tennis courts and basketball courts and rest of park					Heavy Overcast/Light Overcast/ Sunny/ Clear Night/ Overcast Night	
Major Noise Source	Chicago Street & Indiana Toll Road Close to Chicago Street, it is primary.					Humidity	50 %
Secondary Source	Chicago Street & Indiana Toll Road & NITCD commuter rail line.					Pavement	Dry/Wet
Land Use Category	A-57dBA Serene Park	B&C-67dBA Residential/Active Park/ Hosp/Church/Section 4(f)	E-72dBA Motels/Rest./ Offices/Devel.	F-NA Agric./Manuf./ Mainten./Retail	G-NA Undevel. lands not yet permitted	Wind	Upwind -1 to –5 Calm –1 to +1 Downwind +1 to +5

	# Lanes	Lane Width	Median Width	Posted Speed	*Observed Speed
Major Road	4	12	NA	35/65	35/65
Secondary Road	4	12	NA	35/65	35/65

Test 1 – 15 min.	From	4:51 PM	To	5:06 PM
Decibel Reading	66.9	L Aeq	85.1	L max
Traffic Volumes	Major Road		Sec. Road (Irving Park Drive)	
	NB/EB	SB/WB	NB/EB	SB/WB
Cars	115	112	4	
Medium Trucks (3-axle)	0	2		
Heavy Trucks	2	3		
Buses	0	0		
Motorcycles	0	3		

Train # 8 noted during measurements on CSX track.
Basketball players were making quite a racket. Two courts occupied by almost 40 players, playing or waiting to play.
Train # 9 noted during measurements on CSX track.
Toll Road is shielded by NITCD commuter line.

Test 2 – min.	From		To	
Decibel Reading		L Aeq		L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB/EB	SB/WB
Cars			0	
Medium Trucks (3-axle)			0	
Heavy Trucks			0	
Buses			0	
Motorcycles			0	

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NOISE DATA SHEET

						AM/PM	Site # S6
Job #: 4093-04						Date: 15 May 2013	
Project: Des. 1297017 Chicago Street, Hammond						Day of Week	M T W T F
Instrumentation	Rion NL-31 Sound Level Meter, slow response, A-weighting, exchange rate = 3						
	Norsonic Sound Calibrator type 1251 @ 114 dB				Calibration Confirmed		Yes/No
Location	Project former Indiana SR 312 South side Chicago between ball fields					Temp.	75 F
Receptor Represents	Bishop Noll Institute football field (with bleachers) and baseball field (outfield)					Heavy Overcast/Light Overcast/ Sunny/ Clear Night/ Overcast Night	
Major Noise Source	Chicago & Indiana Toll Road depending on distance from each					Humidity	50 %
Secondary Source	Chicago & Indiana Toll Road					Pavement	Dry/Wet
Land Use Category	A-57dBA Serene Park	B&C-67dBA Residential/Active Park/ Hosp/Church/Section 4(f)	E-72dBA Motels/Rest./ Offices/Devel.	F-NA Agric./Manuf./ Mainten./Retail	G-NA Undevel. lands not yet permitted	Wind	Upwind -1 to –5 Calm –1 to +1 Downwind +1 to +5

	# Lanes	Lane Width	Median Width	Posted Speed	*Observed Speed
Major Road	4	12	NA	35/65	35/65
Secondary Road	4	12	NA	35/65	35/65

Test 1 – min.	From	5:11 PM	To	5:26 PM
Decibel Reading	67.3	L Aeq	81.3	L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB/EB	SB/WB
Cars	137	154		
Medium Trucks (3-axle)	3	3		
Heavy Trucks	3	2		
Buses	0	0		
Motorcycles	1	1		

Girls' softball game

Test 2 – min.	From		To	
Decibel Reading		L Aeq		L max
Traffic Volumes	Major Road		Secondary Road	
	NB/EB	SB/WB	NB/EB	SB/WB
Cars			0	
Medium Trucks (3-axle)			0	
Heavy Trucks			0	
Buses			0	
Motorcycles			0	

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Scantek, Inc.
CALIBRATION LABORATORY

ISO 17025: 2005, ANSI/NCSL Z540:1994 Part 1
ACCREDITED by NVLAP (an ILAC and APLAC signatory)

NVLAP®

NVLAP Lab Code: 200625-0

Calibration Certificate No.28372

Instrument: **Sound Level Meter**
Model: **NL31**
Manufacturer: **Rion**
Serial number: **00541620**
Tested with: **Microphone UC53A s/n 310197**
Preamplifier NH21 s/n 19449
Type (class): **1**
Customer: **Scantek, Inc.**
Tel/Fax: **410-290-7726 / 410-290-9167**

Date Calibrated: **3/18/2013** *Cal Due:* **3/18/2014**

Status:	Received	Sent
In tolerance:	X	X
Out of tolerance:		
See comments:		

Contains non-accredited tests: __Yes X No
Calibration service: __ Basic X Standard

Address: **6430 Dobbin Road, Suite C, Columbia, MD 21045**

Tested in accordance with the following procedures and standards:
Calibration of Sound Level Meters, Scantek Inc., Rev. 6/22/2012
SLM & Dosimeters – Acoustical Tests, Scantek Inc., Rev. 7/6/2011

Instrumentation used for calibration: Nor-1504 Norsonic Test System:

Instrument - Manufacturer	Description	S/N	Cal. Date	Traceability evidence Cal. Lab / Accreditation	Cal. Due
4838-Norsonic	SME Cal Unit	31052	Sep 14, 2012	Scantek, Inc./ NVLAP	Sep 14, 2013
DS-360-SRS	Function Generator	33584	Sep 9, 2011	ACR Env./ A2LA	Sep 9, 2013
34401A-Agilent Technologies	Digital Voltmeter	US36120731	Sep 12, 2012	ACR Env. / A2LA	Sep 12, 2013
HM30-Thommen	Meteo Station	1040170/39633	Dec 6, 2012	ACR Env./ A2LA	Dec 6, 2013
PC Program 1019 Norsonic	Calibration software	v.5.2	Validated Mar 2011	Scantek, Inc.	
1251-Norsonic	Calibrator	30878	Dec 14, 2012	Scantek, Inc./ NVLAP	Dec 14, 2013

Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK).

Environmental conditions:

Temperature (°C)	Barometric pressure (kPa)	Relative Humidity (%)
23.0 °C	100.270 kPa	42.7 %RH

Calibrated by:	Preston Mackin	Authorized signatory:	Mariana Buzduga
Signature	[signature]	Signature	[signature]
Date	3/18/2013	Date	3/19/2013

Calibration Certificates or Test Reports shall not be reproduced, except in full, without written approval of the laboratory.

Noise Analysis

APPENDIX B
TNM2.5 RESULTS
2012 VALIDATION ALL SEGMENTS

Appendix B through Appendix I of the Noise Analysis Report has been
removed in order to save space. The full noise report is available

From: Bales, Ronald
To: Meador, Christine
Cc: dostatnis@gohammond.com; Campbell, Glen; Hope, Briana; Ted Stone; Mcmullen, Kenneth B.
Subject: RE: Des. No. 1297017, Chicago Street, Hammond, Noise Study Report draft
Date: Tuesday, August 20, 2013 1:37:53 PM
Attachments: image[illegible].jpg
Noise Report Ch[illegible] comments.pdf

INDOT –Environmental Services Division (ES) has reviewed the noise study for the above-referenced project and found it to be technically sufficient. As you are aware, INDOT no longer comments on recommendations provided in noise studies for local agency projects. However it is our assessment that the study has been completed in accordance with federal guidelines and state policy.

Please note INDOT-ES does have two comments that will need to be addressed.

Please let us know if you have any questions. Thank you.

Ron Bales
Senior Environmental Manager
INDOT, Environmental Services Division
317-234-4916
rbales@indot.in.gov

From: Meador, Christine [mailto:CMeador@structurepoint.com]
Sent: Friday, August 16, 2013 11:50 AM
To: Bales, Ronald
Cc: dostatnis@gohammond.com; Campbell, Glen; Hope, Briana; Ted Stone; Mcmullen, Kenneth B.
Subject: RE: Des. No. 1297017, Chicago Street, Hammond, Noise Study Report draft

Ron:

The revised report is attached for your review. If you have any questions or comments please let me know.

Also, would you like these documents uploaded to ERMS?

Thank you and have a great weekend.
Chris

From: Bales, Ronald [mailto:rbales@indot.IN.gov]
Sent: Tuesday, August 06, 2013 12:51 PM
To: Meador, Christine
Cc: dostatnis@gohammond.com; Campbell, Glen; Hope, Briana; Ted Stone; Mcmullen, Kenneth B
Subject: RE: Des. No. 1297017, Chicago Street, Hammond, Noise Study Report draft

INDOT-Environmental Services Division (ES) on July 29, 2013 received a noise study for Des. No. 1297017, Chicago Street, Lake County, IN. INDOT-ES reviewed the TNM files along with the noise study. We had a couple of recommendations we would like to see addressed prior to providing technical adequacy. Please find the attached report with INDOT recommendations.

A Consultant Performance Evaluation form has been completed for this submittal per Design Memoranda 11-03 and 11-04 Technical Advisories. Submittals are now placed on INDOTs

Performance Evaluation website. This evaluation will be available under performance ID 13476.

For more information about the Consultant Performance Evaluation process, please visit the following INDOT websites: http://www.in.gov/dot/div/contracts/standards/memos/memos.html & http://www.in.gov/dot/div/contracts/standards/memos/2011/1104-ta.pdf.

Please let us know if you have any questions. Thank you.

Ron Bales
Senior Environmental Manager
INDOT-Environmental Services Division
317-234-4916
rbales@indot.in.gov

From: Meador, Christine [mailto:CMeador@structurepoint.com]
Sent: Monday, July 29, 2013 9:05 AM
To: Bales, Ronald
Cc: dostatnis@gohammond.com; Campbell, Glen; Hope, Briana; Ted Stone
Subject: FW: Des. No. 1297017, Chicago Street, Hammond, Noise Study Report draft

Ron:

Attached is the noise study for the Chicago Street Project for your review. Please let me know if you have any questions. If you have technical questions please feel free to contact Ted directly.

Thank you for your assistance with this project and have a great day.
Chris

Appendix I: Other Studies	
Section 4(f) Coordination	I-1 to I-8
Environmental Justice Analysis	I-9 to I-37
Conceptual Stage Relocation Study	I-38 to I-99
2010-2012 Accident Data from City of Hammond	I-100 to I-104
Road Transfer Memorandum of Agreement	I-105 to I-119

Section 4(f) Coordination

From: Hope, Briana
To: Marlatt, Amy
Subject: FW: Des. No. 1297017 - Chicago Street in Hammond
Date: Tuesday, September 02, 2014 9:38:08 AM

Briana M. Hope
Project Manager, Environmental Services Group
7260 Shadeland Station, Indianapolis, Indiana 46256
T 317.547.5580 E bhope@structurepoint.com
F 317.543.0270 W www.structurepoint.com
C 317.997.5652

From: Bales, Ronald [mailto:rbales@indot.IN.gov]
Sent: Thursday, May 02, 2013 3:26 PM
To: Meador, Christine
Cc: Campbell, Glen; Hope, Briana; Miles, Jason; Mcmullen, Kenneth B.
Subject: RE: Des. No. 1297017 - Chicago Street in Hammond

Chris,

INDOT – Environmental Services Division, through consultation with FHWA, would consider this a Section 4(f) use of Irving Park. Since this is not a significant part of the park, this could be processed under a section 4(f) *de minimis* evaluation. The main components of the *de minimis* evaluations are; a summary of the *de minimis* evaluation within the EA, a letter from the official with jurisdiction concurring with the impacts to the park and the *de minimis* application, and a public notice informing the public of the *de minimis* finding (30 day comment period).

Please let us know if you have any questions. Thank you.

Ron Bales
INOT-Environmental Services Division
317-234-4916

From: Meador, Christine [mailto:CMeador@structurepoint.com]
Sent: Friday, April 12, 2013 8:57 AM
To: Bales, Ronald
Cc: Campbell, Glen; Hope, Briana; Miles, Jason
Subject: Des. No. 1297017 - Chicago Street in Hammond

Ron:

As we have been moving forward with preliminary design options we have determined that portions of the existing sidewalk along Irving Park Road, adjacent to Chicago Street and Irving Park are not

within the existing right-of-way. As part of the Chicago Street improvements, we will be upgrading all the sidewalks to ADA compliance. This will involve reconstruction of the existing sidewalk along Irving Park including slightly widening the sidewalk . In order for this to be included in the project, apparent existing right-of-way/new right-of-way will have to be acquired from the park. For reference see the attached mapping. We anticipate that 335 square feet of permanent right-of-way will be acquired. Both the existing right-of-way and the park are owned by the City of Hammond.

Within Irving Park, on the south side of Chicago Street, there is an existing 4 foot wide sidewalk that is approximately 10 feet south of the back of curb at approximately the existing right-of-way line. This sidewalk will be removed and the right-of-way will be re-graded and grassed. A replacement sidewalk will be constructed entirely within the existing right-of-way at the back of the new curb. A potential future project being investigated by others includes addition of a multi-use path along the park in approximately the location of the existing sidewalk.

As the existing sidewalk is part of the urban streetscape accessible to all, not a part of the park proper, and the area to be acquired is a grassed area adjacent to the existing sidewalk, this does not appear to be a significant recreational resource. As such, I would propose this acquisition is not a Section 4(f) use of the park. Can you please review and let me know if INDOT concurs with this assessment.

Thank you for your assistance on this project and have a great day.

Chris

Christine A. Meador
Project Manager, Environmental Services Group

7260 Shadeland Station, Indianapolis, Indiana 46256
T 317-547-5580 E cmeador@structurepoint.com
F 317-543-0270 W www.structurepoint.com

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AMERICAN
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INC.

June 21, 2013

Mr. Patrick Moore Sr., Administrator
Hammond Parks and Recreation Department
5825 Sohl Avenue
Hammond, Indiana 46320

Re: Section 4(f) Coordination
Chicago Street Widening and Reconstruction
Hammond, Lake County, Indiana
Des. No. 1297017
Project No. 201100320

Dear Mr. Moore:

The City of Hammond is developing a federal-aid project to improve safety, reduce congestion, enhance mobility, address the deteriorating infrastructure, and create a unified east-west corridor along Chicago Street (former SR 312) between South Brainard Avenue at the Indiana border with Illinois and White Oak Avenue at the city of Hammond's border with the city of East Chicago. The existing Chicago Street (former SR 312) corridor traverses three separate roadways, including Gostlin Street, Sheffield Avenue, and Chicago Street as it extends through Hammond.

Various alternatives are being examined for each of the roadways along the project corridor from the state line to Calumet Avenue. All alternatives under evaluation propose to widen Gostlin Street from one lane in each direction to two lanes in direction between the project's western terminus at Brainard Avenue and the intersection of Gostlin Street and Sheffield Avenue. In order to meet the city's goal of having a gateway into Hammond, a center median would also be included along Gostlin Street. All alternatives would also modify the existing configuration along Sheffield Avenue by maintaining one travel lane in each direction, while adding a continuous center left-turn lane. Finally, from its intersection with Hohman Avenue to its intersection with Baltimore Avenue, Chicago Street would be widened to two lanes in each direction. Chicago Street will also be widened at the intersections with Johnson Avenue and Dearborn Avenue to accommodate designated left-turn lanes. Proposed improvements throughout the corridor also include new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and traffic signals.

Chicago Street from Calumet Avenue to White Oak Avenue will reconstruct the existing roadway including curb and gutter, sidewalks, storm sewers, roadway lighting, and traffic signals. Reconstruction of the existing roadway would require the acquisition of minor amounts of strip right-of-way and temporary right-of-way for reconstruction of the sidewalks, curb and gutter, and drive entrances.

For additional information, preliminary design alternatives have been prepared for the project corridor and are summarized in the Alternative Analysis document located on the project website at GoChicagoStreet.com.

In order to construct the project, right-of-way will need to be acquired from Irving Park located at Chicago Street and Columbia Avenue. Right-of-way to be acquired consists of minor strip right-of-way

7260 Shadeland Station Indianapolis, IN 46256-3957 TEL 317.547.5580 FAX 317.543.0270 www.structurepoint.com

along the existing sidewalk proposed for reconstruction along Irving Park Drive. We anticipate that 335 sft of permanent right-of-way will be acquired. The existing stone shoulder will be removed and curb constructed adjacent to the travel lane on Chicago Street, eliminating on-street parking between Columbia Avenue and Irving Park Drive. Sidewalk will also be reconstructed along Chicago Street, adjacent to the back of curb. All efforts will be made to minimize the right-of-way acquisition and any permanent or temporary impacts to park equipment or features. No adverse impacts to the recreational facilities within the park are anticipated.

Because Irving Park is significant and publically owned, it is considered a Section 4(f) resource. Analysis of potential impacts to Section 4(f) resources is required for any federally-funded transportation project. The Federal Highway Administration (FHWA) has developed guidance for projects that do not have significant impacts to Section 4(f) properties. Impacts evaluated under this guidance are termed *de minimis* if they meet certain criteria.

The following criteria must apply for a project to be considered to have *de minimis* impacts to a section 4(f) resource.

1. An official or officials with jurisdiction over the resource must agree in writing the proposed project will not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
2. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
3. The official(s) with jurisdiction over the property are informed of FHWA's or FTA's intent to make the *de minimis* impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).
4. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

The project fulfills or will fulfill all criteria listed above and is not expected to adversely affect the Section 4(f) property. Per criteria Item 1 above, if you agree the proposed Chicago Street Widening and Rehabilitation Project will not adversely affect the Section 4(f) resource under your jurisdiction, we respectfully request your written concurrence. Your written statement of approval must be obtained in order to complete the Section 4(f) *de minimis* evaluation and will be included in the Environmental Documentation for the project.

Project mapping has been included with this letter for your reference. Please feel free to provide your correspondence via standard mail, email, or fax as you would prefer. To facilitate the development of this project, your timely cooperation will be greatly appreciated. Please contact me at (317) 547-5580 or cmeador@structurepoint.com if there are any questions or if additional information is needed.

Very truly yours,
American Structurepoint

Christine Meador
Environmental Scientist

CAM:alo

Enclosures

cc: Stan Dostatni, City of Hammond

201100320

1:40

N

Sdiewalk to be removed and area grassed
Area of Permanent ROW to be acquired from Irving Park
Chicago
Irving
Irving Park
(Stone)
(Conc.)
(Asph.)
(Grass)
119

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE
		VERTICAL SCALE N/A	DESIGNATION NO. 1297017
DESIGNED: _____ DRAWN: _____ CHECKED: _____ CHECKED: _____	Irving Park Exhibit	SURVEY BOOK	SHEETS 1 of 1
		CONTRACT R-34740	PROJECT NO. 1297017

jmolina 6/19/2013 3:16:22 PM P:\2011\00320\D. Drawings\Working Drawings\JPM\Chicago and Irvine Park.dgn

Hammond
Parks & Recreation

Hammond
Parks and Recreation
5825 Sohl Avenue
Hammond, Indiana 46320
Phone: 219-853-6378 Fax: 219-853-6504

Patrick Moore, Administrator **Donna Muta, Superintendent**

July 30, 2013

Ms. Christine Meador
Environmental Scientist
7260 Shadeland Station
Indianapolis, IN 46256-3957

Re: Section 4(f) Coordination
Chicago Street Widening and Reconstruction
Hammond, Lake County, Indiana
Des. No. 1297017
Project No. 201100320

Dear Ms. Meador,

The City of Hammond Parks Department has reviewed and approved the proposed right-of-way from Irving Park located at Chicago Street and Columbia Avenue.

The proposed projects will not affect the activities at Irving Park.

If there are any further questions or other concerns, please feel free to contact the Hammond Civic Center (219) 853-6378.

Respectfully,

Patrick Moore, Sr.
Administration
City of Hammond, Parks & Recreation

Environmental Justice/Community Impacts Analysis

Chicago Street Widening and Reconstruction – Des. No. 1297017
City of Hammond
Lake County, Indiana

Prepared for

City of Hammond
59275 Calumet Avenue
Hammond, Indiana 46320

Prepared by

American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, Indiana 46256-3957

October 2014

7260 Shadeland Station, Indianapolis, Indiana 46256 TEL 317.547.5580 FAX 317.543.0270 www.structurepoint.com

Executive Summary

The proposed project consists of reconstruction and widening of the Chicago Street corridor from the Illinois state line to White Oak Avenue, the eastern Hammond city limits. The Chicago Street corridor utilizes three streets: Gostlin Street (from the Illinois state line to Sheffield Avenue), Sheffield Avenue (from Gostlin Street to Chicago Street), and Chicago Street (from Sheffield Avenue to White Oak Avenue). In addition, two roundabouts, new concrete curb and gutter, and enclosed storm sewer would be constructed.

An evaluation of the Chicago Street project area, with respect to disproportionately high and adverse effects on low-income or minority populations, was conducted. Based on the 2010 US Census data, the project area has a proportionately high minority population in both census tracts encompassing the project. Moreover, one of the two census tracts possesses a high low-income population. The proposed project will require twenty-eight (28) residential and nine (9) business relocations. Based on this data, the potential for environmental justice impacts are present.

Analysis of positive and negative effects of the project on the project area, including low-income or minority populations, was performed. This analysis indicates the benefits of the project are greater than the identified burdens, demonstrating a lack of disproportionately high and adverse effects. Specifically, the proposed project will reduce congestion and traffic delay, enhance pedestrian facilities, improve motorist safety, improve commercial truck mobility, upgrade deteriorating infrastructure, and establish a gateway to the City of Hammond. Noted negative effects (burdens) include proposed residential and business relocations, increased traffic on Chicago Street, increased traffic noise, tree/greenspace removal, and temporary disturbances due to construction.

Significant efforts were made to engage and involve the public in the project planning process. The project team established a project website (www.GoChicagoStreet.com) and dedicated project email address (GoChicagoStreet@structurepoint.com), utilized lawn signs and flyers to announce public meetings and project updates, held two public information meetings, and developed a Community Advisory Committee. Notices for meetings were published in both English and Spanish.

Based on the evaluation of project benefits and burdens, the adverse effects of the project are not considered disproportionately high, and the positive effects of the project outweigh the noted negative effects. Significant efforts were made to encourage full and fair participation by all potentially affected communities in the project planning process, and suggestions and comments received from community participants are being considered in the final project design. As a result of this analysis and public involvement process, the requirements of Executive Order 12898 and the policy principles of the US DOT have been addressed, and no further evaluation is warranted.

Introduction

Executive Order (E.O. 12898) entitled "Environmental Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" was signed on February 11, 1994. E.O. 12898 is primarily a reaffirmation of the principles of the Civil Rights Act of 1964 (Title VI). The major difference between E.O. 12898 and Title VI is that the executive order adds low income populations when examining effects.
An environmental justice (EJ) concern is considered any impact that would have a disproportionately high and adverse effect on an EJ population. For EJ analysis, the reference community is typically a county, city, or town that contains the project and is called the community of comparison (COC). The community that overlaps the project limits is called the affected community (AC). Affected communities which are more than 50 percent minority or low-income are automatically EJ populations. For all other affected communities, an EJ population exists if the low-income population or minority population is 25 percent higher than the population in the community of comparison. A low-income population is a population with a median income that is below the federal poverty guidelines. A minority population consists of individuals who belong to one or more minority groups.

According to the US Department of Transportation policy regarding Environmental Justice, there are three fundamental environmental justice principles: (1) To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations; (2) To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and (3) To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The Chicago Street project area is comprised of two individual census tracts, and both of these census tracts are considered to be an AC. The COC for the project is the City of Hammond.

The following documentation summarizes efforts undertaken for the proposed Chicago Street project (Des. No. 1297017) to identify whether environmental justice concerns exist, including disproportionately high negative effects on populations protected under EO 12898. In addition, this report discusses efforts made to facilitate full and fair participation by all potentially affected communities, and identify mitigation for disproportionately high negative effects.

A. Project Area Demographic Summary

1. Minority and Low-Income Populations

The proposed Chicago Street project area includes portions of two different census tracts. Appendix 1 provides an overview map of the project area showing the census tract boundaries. Utilizing 2010 Census data (US Census Bureau, 2000), an initial demographic analysis was conducted to evaluate the extent of low-income and minority populations within the proposed project area (see table below). This information was compared to the City of Hammond.

	COC City of Hammond	AC 1 Census Tract 203	AC 2 Census Tract 204
LOW-INCOME POPULATION			
Total Population for Whom Poverty Status is Determined	80,785	6,143	5,433
Total Population Below Poverty Level	17,084	924	1,534
Percent Low-Income	21.15%	15.04%	28.23%
125 Percent of COC	26.43%		
AC Percent Low-Income Greater Than 125 Percent of COC?		No	Yes
AC Percent Low-Income Greater Than 50 Percent?		No	No
Population of EJ Concern?		No	Yes
MINORITY POPULATION			
Total Population	81,312	6,143	5,467
Minority Population	46,276	3,525	4,054
Percent Minority	56.91%	57.38%	74.15%
125 Percent of COC	71.14%		
AC Percent Minority Greater Than 125 Percent of COC?		No	Yes
AC Percent Minority Greater Than 50 Percent?		Yes	Yes
Population of EJ Concern?		Yes	Yes

Comparison of the two census tracts within the project area and the City of Hammond indicates the project area's minority population is higher than the City of Hammond in both census tracts within the project area. Moreover, the percentage of the population below the poverty level is higher in one of the two census tracts than within the City of Hammond.

2. Housing Characteristics

Because the majority of the project area is located within Census Tract 204, all relocations are within this tract. According to the 2010 Census data, housing units within the project area are 63.7 percent occupied. The average family size is 3.27.

Census Tract 204 and City of Hammond Housing Statistics

	Census Tract 204	City of Hammond
Total Housing Units	2,011	33,734
Vacant Housing Units	19.8% (398)	14.0% (4,724)
Owner-Occupied Housing Units	63.7% of occupied homes (1,027)	63.4% of occupied homes (18,392)
Avg. Household Size (Owner-Occupied)	3.37	2.92
Avg. Household Size (Renter-Occupied)	3.27	2.49

B. Project Benefits and Burdens Analysis

1. Benefits and Burdens Summary

Based on available Census data (Census 2010), census tracts surrounding the proposed project area indicate a relatively high proportion of low-income and minority populations. The purpose of this analysis is to identify the anticipated benefits of the project, as well as the anticipated project impacts/burdens, and provide a comparison of those anticipated benefits and impacts/burdens. This information was developed as a part of the assessment to determine whether the proposed project will have disproportionate impacts on populations protected under Executive Order 12898. Below is a summary of the benefits and burdens identified for the Chicago Street project.

Anticipated Project Benefits	Anticipated Project Burdens
Reduced congestion and travel delay	Business relocations (9)
Increased vehicular/motorist safety	Residential relocations (28)
Improved commercial truck mobility	Temporary disruptions during construction
Increased pedestrian safety	Increased traffic volume on Chicago Street
Improved sidewalks	Increased traffic noise
Improved storm sewer	Tree removal/reduction of green space
Improved curb and gutter	
Establish gateway to Hammond	
Establish east-west corridor	

2. Anticipated Project Benefits

<u>Reduced congestion and travel delay</u>

As part of the NIRPC Congestion Management Process (CMP), all regionally significant projects are evaluated for their potential impact on congestion relief prior to being amended into the Comprehensive Regional Plan. The goal of the CMP is to first relieve congestion through the implementation of demand management strategies, then growth management strategies, and finally transportation system

strategies. If all recommended alternate strategies prove incapable of relieving congestion within the corridor, then capacity expansion may be considered.

In September 2011, the project corridor was evaluated by NIRPC's Congestion Management Committee (CMC). The evaluation identified traffic congestion issues at a number of locations along Chicago Street. As indicated above, commercial vehicle traffic accounts for approximately 20 percent of the traffic along the project corridor. Large semi-trucks have a difficult time maneuvering turns along the project corridor, especially at the intersection of Gostlin Street and Sheffield Avenue and the intersection of Sheffield Avenue and Chicago Street. Semi-trucks frequently encroach on the opposing travel lane and/or adjacent sidewalk when making these turns and occasionally strike roadside barriers. The inability of large vehicles to easily maneuver through these intersections causes both traffic delays and safety concerns.

Another cause of congestion is the inconsistent lane structure along the Chicago Street corridor. West of the state line, Brainard Avenue is comprised of two lanes in each direction and only one lane in each direction east of the state line. East of Calumet Avenue, the Chicago Street corridor is comprised of two lanes in each direction. West of Calumet Avenue, the Chicago Street corridor is comprised of only one lane in each direction.

The NIRPC *Congestion Management Evaluation Form for Capacity Adding TIP Projects for the Chicago Avenue Reconstruction and Widening Project* indicates congestion and substandard level of service throughout the project corridor. Level of service (LOS) is a scale (A through F) which classifies operating conditions of roads. According to INDOT standards, an LOS of A, B, or C indicates a roadway is operating acceptably. Depicted in the table below is a summary of the 2008 and projected 2040 traffic conditions along the Chicago Street corridor from the Congestion Management Evaluation Form.

NIRPC's Congestion Management Evaluation Form

Criteria	Score	Level of Service
Total Volume /Capacity (V/C) Ratio for 2008	.57	C
AM V/C Ratio for 2008	.64	C
PM V/C Ratio for 2008	.58	C
OP V/C Ratio for 2008	.50	C
Projected Total V/C Ratio for 2040	1.03	F
Projected AM V/C Ratio for 2040	1.02	F
Projected PM V/C Ratio for 2040	1.01	F
Projected OP V/C Ratio for 2040	1.05	F
Average Speed/Posted Speed 2008	8.18/35 MPH = 23%	F
Average Speed/Posted Speed 2040	13.76/35 MPH= 39%	E
Total Level of Service		**D**

The table below provides a summary of the strategies considered by the CMP and the resulting impact on the LOS. As indicated below, a combination of added travel

lanes, demand management, and roadway improvements would yield the greatest level of service improvement.

NIRPC Transportation Strategies to Improve LOS

	Level of Service
LOS 2008	D
LOS with Demand Management	D
LOS with Demand Management & Improvements	C
LOS with Demand Management & Added Travel Lanes	B
LOS with Added Travel Lanes, Demand Management, and Improvements	A

Increased vehicular/motorist safety

Safety issues along the corridor include substandard horizontal curvature, substandard intersection turning radii, lack of designated turning lanes, unrestricted access, and poorly defined lane configurations. Between 2010 and 2012, the 2.1 mile long project corridor has averaged nearly 80 crashes a year or almost one crash every 4.5 days, with roughly 20 percent of these crashes resulting in either an injury or fatality and the remaining 80 percent resulting in property damage. Approximately 29 percent of the crashes annually were rear end collisions which are often the result of vehicles stopped in the travel lane due to congestion at intersections or vehicles stopped to turn into one of the numerous access points which line the project corridor.

The preferred alternative addresses the existing safety need by reducing the number of access points between the western project limits and Sheffield Avenue, correcting horizontal curve radii and substandard intersection turning radii, and adding designated turn lanes.

Improved commercial truck mobility

Chicago Street is a designated truck route through Hammond, with approximately 2,700 commercial vehicles (20-percent of the Annual Average Daily Traffic (AADT)) traveling this route daily. Given the existing variable lane widths; poor roadway geometry at Gostlin Street near the state line; the tight turning radius at the intersection of Gostlin Street and Sheffield Avenue; and the 90 degree turn and three-way stop at the intersection of Sheffield Avenue and Chicago Street, commercial vehicles maneuvering this corridor frequently experience difficulty. Vehicles, particularly semi-trailers, depart the pavement at intersections with substandard turning radii, traversing the sidewalks and residential property. These conditions result in the loss of loads; cause damage to curbs, sidewalks, and private property; and create a safety concern for pedestrians and bicyclists along the project corridor.

The preferred alternative improves mobility by correcting horizontal curve radii and intersection turning radii, allowing commercial trucks to navigate the corridor easier and faster.

Increased pedestrian safety

Due to substandard turning radii at intersections vehicles, particularly semi-trailers, depart the pavement, traversing the sidewalks and residential property. These conditions result in the loss of loads; cause damage to curbs, sidewalks, and private property; and create a safety concern for pedestrians and bicyclists along the project corridor. The proposed project would correct substandard turning radii and prevent vehicles from leaving the pavement in order to complete a turning movement.

Improved sidewalks

The existing sidewalks are in poor condition, and Americans with Disabilities Act (ADA) compliant curb ramps are absent. Additionally, in several locations along the project corridor the sidewalk is located directly adjacent to the roadway. The proposed project would add a buffer between the roadway and sidewalks, creating safer and more desirable sidewalks.

Improved storm sewer

The existing 15- to 72-inch combined storm and sanitary sewer is in poor condition and has exceeded its expected service life. The sewers throughout the project area are mostly brick sewers and, according to the Superintendent of the Hammond Sewer District in a letter dated January 9, 2013, are "*in critical condition and could collapse at any time*." The proposed project would improve the existing storm and sanitary sewer.

Improved curb and gutter

Due to substandard turning radii the curb is often mounted by commercial trucks. As a result the existing curb along the project corridor is in very poor condition. New concrete curb and gutter would be installed as part of the proposed project.

Establish gateway to Hammond

In 2009, the City of Hammond initiated discussions with INDOT regarding relinquishment of the SR 312 corridor to the city. The City requested relinquishment of this roadway due to poor maintenance of the roadway and the City's desire to upgrade the project corridor to an urban gateway to the city and the state. INDOT relinquished SR 312 to the City of Hammond in 2011. The proposed project would accomplish this by improving the roadway, sidewalks, and lighting.

Establish and east-west corridor

As the primary arterial for traffic entering the State of Indiana and the City of Hammond from Illinois and East Chicago, the Chicago Street corridor is a gateway into Hammond from both the east and the west. A need exists for an east-west corridor that connects the industrial areas which lie west of the project area with the manufacturing and commercial areas which lie east of the project area. Currently there is no feasible alternative east-west corridor which connects these two areas

within the vicinity of the project corridor. As previously indicated, commercial vehicle traffic accounts for approximately 20 percent of the traffic within the project corridor. The project corridor is vital to many companies for the sale, manufacture, and distribution of their goods and services. Several alternative corridors were evaluated. However, these alternatives were discarded due to added travel time. The preferred alternative would provide an east-west corridor through the City of Hammond and would effectively connect the industrial, manufacturing, and commercial areas identified in the project need with a roadway capable of handling heavy commercial truck traffic.

3. Anticipated Project Impacts/Burdens – Permanent

Business relocations (9)

Nine businesses would be relocated as part of the proposed project, including four businesses currently in operation and five businesses not currently in operation. Each business relocation presents its own unique challenge in finding a suitable site to relocate, including the transfer of a liquor license, location dependent retail, and an area to conduct automotive repairs. However, there is a wide variety of commercial properties available within the City of Hammond and therefore it is likely that these businesses will find a commercial property suitable for relocation within the city of Hammond. All right-of-way will be acquired in accordance with applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, negotiations, and relocation benefits. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended.

Residential relocations (28)

Twenty-eight single-family residences will be acquired as part of the proposed project. A Conceptual Stage Relocation Study has been conducted for the proposed project, and it has been determined that Decent, Safe, and Sanitary replacement housing is available for home owners within the immediate vicinity of the project. This housing is anticipated to be within the home owners' financial means upon inclusion of relocation benefits, including possible last resort payments. However, there is a lack of available rental properties within the immediate vicinity of the project and therefore those renting their residences may be forced to look elsewhere within the City of Hammond to locate replacement rental housing. While rental rates within the project area are some of the lowest within the area, it is anticipated that with relocation benefits, Decent, Safe, and Sanitary replacement rental housing will be readily available within the City of Hammond. All right-of-way will be acquired in accordance with applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, negotiations, and relocation benefits. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform

Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended.

Increased traffic volume on Chicago Street

Permanent increases in traffic volume are anticipated to occur on Chicago Street as a result of the proposed project. See the table below for a comparison of 2016 and 2036 traffic volumes for the proposed project and the no-build alternative.

Segment	2016 AADT (Build)	2016 AADT (No-Build)	2036 AADT (Build)	2036 AADT (No-Build)
Segment 1: Gostlin St. from state line to Sheffield Ave.	25,633	21,440	33,201	21,856
Segment 2: Sheffield Ave. from Gostlin St. to Chicago St.	11,086	3,972	15,028	5,285
Segment 3: Chicago St. from Sheffield Ave. to Calumet Ave.	16,783	13,276	22,527	16,351
Segment 3: Chicago St. from Calumet Ave. to White Oak Ave.	14,913	12,013	22,277	18,814

Increased traffic noise

A noise analysis was conducted for the project. Currently, 137 dwelling units approach or exceed the Noise Abatement Criteria (NAC), which represent the upper limit of acceptable highway traffic noise. The project would cause an additional 58 dwelling units to experience noise level that approach or exceed the NAC. Noise barriers were considered as mitigation for this increase is traffic noise. However, noise barriers require long, uninterrupted segments to be feasible as gaps in the barriers allow noise to pass through. All dwelling units where noise levels approach or exceed the NAC require access to the roadway and sidewalks, meaning that a continuous noise barrier would not be feasible.

Tree removal/reduction of green space

A letter from the United States Fish and Wildlife Service (USFWS) dated January 8, 2013 stated that the relocation of Gostlin Street and the work on Chicago Street between Hohman Avenue and Torrence Avenue "could consist of the loss of significant numbers of shade trees which provide some bird and small mammal habitat while also providing green space amenities for the residents of the area." The USFWS recommended the creation of mini-parks on remnant parcels as well as tree and shrub plantings to screen residential areas from the roadway. This recommendation has been added to the project commitments.

4. Anticipated Project Impacts/Burdens - Temporary

Temporary disruptions during construction (including noise, dust, vibration, pedestrian and traffic detours)

As with most construction projects, temporary disruptions such as increased noise, dust, and vibration associated with construction activities are possible. Pedestrian and traffic facilities will also be temporarily impacted during construction activities. To minimize disruptions to the community, the project is proposed to be constructed in phases. However, temporary road closures and/or temporary widening may be required for the completion of work in some areas. Access shall be maintained to all residences and businesses throughout construction. The City of Hammond will provide the official detour routes to the local community in advance of construction. This information will be provided to the local news media and will be posted on the project website.

C. Public and Community Involvement

1. Public Information Meetings

Two public information meetings were held on May 7, 2013. The first meeting was held at City Hall at 12:30 p.m. and was attended by approximately 35 people. The second meeting was held at Washington Irving Middle School at 6:00 p.m. and was attended by approximately 25 people. The purpose of these meetings was to discuss the project's purpose and need, the alternatives being investigated, and to provide an opportunity for the public to comment on the proposed project. Conceptual plans of the proposed project were on display for public review. Comment sheets were available at the meetings. One written comment was received from a property owner along the project corridor. The comment was in favor of Alternative 1.4 and cited property damage, safety concerns, and noise as negative existing conditions along the corridor. Public information meeting materials are located Appendix 3.

2. Community Advisory Committee

Community Advisory Committee (CAC) applications were made available at the May 7, 2013 public information meeting. All applications received were accepted. A CAC Meeting was held July 23, 2013 at the Hammond City Library at 6:30 p.m. The meeting was attended by sixteen people and provided an overview of the project along with a discussion of the design issues and community concerns related to the project. The meeting's discussion was mostly centered on general project topics such as aesthetics, flooding, and snow removal. When asked to identify what they felt were the benefits of the project, CAC members cited investment in the community, bringing people back to the north side of the city, creating a boulevard, safety, and creating a noise buffer as being the primary benefits. The CAC members identified property acquisition and concerns regarding use of the roundabout, particularly by the elderly population, as being the negative aspects of the project. A copy of the meeting's agenda, handout sheets, sign in sheets, and meeting minutes are included in Appendix 4. A second CAC meeting will be held after environmental approval as the project team moves forward with design.

D. Discussion and Conclusions

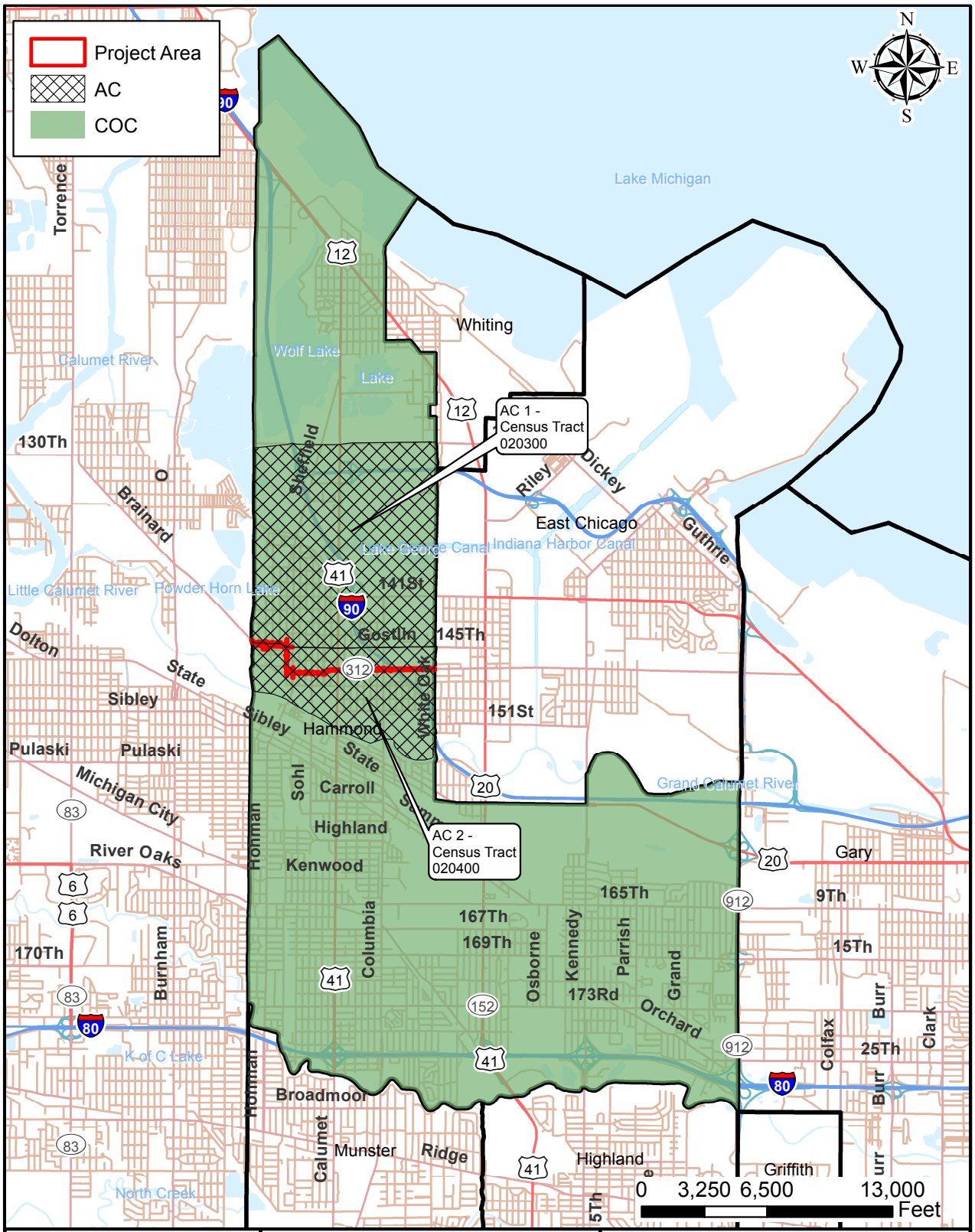
US Census data (2010) for the Chicago Street project area indicate proportionately high low-income and minority populations exist within the project area. Moreover, the proposed project will require twenty-eight (28) residential and nine (9) business relocations. Based on this data, the potential for environmental justice impacts are present. Analysis of positive and negative effects of the project on the project area indicates the benefits of the project are greater than the identified burdens.

Based on the evaluation of project benefits and burdens, the adverse effects of the project are not considered disproportionately high and the positive effects of the project more than offset the noted negative effects. Significant efforts were made to encourage full and fair participation by all potentially affected communities during the project planning process. As a result of this analysis and public involvement process, the requirements of Executive Order 12898 and the policy principles of the US DOT have been addressed.

EJ Analysis

APPENDIX 1

Map of US Census Tract Boundaries



Path: P:\2011\00320\D. Drawings\Environmental\Exhibits\201100320.EV.2014.09-30.Map.EJ.ALM.mxd Date:9/30/2014 User:amarlatt

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Environmental Justice Mapping

City of Hammond
Engineering Deptartment
5925 Calumet Ave.
Hammond, IN 46320

Des. No. 1297017
Chicago Street Widening and Reconstruction

Location: Hammond
Township: North
County: Lake
State: Indiana

Date: 09/05/2012

EJ Analysis

APPENDIX 2

US CENSUS DATA

B17001

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE
Universe: Population for whom poverty status is determined
2006-2010 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides intercensal estimates of the population for the nation, states, and counties.

	Cook County, Illinois		Lake County, Indiana		Census Tract 8257, Cook County, Illinois
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total:	5,096,774	+/-2,894	488,660	+/-663	3,940
Income in the past 12 months below poverty level:	778,340	+/-12,078	78,588	+/-2,793	755
Male:	341,804	+/-5,807	34,014	+/-1,567	379
Under 5 years	39,671	+/-1,593	5,225	+/-534	34
5 years	7,492	+/-602	986	+/-230	27
6 to 11 years	46,209	+/-1,697	5,192	+/-521	49
12 to 14 years	22,698	+/-1,213	3,173	+/-392	13
15 years	8,035	+/-631	510	+/-145	10
16 and 17 years	14,782	+/-887	1,378	+/-249	12
18 to 24 years	45,887	+/-1,841	3,397	+/-426	26
25 to 34 years	43,521	+/-1,624	3,667	+/-413	44
35 to 44 years	35,942	+/-1,497	3,280	+/-521	112
45 to 54 years	32,492	+/-1,257	3,590	+/-647	33
55 to 64 years	22,959	+/-1,043	2,066	+/-288	19
65 to 74 years	12,445	+/-703	846	+/-187	0
75 years and over	9,671	+/-785	704	+/-143	0
Female:	436,536	+/-7,208	44,574	+/-2,014	376
Under 5 years	39,256	+/-1,571	5,103	+/-441	29
5 years	7,466	+/-654	882	+/-234	0
6 to 11 years	45,643	+/-1,787	5,710	+/-599	53
12 to 14 years	22,685	+/-1,141	2,006	+/-314	33
15 years	7,457	+/-638	705	+/-219	0
16 and 17 years	15,029	+/-831	1,329	+/-251	6
18 to 24 years	60,460	+/-1,902	5,566	+/-470	14
25 to 34 years	69,775	+/-2,004	6,758	+/-542	35
35 to 44 years	50,081	+/-1,640	5,411	+/-529	82
45 to 54 years	42,647	+/-1,763	4,255	+/-425	53
55 to 64 years	30,383	+/-1,154	3,121	+/-344	36
65 to 74 years	22,237	+/-949	1,694	+/-279	10
75 years and over	23,417	+/-1,041	2,034	+/-269	25
Income in the past 12 months at or above poverty level:	4,318,434	+/-12,472	410,072	+/-2,809	3,185
Male:	2,121,519	+/-5,837	201,943	+/-1,639	1,619
Under 5 years	134,008	+/-1,531	11,899	+/-534	93
5 years	24,304	+/-1,093	2,281	+/-343	15
6 to 11 years	158,407	+/-2,325	16,087	+/-776	76

	Cook County, Illinois		Lake County, Indiana		Census Tract 8257, Cook County, Illinois
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
12 to 14 years	83,286	+/-1,675	8,691	+/-572	155
15 years	29,424	+/-994	3,047	+/-282	32
16 and 17 years	59,926	+/-1,324	6,566	+/-327	39
18 to 24 years	196,902	+/-1,752	17,525	+/-517	232
25 to 34 years	361,012	+/-1,724	26,214	+/-424	260
35 to 44 years	318,077	+/-1,564	27,681	+/-535	177
45 to 54 years	309,928	+/-1,275	32,229	+/-652	243
55 to 64 years	227,215	+/-1,031	24,771	+/-295	146
65 to 74 years	123,826	+/-739	14,108	+/-181	60
75 years and over	95,204	+/-868	10,844	+/-167	91
Female:	2,196,915	+/-7,665	208,129	+/-1,919	1,566
Under 5 years	128,514	+/-1,548	11,479	+/-428	54
5 years	24,927	+/-1,033	2,481	+/-294	33
6 to 11 years	149,093	+/-2,547	15,173	+/-675	131
12 to 14 years	80,054	+/-2,194	8,525	+/-583	110
15 years	28,110	+/-1,141	3,083	+/-253	3
16 and 17 years	57,444	+/-1,110	5,936	+/-315	14
18 to 24 years	183,104	+/-1,958	15,080	+/-491	146
25 to 34 years	343,804	+/-1,993	25,472	+/-549	235
35 to 44 years	313,840	+/-1,690	27,754	+/-532	211
45 to 54 years	326,929	+/-1,794	34,217	+/-434	283
55 to 64 years	254,468	+/-1,155	26,120	+/-349	192
65 to 74 years	152,318	+/-938	16,607	+/-280	78
75 years and over	154,310	+/-1,375	16,202	+/-350	76

	Census Tract 8257, Cook County, Illinois	Census Tract 203, Lake County, Indiana		Census Tract 204, Lake County, Indiana	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	+/-185	6,143	+/-785	5,433	+/-661
Income in the past 12 months below poverty level:	+/-277	924	+/-365	1,534	+/-449
Male:	+/-183	342	+/-184	823	+/-261
Under 5 years	+/-29	25	+/-31	107	+/-63
5 years	+/-43	13	+/-22	34	+/-40
6 to 11 years	+/-45	20	+/-31	119	+/-69
12 to 14 years	+/-16	0	+/-119	120	+/-64
15 years	+/-15	0	+/-119	17	+/-24
16 and 17 years	+/-15	0	+/-119	8	+/-14
18 to 24 years	+/-31	23	+/-26	111	+/-76
25 to 34 years	+/-39	139	+/-122	72	+/-59
35 to 44 years	+/-71	34	+/-38	108	+/-61
45 to 54 years	+/-49	16	+/-27	57	+/-50
55 to 64 years	+/-20	40	+/-57	41	+/-39
65 to 74 years	+/-119	17	+/-27	29	+/-35
75 years and over	+/-119	15	+/-24	0	+/-119
Female:	+/-133	582	+/-257	711	+/-230
Under 5 years	+/-26	167	+/-127	61	+/-45
5 years	+/-119	0	+/-119	7	+/-13
6 to 11 years	+/-34	16	+/-27	128	+/-79
12 to 14 years	+/-30	17	+/-27	14	+/-24
15 years	+/-119	0	+/-119	22	+/-34
16 and 17 years	+/-8	18	+/-30	0	+/-119
18 to 24 years	+/-17	80	+/-69	103	+/-68
25 to 34 years	+/-28	25	+/-30	126	+/-79
35 to 44 years	+/-49	61	+/-51	160	+/-75
45 to 54 years	+/-32	69	+/-58	11	+/-17
55 to 64 years	+/-31	65	+/-50	27	+/-34
65 to 74 years	+/-17	0	+/-119	33	+/-43
75 years and over	+/-24	64	+/-48	19	+/-31
Income in the past 12 months at or above poverty level:	+/-327	5,219	+/-894	3,899	+/-631
Male:	+/-212	2,590	+/-472	1,787	+/-332
Under 5 years	+/-45	235	+/-150	122	+/-65
5 years	+/-17	8	+/-15	0	+/-119
6 to 11 years	+/-48	123	+/-109	161	+/-90
12 to 14 years	+/-72	227	+/-139	93	+/-73
15 years	+/-26	26	+/-45	36	+/-47
16 and 17 years	+/-24	92	+/-69	114	+/-68
18 to 24 years	+/-119	347	+/-203	174	+/-71
25 to 34 years	+/-88	211	+/-104	299	+/-120
35 to 44 years	+/-65	383	+/-148	221	+/-103
45 to 54 years	+/-62	391	+/-102	240	+/-88
55 to 64 years	+/-47	181	+/-94	177	+/-72
65 to 74 years	+/-32	141	+/-72	98	+/-45
75 years and over	+/-41	225	+/-119	52	+/-28
Female:	+/-203	2,629	+/-533	2,112	+/-380
Under 5 years	+/-47	49	+/-42	230	+/-103
5 years	+/-47	143	+/-129	79	+/-63
6 to 11 years	+/-55	222	+/-143	151	+/-71
12 to 14 years	+/-44	8	+/-15	71	+/-43
15 years	+/-5	58	+/-96	58	+/-49
16 and 17 years	+/-15	94	+/-80	48	+/-33
18 to 24 years	+/-77	243	+/-126	145	+/-92
25 to 34 years	+/-88	391	+/-159	351	+/-127
35 to 44 years	+/-61	384	+/-149	291	+/-115
45 to 54 years	+/-65	419	+/-176	286	+/-89
55 to 64 years	+/-56	260	+/-97	188	+/-62
65 to 74 years	+/-39	193	+/-96	37	+/-24

	Census Tract 8257, Cook County, Illinois	Census Tract 203, Lake County, Indiana		Census Tract 204, Lake County, Indiana	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
75 years and over	+/-32	165	+/-59	177	+/-96

	Census Tract 305, Lake County, Indiana		Burnham village, Illinois		East Chicago city, Indiana
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total:	3,966	+/-389	3,940	+/-185	30,105
Income in the past 12 months below poverty level:	712	+/-311	755	+/-277	9,950
Male:	221	+/-132	379	+/-183	3,940
Under 5 years	31	+/-40	34	+/-29	532
5 years	37	+/-49	27	+/-43	192
6 to 11 years	44	+/-44	49	+/-45	853
12 to 14 years	24	+/-37	13	+/-16	475
15 years	0	+/-119	10	+/-15	122
16 and 17 years	0	+/-119	12	+/-15	175
18 to 24 years	10	+/-15	26	+/-31	283
25 to 34 years	10	+/-20	44	+/-39	323
35 to 44 years	46	+/-47	112	+/-71	456
45 to 54 years	0	+/-119	33	+/-49	176
55 to 64 years	19	+/-22	19	+/-20	173
65 to 74 years	0	+/-119	0	+/-119	105
75 years and over	0	+/-119	0	+/-119	75
Female:	491	+/-213	376	+/-133	6,010
Under 5 years	92	+/-88	29	+/-26	758
5 years	27	+/-42	0	+/-119	178
6 to 11 years	15	+/-16	53	+/-34	761
12 to 14 years	7	+/-11	33	+/-30	381
15 years	0	+/-119	0	+/-119	108
16 and 17 years	22	+/-34	6	+/-8	149
18 to 24 years	142	+/-84	14	+/-17	849
25 to 34 years	128	+/-82	35	+/-28	1,043
35 to 44 years	31	+/-38	82	+/-49	780
45 to 54 years	27	+/-26	53	+/-32	343
55 to 64 years	0	+/-119	36	+/-31	326
65 to 74 years	0	+/-119	10	+/-17	156
75 years and over	0	+/-119	25	+/-24	178
Income in the past 12 months at or above poverty level:	3,254	+/-423	3,185	+/-327	20,155
Male:	1,694	+/-319	1,619	+/-212	9,899
Under 5 years	160	+/-82	93	+/-45	669
5 years	15	+/-20	15	+/-17	148
6 to 11 years	186	+/-91	76	+/-48	962
12 to 14 years	42	+/-35	155	+/-72	518
15 years	44	+/-41	32	+/-26	106
16 and 17 years	83	+/-61	39	+/-24	339
18 to 24 years	80	+/-80	232	+/-119	848
25 to 34 years	221	+/-122	260	+/-88	1,704
35 to 44 years	270	+/-111	177	+/-65	1,219
45 to 54 years	179	+/-71	243	+/-62	1,345
55 to 64 years	238	+/-77	146	+/-47	977
65 to 74 years	95	+/-78	60	+/-32	598
75 years and over	81	+/-51	91	+/-41	466
Female:	1,560	+/-209	1,566	+/-203	10,256
Under 5 years	103	+/-68	54	+/-47	752
5 years	0	+/-119	33	+/-47	44
6 to 11 years	119	+/-68	131	+/-55	692
12 to 14 years	71	+/-48	110	+/-44	715
15 years	16	+/-20	3	+/-5	120
16 and 17 years	15	+/-28	14	+/-15	311
18 to 24 years	176	+/-88	146	+/-77	853
25 to 34 years	313	+/-110	235	+/-88	1,497
35 to 44 years	127	+/-59	211	+/-61	1,151
45 to 54 years	190	+/-54	283	+/-65	1,634
55 to 64 years	244	+/-81	192	+/-56	1,129
65 to 74 years	103	+/-40	78	+/-39	686

	Census Tract 305, Lake County, Indiana		Burnham village, Illinois		East Chicago city, Indiana
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
75 years and over	83	+/-57	76	+/-32	672

	East Chicago city, Indiana	Hammond city, Indiana	
	Margin of Error	Estimate	Margin of Error
Total:	+/-121	80,785	+/-190
Income in the past 12 months below poverty level:	+/-945	17,084	+/-1,517
Male:	+/-512	7,388	+/-812
Under 5 years	+/-187	1,230	+/-277
5 years	+/-98	332	+/-140
6 to 11 years	+/-165	985	+/-285
12 to 14 years	+/-180	784	+/-251
15 years	+/-77	138	+/-80
16 and 17 years	+/-101	238	+/-103
18 to 24 years	+/-118	894	+/-210
25 to 34 years	+/-145	867	+/-214
35 to 44 years	+/-155	803	+/-192
45 to 54 years	+/-79	503	+/-165
55 to 64 years	+/-71	408	+/-142
65 to 74 years	+/-75	126	+/-66
75 years and over	+/-53	80	+/-47
Female:	+/-629	9,696	+/-907
Under 5 years	+/-207	1,286	+/-302
5 years	+/-94	115	+/-74
6 to 11 years	+/-212	1,295	+/-336
12 to 14 years	+/-129	439	+/-121
15 years	+/-76	221	+/-118
16 and 17 years	+/-85	189	+/-85
18 to 24 years	+/-210	1,258	+/-216
25 to 34 years	+/-214	1,494	+/-246
35 to 44 years	+/-210	1,320	+/-228
45 to 54 years	+/-126	821	+/-210
55 to 64 years	+/-114	533	+/-141
65 to 74 years	+/-56	245	+/-120
75 years and over	+/-83	480	+/-150
Income in the past 12 months at or above poverty level:	+/-939	63,701	+/-1,510
Male:	+/-576	31,770	+/-824
Under 5 years	+/-166	2,207	+/-342
5 years	+/-79	325	+/-126
6 to 11 years	+/-202	2,096	+/-299
12 to 14 years	+/-167	1,228	+/-290
15 years	+/-58	513	+/-143
16 and 17 years	+/-120	1,399	+/-238
18 to 24 years	+/-227	3,211	+/-309
25 to 34 years	+/-220	5,061	+/-436
35 to 44 years	+/-202	4,603	+/-440
45 to 54 years	+/-209	4,543	+/-313
55 to 64 years	+/-164	3,193	+/-362
65 to 74 years	+/-156	1,965	+/-204
75 years and over	+/-113	1,426	+/-193
Female:	+/-627	31,931	+/-1,033
Under 5 years	+/-193	2,194	+/-303
5 years	+/-45	607	+/-177
6 to 11 years	+/-156	2,328	+/-329
12 to 14 years	+/-184	890	+/-196
15 years	+/-68	557	+/-145
16 and 17 years	+/-124	954	+/-199
18 to 24 years	+/-193	2,914	+/-368
25 to 34 years	+/-230	4,321	+/-428
35 to 44 years	+/-179	4,551	+/-351
45 to 54 years	+/-248	4,656	+/-441
55 to 64 years	+/-178	3,555	+/-309
65 to 74 years	+/-141	2,075	+/-248

	East Chicago city, Indiana	Hammond city, Indiana	
	Margin of Error	Estimate	Margin of Error
75 years and over	+/-137	2,329	+/-245

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2006-2010 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
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5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

B03002

HISPANIC OR LATINO ORIGIN BY RACE

Universe: Total population

2006-2010 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides intercensal estimates of the population for the nation, states, and counties.

	Cook County, Illinois		Lake County, Indiana		Census Tract 8257, Cook County, Illinois
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total:	5,172,848	*****	494,417	*****	4,188
Not Hispanic or Latino:	3,969,911	*****	415,844	*****	3,525
White alone	2,294,644	+/-905	277,053	+/-387	664
Black or African American alone	1,289,020	+/-1,898	124,491	+/-771	2,810
American Indian and Alaska Native alone	5,234	+/-522	977	+/-165	0
Asian alone	313,605	+/-1,729	5,862	+/-278	42
Native Hawaiian and Other Pacific Islander alone	941	+/-366	108	+/-40	0
Some other race alone	12,104	+/-1,293	1,121	+/-369	0
Two or more races:	54,363	+/-2,468	6,232	+/-827	9
Two races including Some other race	4,685	+/-931	827	+/-331	0
Two races excluding Some other race, and three or more races	49,678	+/-2,180	5,405	+/-726	9
Hispanic or Latino:	1,202,937	*****	78,573	*****	663
White alone	504,663	+/-8,727	32,390	+/-1,922	329
Black or African American alone	14,301	+/-1,472	1,346	+/-346	16
American Indian and Alaska Native alone	5,127	+/-967	294	+/-161	2
Asian alone	3,044	+/-519	122	+/-87	0
Native Hawaiian and Other Pacific Islander alone	358	+/-159	6	+/-11	0
Some other race alone	644,987	+/-9,083	39,417	+/-1,984	316
Two or more races:	30,457	+/-2,230	4,998	+/-722	0
Two races including Some other race	22,232	+/-1,654	3,783	+/-576	0
Two races excluding Some other race, and three or more races	8,225	+/-1,152	1,215	+/-341	0

	Census Tract 8257, Cook County, Illinois	Census Tract 203, Lake County, Indiana		Census Tract 204, Lake County, Indiana	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	+/-26	6,143	+/-785	5,467	+/-666
Not Hispanic or Latino:	+/-158	3,440	+/-577	1,890	+/-296
White alone	+/-132	2,618	+/-383	1,413	+/-270
Black or African American alone	+/-168	562	+/-477	424	+/-124
American Indian and Alaska Native alone	+/-119	0	+/-119	4	+/-8
Asian alone	+/-66	204	+/-183	24	+/-45
Native Hawaiian and Other Pacific Islander alone	+/-119	0	+/-119	0	+/-119
Some other race alone	+/-119	0	+/-119	0	+/-119
Two or more races:	+/-11	56	+/-56	25	+/-36
Two races including Some other race	+/-119	0	+/-119	0	+/-119
Two races excluding Some other race, and three or more races	+/-11	56	+/-56	25	+/-36
Hispanic or Latino:	+/-158	2,703	+/-604	3,577	+/-603
White alone	+/-121	670	+/-303	1,240	+/-381
Black or African American alone	+/-16	0	+/-119	0	+/-119
American Indian and Alaska Native alone	+/-4	0	+/-119	56	+/-92
Asian alone	+/-119	10	+/-25	0	+/-119
Native Hawaiian and Other Pacific Islander alone	+/-119	0	+/-119	0	+/-119
Some other race alone	+/-139	1,934	+/-592	2,188	+/-586
Two or more races:	+/-119	89	+/-84	93	+/-94
Two races including Some other race	+/-119	72	+/-78	90	+/-93
Two races excluding Some other race, and three or more races	+/-119	17	+/-27	3	+/-8

	Census Tract 305, Lake County, Indiana		Burnham village, Illinois		East Chicago city, Indiana
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total:	3,966	+/-389	4,188	+/-26	30,218
Not Hispanic or Latino:	1,257	+/-330	3,525	+/-158	15,293
White alone	246	+/-122	664	+/-132	2,075
Black or African American alone	852	+/-279	2,810	+/-168	12,942
American Indian and Alaska Native alone	46	+/-55	0	+/-119	57
Asian alone	104	+/-159	42	+/-66	104
Native Hawaiian and Other Pacific Islander alone	0	+/-119	0	+/-119	0
Some other race alone	0	+/-119	0	+/-119	0
Two or more races:	9	+/-14	9	+/-11	115
Two races including Some other race	9	+/-14	0	+/-119	97
Two races excluding Some other race, and three or more races	0	+/-119	9	+/-11	18
Hispanic or Latino:	2,709	+/-434	663	+/-158	14,925
White alone	786	+/-285	329	+/-121	5,011
Black or African American alone	51	+/-53	16	+/-16	194
American Indian and Alaska Native alone	0	+/-119	2	+/-4	0
Asian alone	0	+/-119	0	+/-119	0
Native Hawaiian and Other Pacific Islander alone	0	+/-119	0	+/-119	0
Some other race alone	1,711	+/-422	316	+/-139	8,954
Two or more races:	161	+/-147	0	+/-119	766
Two races including Some other race	107	+/-132	0	+/-119	587
Two races excluding Some other race, and three or more races	54	+/-60	0	+/-119	179

	East Chicago city, Indiana	Hammond city, Indiana	
	Margin of Error	Estimate	Margin of Error
Total:	+/-27	81,312	+/-42
Not Hispanic or Latino:	+/-769	53,484	+/-1,126
White alone	+/-346	35,036	+/-1,222
Black or African American alone	+/-748	15,801	+/-1,136
American Indian and Alaska Native alone	+/-59	104	+/-73
Asian alone	+/-159	927	+/-504
Native Hawaiian and Other Pacific Islander alone	+/-119	7	+/-12
Some other race alone	+/-119	154	+/-113
Two or more races:	+/-139	1,455	+/-369
Two races including Some other race	+/-140	199	+/-136
Two races excluding Some other race, and three or more races	+/-23	1,256	+/-343
Hispanic or Latino:	+/-768	27,828	+/-1,123
White alone	+/-732	9,751	+/-1,049
Black or African American alone	+/-123	304	+/-167
American Indian and Alaska Native alone	+/-119	118	+/-108
Asian alone	+/-119	64	+/-67
Native Hawaiian and Other Pacific Islander alone	+/-119	0	+/-119
Some other race alone	+/-930	16,003	+/-1,349
Two or more races:	+/-302	1,588	+/-407
Two races including Some other race	+/-295	1,255	+/-375
Two races excluding Some other race, and three or more races	+/-93	333	+/-174

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EJ Analysis

APPENDIX 3

PUBLIC INFORMATION MEETING

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EJ Analysis

APPENDIX 4

COMMUNITY ADVISORY COMMITTEE

See Appendix F, Page F-45 to F-71

Conceptual Stage Relocation Study

City of Hammond
5925 Calumet Avenue
Hammond, Indiana 46320

Indiana Department of Transportation
Office of Environmental Services
642 Government Center North
100 North Senate Avenue
Indianapolis, Indiana 46204

Federal Highway Administration
254 Federal Office Building
575 North Pennsylvania Street
Indianapolis, Indiana 46204

July 2014

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Executive Summary

The purpose of conducting a CSRS is to determine the potential effects of relocating residences and businesses in the community as part of a proposed project. For this proposed project, the City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the city of Hammond. The proposed project will include improvements to the existing roadway, including new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. The entire length of the proposed project is approximately 2.1 miles.

The purpose of this proposed undertaking is to improve safety, reduce congestion, enhance mobility, address the deteriorating infrastructure, and create a unified east-west corridor throughout the project corridor. During the development of alternatives, extensive efforts were made to avoid or minimize impacts to residents, businesses, institutions, and communities including adjusting the roadway alignment to avoid parcel impacts while still meeting the project's purpose and need. However, some impacts were unavoidable.

The proposed project is anticipated to result in 45 relocations including 28 single-family residences, eight multi-family dwelling units, four businesses currently in operation, and five businesses not currently in operation. In addition to these 45 relocations, 14 vacant properties are also anticipated to be acquired, however, these vacant properties will not result in any additional relocations or the acquisition of any structures.

Decent, Safe, and Sanitary replacement housing is available for home owners within the immediate vicinity of the project. This housing is anticipated to be within the home owners' financial means upon inclusion of relocation benefits, including possible last resort payments. However, there is a lack of available rental properties within the immediate vicinity of the project and therefore those renting their residences may be forced to look elsewhere within the city of Hammond to locate replacement rental housing. While rental rates within the project area are some of the lowest within the area, it is anticipated that with relocation benefits, Decent, Safe, and Sanitary replacement rental housing will be readily available within the city of Hammond.

Nine businesses would be relocated as part of the proposed project including four businesses currently in operation and five businesses not currently in operation. Each business relocation presents its own unique challenge in finding a suitable site to relocate including the transfer of a liquor license, location dependent retail, and an area to conduct automotive repairs. However, there is a wide variety of commercial properties available within the city of Hammond and therefore it is likely that these businesses will find a commercial property suitable for relocation within the city of Hammond.

Relocation for this federally funded project will be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, 49 CFR 24, Title VI of the Civil Rights Act of 1968, and in accordance with all policies and procedures of the INDOT Real Estate Division. All Relocation Benefits will be calculated in accordance with all Federal Regulations, approved by INDOT Central Office and all relocation claims will be reviewed, approved, and paid in a timely manner.

1 Introduction

During the preliminary design and preparation of the Environmental Assessment for Des. No. 1297017, Chicago Street Widening and Reconstruction, it was determined the right-of-way requirements for the project would result in excess of 10 relocations of residences, businesses, and/or other structures. In consultation with the Indiana Department of Transportation (INDOT) Environmental Services, it was determined a Conceptual Stage Relocation Study (CSRS) would need to be conducted.

The purpose of conducting a CSRS is to determine the potential effects of relocating residences and businesses in the community as part of the proposed project. For any large transportation project, such as this one, one of the main impacts can be the relocation of homes and businesses. The process of land acquisition may be difficult for the people who are impacted by it. The relocation of households, businesses, and community facilities can negatively impact the normal functions of a community. Relocating households can reduce the amount of social support and neighbor-to-neighbor interaction which in turn reduces the cohesiveness of the community and neighborhood. The removal of businesses and institutions can result in the loss of local facilities on which neighborhood residents rely for essential services and can reduce the sense of community in the subject area. In analyzing these impacts, this CSRS utilized readily available data to identify currently available replacement property comparable to those that would be impacted by the preferred alternative for the proposed project.

The proposed project will have both negative and positive social impacts to communities directly affected by the proposed project. This study discusses the residential, commercial, and institutional displacements, along with the availability of replacement housing and replacement commercial properties. This study also discusses the likely or foreseeable impacts to local neighborhoods and community cohesion or the creation of separation within a community.

This CSRS has been prepared in compliance with the Uniform Relocation and Real Properties Acquisition Policies Act of 1970 (84 Stat. 1894; 42 U.S.C. 4601 et seq.; Pub. L. 91-646), and amendments thereto, in accordance with the provisions of Department of Transportation Regulations, 49 CFR Part 24 and Indiana Code provisions applicable thereto. Residences and businesses which would potentially be relocated as part of the proposed project were located on aerial mapping, field checked for accuracy, and then looked up through the county assessor's website where information on the owner, address, parcel, and current assessed value were all gathered. Details on anticipated relocations are provided in Sections 4 and 5 of this CSRS.

There has been significant community outreach during the development of this project, including the development of a project website (www.GoChicagoStreet.com), press releases provided by the project management team at key milestones, legal notices on the effect of the project on historic and Section 4(f) resources, public meetings, the development and engagement of a Community Advisory Committee, and project mailings to adjacent property owners. Discussions with local residents and communities within the immediate project area have focused on ways to minimize the impacts resulting from the widening and reconstruction of Chicago Street through the city of Hammond. The needs of improving safely, reducing congestion, improving mobility, replacing deteriorating infrastructure, and developing an east-west corridor must be evaluated in light of the potential direct impacts to individual property owners as well as the secondary and cumulative impacted to the local community. In accordance with the Indiana Department of Transportation (INDOT) Public Involvement Policy and 23 CFR 771.111(h)(2)(iii) and per the request of the City of Hammond, a public hearing will be held prior to the formal approval of the environmental document.

1.1 Project Description

The City of Hammond, located in Lake County, Indiana, is developing a federal-aid project to reconstruct and widen Chicago Street (formerly known as State Route (SR) 312) through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the city of Hammond. The proposed project will include improvements to the existing roadway, including new pavement, curb and gutter, sidewalks, storm sewers, roadway lighting, and new traffic signals. The entire length of the proposed project is approximately 2.1 miles.

The purpose of this proposed undertaking is to improve safety, reduce congestion, enhance mobility, address the deteriorating infrastructure, and create a unified east-west corridor throughout the project corridor. Efforts were made to minimize relocation impacts during the development of alternatives by adjusting the roadway alignment to avoid impacting parcels while still meeting the project's stated purpose and need.

The proposed project will consist of approximately 2.1 miles of road reconstruction divided into four segments. The typical section for Segment 1 which includes Gostlin Street from Brainard Avenue to Sheffield Avenue will consist of two (2) 12-foot travel lanes in each direction with a 17-foot raised median. A 5-foot wide buffer along with a 5-foot wide sidewalk will be developed on the north side of the roadway, and a 10-foot clear-zone will be developed south of the proposed roadway. The typical section for Segment 2 which includes Sheffield Avenue between Gostlin Street and Hohman Avenue will consist of one (1) 12-foot travel lane in each direction with a 14-foot wide two-way-left-turn-lane (TWLTL). A variable width buffer area and a 6-foot wide sidewalk will be constructed on both sides of the roadway. Segment 3 includes Chicago Street between Hohman Avenue and Calumet Avenue. The typical section of Segment 3 will consist of two (2) 12-foot travel lanes in each direction with 6-foot wide sidewalk on both sides of the roadway. Finally, the typical section of Segment 4, which includes Chicago Street between Calumet Avenue and White Oak Avenue, will consist of two (2) 12-foot travel lanes in each direction with a variable width buffer area and a 6-foot wide sidewalk on each side of the roadway. Single-lane roundabouts are proposed at the intersection of Gostlin Street and Sheffield Avenue, as well as, at the intersection of Chicago Street and Hohman Avenue. These roundabouts will consist of a single 18-foot circulatory roadway, a 16-foot truck apron, and an 82-foot (diameter) center island. Lastly, concrete curb and gutter and enclosed storm sewer will be installed along the full length of the project. Details on these segments and typical sections are available in the Appendix, pages 22 through 34.

The project is located in an urban (intermediate) section of Hammond. The surrounding land use is a mix of residential, institutional, commercial, and light industrial with many of the building faces located at the existing right-of-way line. Irving Park is the only public-use recreational facility within the project study area. This park contains athletic fields, open field grasslands, and trees, and is located south of Chicago Street between Columbia Avenue and the Indiana Toll Road.

CSX Transportation operates and maintains a double track at-grade crossing within the project limits, located approximately 690-feet north of the Chicago Street and Sheffield Avenue intersection. The Northern Indiana Commuter Transportation District (NICTD) crosses Chicago Street with an overpassing 3-span bridge, located approximately 500-feet east of the Chicago Street and Columbia Avenue intersection. Additionally, NICTD also crosses Sheffield Street with a double track at-grade crossing, located approximately 305-feet south of the Gostlin Street intersection. The Indiana Harbor Belt bisects Gostlin Street with a single track crossing, just west of the Illinois/Indiana State Line. The Indiana Toll

Road crosses Chicago Street with two overpassing 3-span bridges, located approximately 600-feet east of the Chicago Street and Columbia Avenue intersection.

Two schools are located within the project study area. Washington Irving Elementary School is located south of Chicago Street between Pine Avenue and Oak Avenue. Bishop Noll Institute is also located south of Chicago Street, between the Indiana Toll Road and White Oak Avenue.

1.2 Project Background

In 2009, the City of Hammond initiated discussions with the Indiana Department of Transportation regarding relinquishment of the SR 312 corridor to the city. The City requested relinquishment of this roadway due to poor maintenance of the roadway and the city's desire to upgrade the project corridor to an urban gateway to the city and to utilize available funding for enhancement and beautification of the project corridor. The Indiana Department of Transportation relinquished SR 312 to the City of Hammond in 2011.

The proposed action was added to the Northwestern Indiana Regional Planning Commission's (NIRPC's) *2040 Comprehensive Regional Plan: A Vision for Northwest Indiana* (CRP) in December 2011 as an amendment to the plan. In August 2012, the proposed action was amended into NIRPC's *Transportation Improvement Plan (TIP) for Lake, Porter, and LaPorte Counties, Indiana for 2012-2015*. The proposed action was added to INDOT's State Transportation Improvement Plan (STIP) on April 20, 2012 by amendment.

The project corridor is classified as a Minor Arterial Roadway from the Indiana border with Illinois until the intersection of Chicago Street with Calumet Avenue. This includes the previously identified project corridor Sections 1, 2, and 3 and includes Gostlin Street between Brainard Avenue and Sheffield Avenue, Sheffield Avenue between Gostlin Street and Hohman Avenue, and Chicago Street between Hohman Avenue and Calumet Avenue. East of Calumet Avenue, Section 4 of the project corridor, which includes Chicago Street between Calumet Avenue and White Oak Avenue, is classified as a Principal Arterial Roadway. The posted speed limit within the project limits is 35 mph. Located in Illinois, Brainard Avenue is a four lane Minor Arterial with a posted speed limit of 45 mph.

2 Neighborhood Characteristics and Composition

Property and community research included a review of available public data from federal, state, and local agencies, including but not limited to, the United States Census Bureau, State of Indiana Department of Local Government Finance, and Lake County Auditor, Recorder, Assessor, and Clerk records. Additionally, survey data, field observations and photos were obtained during site visits in 2012 and 2013. It should be noted that the numbers and composition of data contained in this report is an estimate of observed existing conditions at the time of this report (July 2014).

Hammond is a lower income, ethnically diverse community that has been steadily losing population since the 1960's. According to the U.S. Census Bureau's 2008-2012 American Community Survey, five-year estimates, Hammond has a total population of 80,042 which indicates a steady decline since the 1960 U.S. Census when the city reached a population high of 111,698.

The proposed project area lies almost entirely within Census Tract 204 (see Figure 2-1). This Census Tract includes all relocations and acquisitions except for four properties located immediately north of Gostlin Street at the intersection of Gostlin Street and Sheffield Avenue. The city of Hammond's current population is primarily made up of three racial groups: Hispanics, Whites, and African Americans. The city of Hammond's population is approximately 42 percent White, 35 percent Hispanic, and 20 percent African American (Figure 2-2), while the population of Census Tract 204 is predominately Hispanic. Sixty-four percent of the population of Census Tract 204 is Hispanic while 23 percent of the population is White, and 11 percent is African American (Figure 2-3).

Economically, both Census Tract 204 and the city of Hammond have relatively high unemployment rates at 8.3 percent and 8.4 percent respectively when compared to the state unemployment rate of 6.1 percent.[1] The reported mean household income for Census Tract 204 is $41,296 which is less than Hammond's $47,950 and significantly less than Indiana's mean household income of $62,715.[2] In direct correlation to this low mean household income, 22 percent of all families in Hammond and 26.6 percent of all families within Census Tract 204 live below poverty as of 2012.[3] Both of these numbers are well above the state average of 14.9 percent of all families living below poverty. Additionally, people in Hammond and specifically in Census Tract 204 spend a large amount of their income just to make their rent. Nearly 52 percent of those people living in Census Tract 204 and nearly 47 percent of those living in Hammond put greater than 35 percent of their income towards paying their rent.[4] Table 2-1 summarizes Hammond's economic statistics. Additional U.S. Census data on the economic characteristics of the area can be found in the Appendix, pages 2 through 12.

Table 2-1. Census Tract 204 and City of Hammond Economic Statistics

	Census Tract 204	City of Hammond
Unemployment	8.3%	8.4%
Mean Household Income	$41,296	$47,950
Below Poverty	26.6%	22.0%
More than 35 percent of income goes towards rent	51.6%	46.7%

[1] U.S. Census, American Fact Finder, Selected Economic Characteristics 2008-2012 American Community Survey 5-Year Estimates.
[2] U.S. Census, American Fact Finder, Selected Economic Characteristics 2008-2012 American Community Survey 5-Year Estimates.
[3] U.S. Census, American Fact Finder, Selected Economic Characteristics 2008-2012 American Community Survey 5-Year Estimates.
[4] U.S. Census, American Fact Finder, Selected Economic Characteristics 2008-2012 American Community Survey 5-Year Estimates.

Figure 2-1. Census Tract 204, Project Area, Zip Code, and City of Hammond

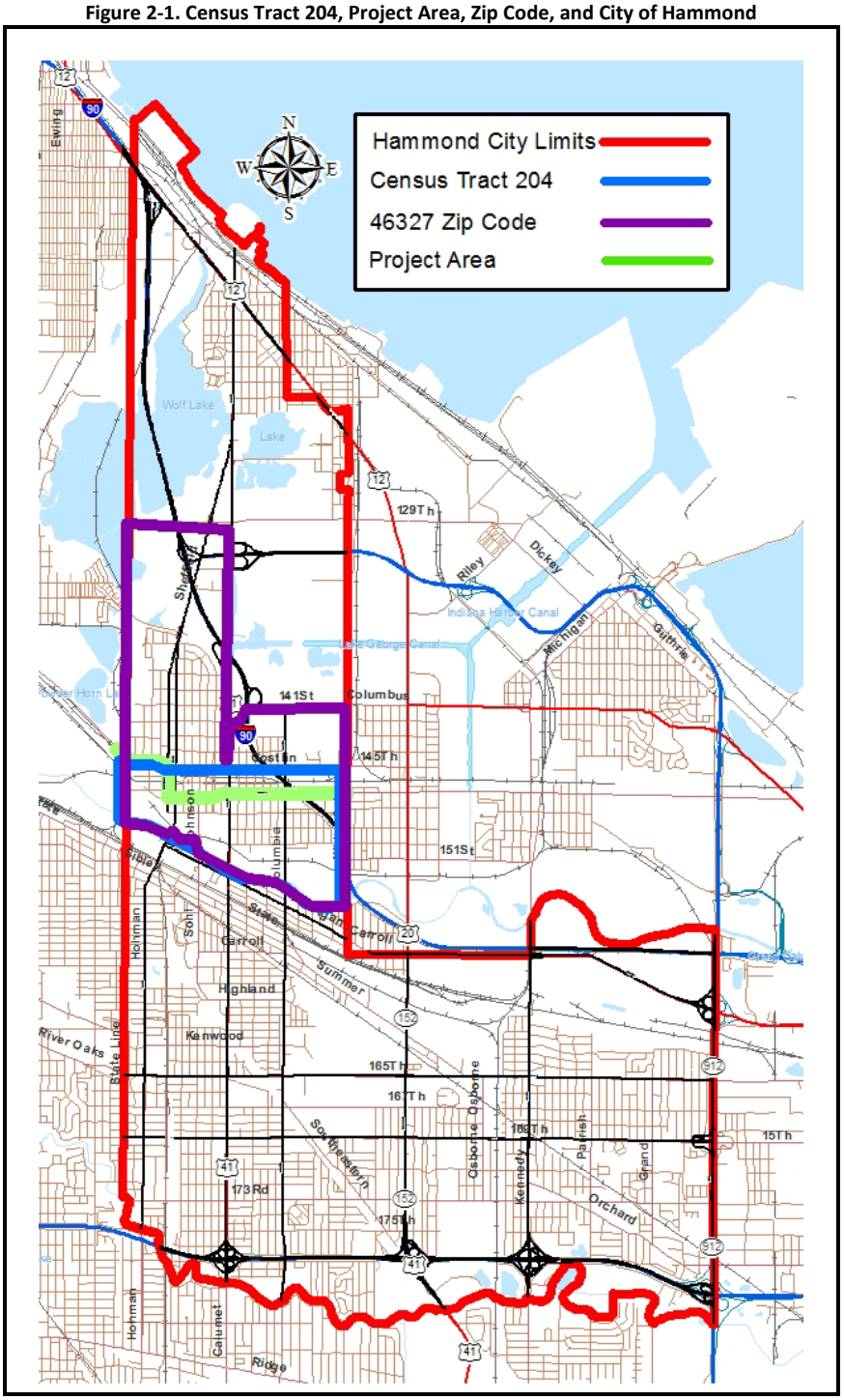


Figure 2-2. City of Hammond Racial Breakdown

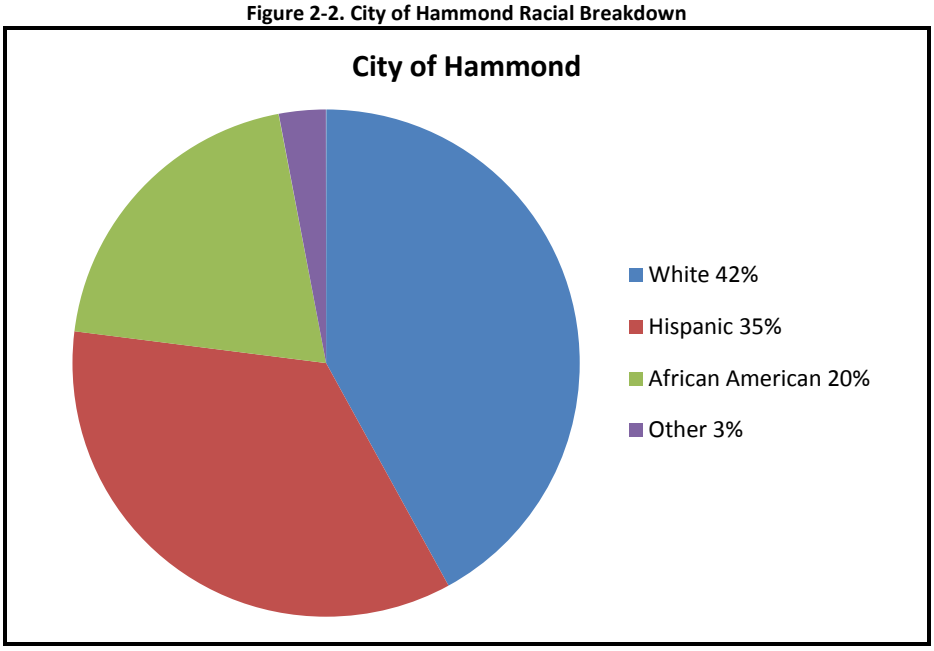
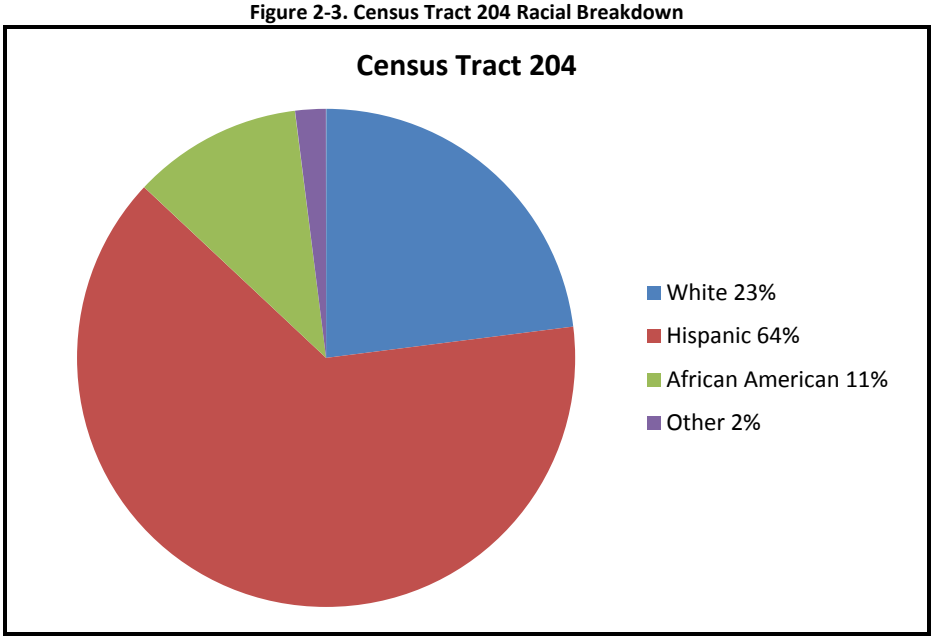


Figure 2-3. Census Tract 204 Racial Breakdown



Hammond's high unemployment combined with its shrinking population has left the city with many vacant properties. Nearly one-fifth of the housing units within Census Tract 204 are vacant and nearly 15 percent of the housing units in Hammond as a whole are vacant.[5] Of the homes that are occupied, the majority, roughly 63 percent, of these homes are owner-occupied throughout both Census Tract 204 and the city of Hammond.[6] Table 2-2 summarizes Hammond's housing characteristics. Additional U.S. Census data on the housing characteristics of the area can be found in the Appendix, pages 13 through 21.

Table 2-2. Census Tract 204 and City of Hammond Housing Statistics

	Census Tract 204	City of Hammond
Total Housing Units	2,011	33,734
Vacant Housing Units	19.8% (398)	14.0% (4,724)
Owner-Occupied Housing Units	63.7% of occupied homes (1,027)	63.4% of occupied homes (18,392)
Avg. Household Size (Owner-Occupied)	3.37	2.92
Avg. Household Size (Renter-Occupied)	3.27	2.49

Hammond also has numerous properties in foreclosure. Realtytrac (www.RealtyTrac.com) identified 43 properties within the 46327 zip code that are currently within foreclosure. Expanding this search to the entire city of Hammond, 345 properties in foreclosure were identified.

3 Potential Displacements

The relocation planning for potential displacements resulting from this federally-funded project will be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, 49 CFR 24, and Title VI of the Civil Rights Act of 1968. The following sections discuss potential residential and commercial displacements. The rights of displaced residents and businesses under the Uniform Act are discussed in Sections 4.5 and 5.3 respectively. Section 6 discusses how relocation-related impacts are proposed to be mitigated.

The existing Chicago Street (former SR 312) corridor traverses three separate roadways including Gostlin Street, Sheffield Avenue, and Chicago Street as it extends through Hammond from South Brainard Avenue, on the Indiana border with Illinois, to White Oak Avenue, at the eastern limits of the city of Hammond. The project corridor has been divided into the following four segments which are also identified in the Appendix, pages 22 through 34:

- Segment 1: Gostlin Street from South Brainard Avenue to Sheffield Avenue
- Segment 2: Sheffield Avenue from Gostlin Street to Chicago Street and Chicago Street to Hohman Avenue
- Segment 3: Chicago Street from Hohman Avenue to Baltimore Avenue
- Segment 4: Chicago Street from Calumet Avenue to White Oak Avenue

[5] U.S. Census, American Fact Finder, Selected Housing Characteristics 2008-2012 American Community Survey 5-Year Estimates.
[6] U.S. Census, American Fact Finder, Selected Housing Characteristics 2008-2012 American Community Survey 5-Year Estimates.

The preferred alternative includes the alternative from each segment which best met the proposed project's purpose and need. As part of the preferred alternative, a total of 59 relocations and acquisitions would take place including 28 single-family residences, eight multi-family units, four businesses currently in operation, five businesses not currently in operation, and 14 vacant properties with no structures and no occupants. Table 3-1 identifies all relocations and vacant property acquisitions divided by Segment. Additional details on the corridor segments and the preferred alternative are included in the Appendix, pages 22 through 34.

Table 3-1. Summary of Total Relocations and Property Acquisitions

	Residential Relocations		Business Relocations		Vacant Land Acquisitions (no relocations)
	Single-Family Dwelling Unit	Multi-Family Dwelling Unit	Currently in Operation	Not Currently in Operation	
Segment 1					
Seg. 1	23	7	1	3	12
Segment 2					
Seg. 2	2	1*	3*	2	2
Segment 3					
Seg. 3	3	0	0	0	0
Segment 4					
Seg. 4	0	0	0	0	0
TOTAL	**28**	**8**	**4**	**5**	**14**
TOTAL RELOCATIONS				**45**	
TOTAL ALL PROPERTY ACQUISITIONS					**59**

*The property at 4704 Hohman Avenue serves as both a multi-family dwelling as well as a business with the "Damn That's Hott Sports Bar" located on the first floor and apartments located above. This property is therefore counted as both a multi-family dwelling relocation as well as a business relocation.

The following sections provide a brief overview of the plans for each of the preferred segment alternatives along with a brief description of the anticipated relocations.

3.1 Segment 1: New-Alignment, Roundabout

Segment 1 is off-alignment which shifts the roadway south along new alignment so that the curve on Gostlin Street at the state line could be reconstructed with an appropriate horizontal curve radius to meet the requirements for a 40 mph design speed. The realigned roadway would include two travel lanes in each direction. Gostlin Street would no longer connect to Brainard Avenue or Sheffield Avenue. Dearborn Avenue would instead be used as a gateway entrance to the neighborhood north of existing Gostlin Street. A one-lane roundabout with a right-turn partial bypass lane from the eastbound direction to southbound on Sheffield Avenue would be constructed at the intersection of Gostlin Street and Sheffield Avenue.

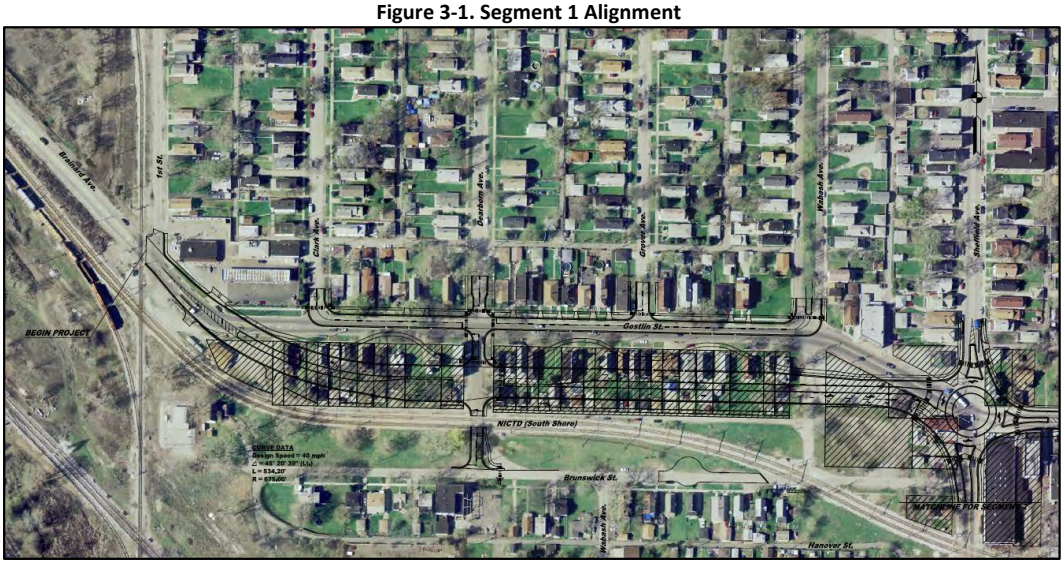
The construction of Segment 1 would result in 34 relocations including 23 single-family residential relocations, seven multi-family relocations, and four business relocations of which one is currently in business while the remaining three businesses are not currently operational. Twelve additional vacant properties would also be acquired, but no relocations would be associated with these vacant properties. Table 3-2 provides a summary of the relocations and property acquisitions for Segment 1.

Table 3-2. Summary of Relocations and Property Acquisitions for Segment 1

	Residential		Business Relocations		Vacant Land (no relocations)
	Single-Family Dwelling Unit	Multi-Family Dwelling Unit	Currently in Operation	Not Currently in Operation	
Segment 2					
Seg. 1	23	7	1	3	12

Figure 3-1 shows the preliminary plans for Segment 1. Properties which would likely be acquired and could potentially result in the displacement of a residence or business as part of the construction are identified by being overlain with diagonal markings. Larger exhibits of the preliminary plans for Segment 1 are included in the Appendix, pages 22 through 25.

Figure 3-1. Segment 1 Alignment



*Match line indicates where this figure lines up with Segment 2 (Figure 3.2).

Table 3-3 identifies all of the residential and business relocations as well as the vacant lot acquisitions anticipated as a result of the construction of Segment 1. This table includes the property address, property type, whether or not the property is occupied, the type of occupancy, and where relevant, comments were added to provide additional details and clarification on a specific property.

Table 3-3. Segment 1 Relocations and Property Acquisitions

Address / Parcel ID	Type	Occupied Y/N	Type of Occupancy (Owner / Rental)	Comments
4 Gostlin St. / 506-003	Other Retail	Y	Business	Uncle Sam's Fireworks / Eschenberg's State Line
4 Gostlin St. / 506-001	Vacant Land	N	Railroad Property	Owned by Chicago South Shore and South Bend Rail Road
96 Gostlin St. 153-001, 153-002	Single-Family Residential	Y	Rental	Includes two parcels

Table 3-3. Segment 1 Relocations and Property Acquisitions

Address / Parcel ID	Type	Occupied Y/N	Type of Occupancy (Owner / Rental)	Comments
100 Gostlin St. / 153-003	Vacant Land	N	Vacant	No relocations, only vacant land acquisition.
102 Gostlin St. / 153-004	Single-Family Residential	Y	Rental	
104 Gostlin St. / 153-005	Single-Family Residential	Y	Owner Occupied	
106 Gostlin St. / 153-006, 153-007	Single-Family Residential	Y	Owner Occupied	Shared parcel with 108 Gostlin St.
110 Gostlin St. / 153-008	Single-Family Residential	Y	Owner Occupied	
112 Gostlin St. / 179-001	Single-Family Residential	Y	Owner Occupied	
114 Gostlin St. / 179-002	Single-Family Residential	Y	Owner Occupied	
122 Gostlin St. / 179-003	Single-Family Residential	Y	Owner Occupied	
126 Gostlin St. / 179-004	Multi-Family Dwelling	Y	Owner Occupied / Rental	
134 Gostlin St. / 180-001	Multi-Family Dwelling	Y	Rental	
136 Gostlin St. / 180-002	Single-Family Residential	Y	Rental	
138 Gostlin St. / 180-003	Single-Family Residential	Y	Rental	
140 Gostlin St. / 180-004	Single-Family Residential	Y	Rental	
142 Gostlin St. / 180-006	Single-Family Residential	Y	Rental	
144 Gostlin St. / 180-007	Single-Family Residential	Y	Owner Occupied	
146 Gostlin St. / 180-009, 180-010	Multi-Family Dwelling	Y	Rental	Includes two parcels
150 Gostlin St. / 180-011	Vacant	n/a	Vacant	No relocations, only vacant land acquisition.
152 Gostlin St. / 180-012, 180-013	Single-Family Residential	Y	Owner Occupied	Includes two parcels
156 Gostlin St. / 180-014	Single-Family Residential	Y	Owner Occupied	
158 Gostlin St. / 180-015	Single-Family Residential	Y	Owner Occupied	
202 Gostlin St. / 180-016	Single-Family Residential	Y	Owner Occupied	
204 Gostlin St. / 180-017	Single-Family Residential	Y	Owner Occupied	
206 Gostlin St.	Vacant	Y	Vacant	No relocations, only vacant land

Table 3-3. Segment 1 Relocations and Property Acquisitions

Address / Parcel ID	Type	Occupied Y/N	Type of Occupancy (Owner / Rental)	Comments
/ 180-018				acquisition.
210 Gostlin St. / 180-019, 180-020	Multi-Family Dwelling	Y	Owner Occupied / Rental	Includes two parcels
212 Gostlin St. / 180-021, 180-022	Single-Family Residential	Y	Owner Occupied	Includes two parcels
216 Gostlin St. / 180-024	Single-Family Residential	Y	Owner Occupied	
220 Gostlin St. / 180-025, 180-026, 180-027	Single-Family Residential	Y	Owner Occupied	Includes three parcels
224 Gostlin St / 180-028	Single-Family Residential	Y	Owner Occupied	
226 Gostlin St. / 180-029	Multi-Family Dwelling	Y	Owner Occupied	
242 Gostlin St. / 182-001	Vacant Land	N	Vacant (Parking Lot)	Likely associated with the former bar located at 250 Gostlin St.
4515 Wabash Ave. / 182-002	Vacant Land	N	Vacant	Vacant Land
250 Gostlin St. / 182-003	Restaurant, Café, or Bar	N	Appears Abandoned	Not currently in business
4508 Sheffield Ave. / 326-006	Single-Family Residential	Y	Rental	Owned by the Xavier Research Institute, Ltd.
4446 Sheffield Ave. / 181-067	Retail	N	Appears Abandoned	Not currently in business
303 Gostlin St. / 255-028	Multi-Family Dwelling	Y	Rental	
307 Gostlin St. / 255-029	Vacant Land	N	Vacant	Appears associated with 303 Gostlin St. although listed as a separate parcel on auditor's site.
311 Gostlin St. / 255-030	Multi-Family Dwelling	Y	Rental	
251 Brunswick St. / 326-004	Vacant Land	N	Vacant	
247 Brunswick St. / 326-003	Vacant Land	N	Vacant	
243 Brunswick St. / 326-002	Vacant Land	N	Vacant	
241 Brunswick St. / 326-001	Vacant Land	N	Vacant	
4518 Sheffield Ave. / 329-001	Vacant Land	N	Vacant	

3.2 Segment 2: Free-Flow with Roundabout

Segment 2 establishes the safe free flow of traffic through the intersection of Sheffield Avenue and Chicago Street. Between Gostlin Avenue and Chicago Street, Sheffield Avenue would be reconstructed and widened to accommodate one travel lane in each direction along with a continuous center left-turn lane.

The three-way stop intersection at Sheffield Avenue and Chicago Street would be eliminated and replaced with a continuous flow curve with a design speed of 35 mph. The new curve would allow traffic travelling in both directions between Sheffield Avenue north of Chicago Street and Chicago Street to flow freely. A one-lane roundabout would be constructed at the existing intersection of Chicago Street and Hohman Avenue, which is one block east of the existing intersection of Chicago Street and Sheffield Avenue. The roundabout would allow for free flow traffic and would reduce travel times through the corridor by eliminated signalized intersection. Figure 3-2 shows the preliminary plans for Segment 2 and identifies the properties which would likely be acquired and could potentially result in the displacement of a residence or business as part of the construction.

The construction of Segment 2 would result in eight relocations including two single-family residential relocations, one multi-family relocation which also serves as the "Damn That's Hott Sports Bar" on the first floor, and five business relocations of which three are currently in business, including the sports bar, while the remaining two businesses are not currently operational. Two additional vacant properties, both of which are zoned as residential properties, would also be acquired as part of this Segment, but no relocations would be associated with these vacant properties. Table 3-4 provides a summary of the relocations and property acquisitions for Segment 2.

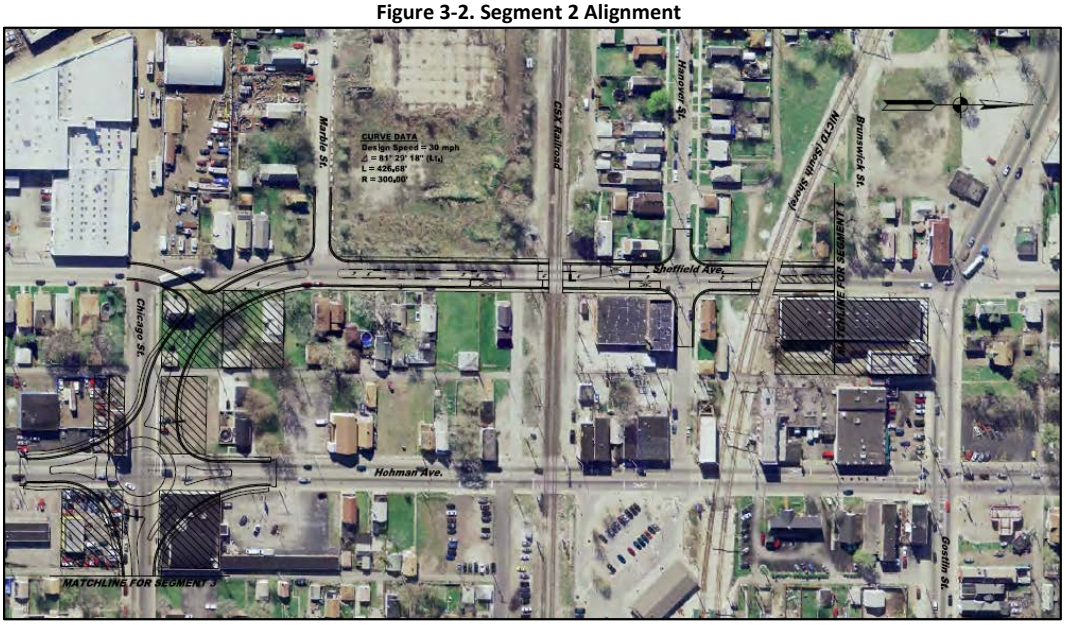
Table 3-4. Summary of Relocations and Property Acquisitions for Segment 2

	Residential		Business Relocations		Vacant Land (no relocations)
	Single-Family Dwelling Unit	Multi-Family Dwelling Unit	Currently in Operation	Not Currently in Operation	
Segment 2					
Seg. 2	2	1*	3*	2	2

*The property at 4704 Hohman Avenue serves as both a multi-family dwelling as well as a business with the "Damn That's Hott Sports Bar" located on the first floor and apartments located above. This property is therefore counted as both a multi-family dwelling relocation as well as a business relocation.

Figure 3-2 shows the preliminary plans for Segment 2. Properties which would likely be acquired and could potentially result in the displacement of a residence or business are identified by being overlain with diagonal markings. Larger exhibits of the preliminary plans are included in the Appendix, pages 26 through 28.

Figure 3-2. Segment 2 Alignment



*Match lines indicate where this figure lines up with Segment 1 (Figures 3.1) and Segment 3 (Figure 3.3).

Table 3-5 identifies all of the residential and business relocations as well as the vacant lot acquisitions anticipated as a result of the construction of Segment 2. This table includes the property address, property type, whether or not the property is occupied, the type of occupancy, and where relevant, comments were added to provide additional details and clarification on a specific property.

Table 3-5. Segment 2 Relocations and Property Acquisitions

Address / Parcel ID	Type	Occupied Y/N	Type of Occupancy (Owner / Rental)	Comments
304 Gostlin St. / 401-001	Heavy Manufacturing	N	Vacant	Not currently in business
4633 Sheffield Ave. / 410-013, 410-014, 410-015, 410-016	Single-Family Residential	Y	Owner Occupied	Includes four properties
4647 Sheffield Ave. / 410-017, 410-018	Single-Family Residential	Y	Owner Occupied	Includes two properties
4646 Hohman Ave. / 410-032	Vacant Land	n/a	Vacant	
4703 Hohman Ave. / 452-001	Auto Sales and Service	Y	Business	Alex Auto Sales
4704 Hohman Ave. / 451-020	Multi-Family Dwelling AND Business	Y	Rental / Business	Damn That's Hott Sports Bar is located on the first floor of this facility, residence on the second floor.
4712 Hohman	Garage	Y	Business	KAR Service, Auto Repair. This might

Table 3-5. Segment 2 Relocations and Property Acquisitions

Address / Parcel ID	Type	Occupied Y/N	Type of Occupancy (Owner / Rental)	Comments
Ave. / 451-021				only be a partial acquisition allowing the business to continue to operate.
4645 Hohman Ave. / 411-014	Retail	N	Business	Not currently in business

3.3 Segment 3: Widening with Curves

Segment 3 would widen Chicago Street along the existing centerline between Hohman Avenue and Baltimore Avenue and would include the addition of five slight curves. These slight curves along Chicago Street would be implemented to minimize the necessary acquisition of residential properties. This segment would also involve widening the roadway from two to four lanes including pavement reconstruction, curb and gutter, sidewalks, storm sewers, roadway lighting, and traffic signals.

The construction of Segment 3 would result in three single-family residential relocations, zero multi-family relocations, no business relocations, and no vacant property acquisitions. Segment 3 would also require the partial acquisition of a fourth property at 4647 Johnson Avenue, from which a shed in the back of the property would be taken as part of the strip right-of-way acquisition. Table 3-6 provides a summary of the relocations and property acquisitions for Segment 3.

Table 3-6. Summary of Relocations and Property Acquisitions for all Segment 3

	Residential		Business Relocations		Vacant Land (no relocations)
	Single-Family Dwelling Unit	Multi-Family Dwelling Unit	Currently in Operation	Not Currently in Operation	
Segment 3					
Seg. 3	3	0	0	0	0

Figure 3-3 shows the preliminary plans for Segment 3. Properties which would likely be acquired and could potentially result in the displacement of a residence or business as part of the construction of the Segment are identified by being overlain with diagonal markings. Larger exhibits of the preliminary plans are included in the Appendix pages 29 through 31.

Figure 3-3. Segment 3 Alignment

*Match line indicates where this figure lines up with Segment 2 (Figure 3.2).

Table 3-7 identifies all of the residential and business relocations as well as the vacant lot acquisitions anticipated as a result of the construction of Segment 3. This table includes the property address, property type, whether or not the property is occupied, the type of occupancy, and where relevant, comments were added to provide additional details and clarification on a specific property.

Table 3-7. Segment 3 Relocations and Property Acquisitions

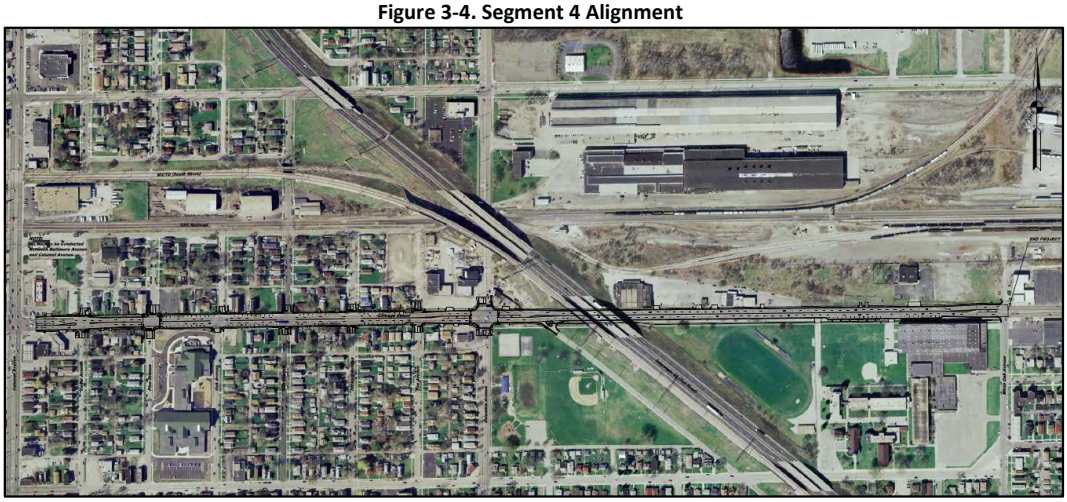
Address / Parcel ID	Type	Occupied Y/N	Type of Occupancy (Owner / Rental)	Comments
505 Chicago Ave. / 412-014	Single-Family Residential	Y	Owner Occupied	
507 Chicago Ave.	Single-Family Residential	Y	Owner Occupied	
4703 Johnson Ave. / 476-001	Single-Family Residential	Y	Rental	

3.4 Segment 4: Resurfacing and Reconstruction from Calumet Avenue to White Oak Avenue

Segment 4 would involve the resurfacing and reconstruction of Chicago Street between Calumet Avenue and White Oak Avenue. Segment 4 would reconstruct the existing roadway including curb and gutter, sidewalks, storm sewers, roadway lighting, and traffic signals. Reconstruction of the existing roadway would require the acquisition of only minor amounts of strip right-of-way and temporary right-of-way for the reconstruction of ADA compliant sidewalks, curb and gutter, and drive entrances. No residential or business relocations would be incurred from the construction of Segment 4.

Figure 3-4 shows the preliminary plans for Segment 4. Properties which would likely be acquired and could potentially result in the displacement of a residence or business as part of the construction of Segment 4 are identified by being overlain with diagonal markings. Larger exhibits of the preliminary plans are included in the Appendix pages 32 through 34.

Figure 3-4. Segment 4 Alignment



4 Residential Displacements

Residential displacements under the preferred alternative would include 28 single-family residences along with eight multi-family units. The vast majority of these relocations would occur along Segment 1 along Gostlin Street between Brainard Avenue and Sheffield Avenue where existing Gostlin Street would be realigned south on new alignment.

Table 4-1. Residential Relocations

	Residential Relocations	
	Single-Family Dwelling Unit	Multi-Family Dwelling Unit
Seg. 1	23	7
Seg. 2	2	1*
Seg. 3	3	0
Seg. 4	0	0
TOTAL	**28**	**8**

*The property at 4704 Hohman Avenue serves as both a multi-family dwelling as well as a business with the "Damn That's Hott Sports Bar" located on the first floor and apartments located above. This property is therefore counted as both a multi-family dwelling relocation as well as a business relocation.

The majority of the homes within the project area are two story, sided homes that were constructed in the first half of the twentieth century. Many of the homes throughout the project area have fallen into disrepair, particularly on Gostlin Street along the western limits of the project area.

A residence would be considered to be acquired if it was located within the proposed right-of-way or if reasonable access to the property could not be maintained. The displacement of residence is estimated based on anticipated right-of-way requirements, subject to revision during the final design phase of the project. The majority of relocations would be along Gostlin Street as part of Segment 1, which is part the preferred alternative.

4.1 Replacement Housing

Because residential occupants to be displaced were not interviewed for this Conceptual Stage Relocation Study (as is appropriate), it is not possible to state the exact rent for each unit, the exact number of bedrooms per specific unit, the family size and composition of each displaced family, and any special needs that family may have.

It is possible that some dwellings will be occupied by different individuals and families at the inception of the project than are currently living in the dwellings. An internet search was conducted for each listed address to be acquired to determine if there had been current or previous rental listings describing the unit and the amount of rent for that unit. No listings were found that contained this information. Based on the web search, census information, and personal observation, it appears the area ranged between low to moderate rental rates. Over 76 percent of the rental properties within Census Tract 204 had a monthly rental rate between $500 and $999 while only 65 percent of the rental properties within the city of Hammond had a monthly rental rate within this range.[7] Houses for sale in the area appear to be relatively low cost as the median value of owner-occupied homes within Census Tract 204 is $77,700 compared to the median value of owner-occupied homes in Hammond which is nearly $20,000 more at $94,800.[8] It is assumed that most owners will desire to purchase their replacement dwellings and most tenants will desire to relocate to comparable rental dwellings within the city of Hammond. Approximately 50 percent of those currently living within housing units, including both owner-occupied, and rental units, within both Census Tract 204 and the city of Hammond, moved into the property between 2000 and 2009.[9] Based upon this information, the majority of people have lived within the area for at least five years and have therefore likely developed ties to the local community. The wide variety of affordable housing options in Hammond will afford the opportunity to tenants and owners to relocate to a different housing status if they choose to do so while still remaining within close vicinity to their current housing.

In addition to Relocation Advisory Assistance in finding replacement housing, residential tenants may be eligible to receive their choice of a Scheduled (fixed) moving payment, based on the number of rooms of furnishings to be moved or an Actual Cost Move in which a licensed mover is paid to complete the move.

The "30% Rule" will be applied in the calculation of a Rental Assistance payment for any residential tenant whose income is below the HUD current Low Income Guidelines and who is paying more than 30% of their gross income for rent and utilities. Tenants may be eligible to receive a Rental Assistance Payment that assists in payment of a necessary rent increase that they incur at their replacement property. If the tenant falls below HUD Low Income Guidelines and is paying more than 30% of their gross income for rent, the payment will be calculated based on their income which will result in a higher Rental Assistance payment or a Last Resort Housing payment. The calculation of the Rental Assistance payment, according to the 30% Rule, will result in the tenant's paying 30% of their income for rent and utilities for the covered forty-two month period. This calculation is expected to result in Last Resort Housing payments (payments above $5,250.00) to the many of the residential tenants.

[7] U.S. Census, American Fact Finder, Selected Economic Characteristics 2008-2012 American Community Survey 5-Year Estimates.
[8] U.S. Census, American Fact Finder, Selected Economic Characteristics 2008-2012 American Community Survey 5-Year Estimates.
[9] U.S. Census, American Fact Finder, Selected Economic Characteristics 2008-2012 American Community Survey 5-Year Estimates.

In order to receive relocation benefits, a displacee must be in occupancy at the displacement property at the initiation of negotiations for the parcel and must either be lawfully present in the United States of America or a United States citizen. Persons who do not meet this requirement are ineligible to receive relocation benefits. The exception to this rule arises when an illegally present individual resides with legally present individuals. The illegally present tenant is ignored in the calculation of the number of required bedrooms in the replacement dwelling, but his/her income is included in the income, documentation, and calculation. If illegally present parents of one or more minor children who are citizens have rented the displacement rental property, relocation benefits can be paid to the parents on behalf of the minor children if not doing so would present a hardship to the displaced children.

4.2 Availability of Replacement Housing

The real estate market within zip code 46327 is relatively stable. Housing prices within 46327 are generally lower than in the city of Hammond as a whole. Research indicates that sufficient housing should be available within the 46327 zip code to accommodate the displacees, and that it is very likely that suitable replacement housing could be located within the city of Hammond. The availability of housing only presents a picture of the real estate market at one specific time (July 2014) and conditions may change over time. However, there are currently no known reasons to expect a significant change in the availability of housing. The data for this analysis were collected in July of 2014.

Available housing information was obtained from websites available to the general public which provide access to the multiple listing service (MLS) for Northwest Indiana, such as www.trulia.com. These sites allow for searching a specific zip code and cite specific housing criteria such as price, number of bedrooms, bathrooms, etc…

It is possible that relocations could be accomplished using normal relocation procedures, however, Housing of Last Resort will be available if needed.[10] This program would be used if comparable replacement housing is not available, or if it would be unavailable within the displacee's financial means and the replacement payment exceeds the state legal limitation. It should be noted that no other public or private projects are currently proposed along within the immediate vicinity of the proposed project that would compete for available housing during any time in the near future.

4.2.1 Available Replacement Single-Family Housing

The entire project study area is included within the 46327 zip code which extends the entire length of the project and includes properties from approximately the Grand Calumet River to the south and to SR 912 to the north. Housing outside of the immediate study area is likely to be more expensive than within housing which may be available within the study area. According to the U.S. Census 2008-2012 American Community Survey 5-year Estimates, the mean value of owner-occupied units in Census Tract 204 is $77,700 while the mean value of an owner-occupied home within the city of Hammond as a whole is over $17,000 more at $94,800. Trulia (www.trulia.com) identified the average listing price of a home within zip code 46327 at $66,681 with the average listing price for a home in Hammond nearly $11,000 more at $77,232.

[10] "Last resort housing" is a program used when comparable replacement housing is not available or when it is unavailable within the displacee's financial means, and the replacement payment exceeds the state legal limitation. The purpose of the program is to allow broad latitude in methods of implementation by the state so that decent, safe, and sanitary replacement housing can be provided. This program is used, as the name implies, only as a "last resort", when there is no adequate opportunity for relocation within the area.

The proposed project would require the relocation of 28 single-family homes. Trulia lists 19 single-family residences that have recently sold in the city of Hammond between January and July 2014. These residences had an average selling price of $32,901. Table 4-2 identifies these 19 single-family residences, their number of bedrooms, square footage, and selling price.

Table 4-2. Recent Home Sales in Hammond, IN (January 2014 through July 2014)

Address	Bedrooms	Square Footage	Selling Price
632 Cherry St.	3	953	$50,280
7106 McCook Ave.	4	2,208	$32,500
4241 Johnson Ave.	4	920	$25,000
7019 Northcote Ave.	3	936	$45,600
5609 Hyles Blvd.	3	1,562	$38,000
7010 Magoun Ave.	3	1,479	$76,000
2936 Kenwood St.	3	1,158	$31,000
1017 Spruce St.	2	1,016	$20,000
7324 California Ave.	3	3,028	$114,000
7539 Van Buren Ave.	3	1,548	$45,000
6550 Alabama Ave.	3	1,962	$28,900
7624 New Hampshire Ave.	4	1,106	$33,739
822 Cherry St.	2	624	$32,000
5216 Howard Ave.	3	1,002	$30,000
1043 Lyons St.	3	1,027	$23,100

Trulia currently lists 65 single-family residences for sale within zip code 46327 ranging from $27,500 to $128,000. Fifty-seven of these residences were listed at less than $100,000. Expanding this search to include the entire city of Hammond, 563 single-family residences were listed ranging from $10,000 to $287,100. Four hundred and sixty of those residences were listed for less than $100,000. Therefore it is likely that replacement housing for single-family residences would be available within near proximity to the project study area.

The following table summarizes the available single-family residences within the project area. Table 4-3 shows the properties available in Hammond zip code 46327 listed currently on the Trulia website. This list does not include residences for sale by owner.

Table 4-3. Price Ranges of Available Single-Family Residences (July 2014)

	$0 - $40K	$40K - $60K	$60K - $80K	$80K - $100K	$100K+
2 Bedrooms	2	13	3	1	0
3 Bedrooms	4	5	12	4	6
4+ Bedrooms	1	6	2	4	2

4.2.2 Available Replacement Multi-Family Housing

The proposed project would require the relocation of eight multi-family dwelling units. The average value of these multi-family dwelling units is $108,525 according to the Lake County Assessor's Office. Trulia currently lists eight multi-family dwellings for sale within zip code 46327 ranging from $11,000 to $100,000. These include one seven-bedroom dwelling, five four-bedroom dwellings, and two three-bedroom dwellings. Expanding this search to include the entire city of Hammond, 46 multi-family

dwellings were listed ranging from $11,000 to $220,000. Therefore it is likely that replacement housing for multi-family dwelling units would be available within near proximity to the project study area.

4.2.3 Available Replacement Rental Dwellings

The proposed project is anticipated to require the relocation of thirteen rental properties, including the eight multi-family dwelling units which would each include multiple rental units. Trulia currently lists three rental properties within the 46327 zip code, two of which are single-family homes and one of which is a multi-unit rental property. Expanding this search to include the entire city of Hammond, 19 rental properties were identified. Of these, seven were multi-unit rental properties while the other 12 were single-family residences. Prices range from $480 for a single bedroom studio apartment to $1,200 for a four bedroom single-family home.

There is likely not an adequate number of rental units within the 46327 zip code, of which the entire project study area is included. However, an adequate number of rental units are likely to be found within the city of Hammond as a whole.

It should be noted that a number of tenants may fall into the Last Resort Housing category due to low income and the requirements to relocate to decent, safe, and sanitary replacement housing based upon considerations of family size and number of bedrooms.

Table 4-4, shows the Final Fiscal Year (FY) 2013 Fair Market Rents, published by the U.S. Department of Housing and Urban Development for Lake County Indiana, by unit bedrooms.

Table 4-4. Final Fiscal Year 2013 Fair Market Rents by Unit Bedroom

	Efficiency	One-Bedroom	Two-Bedroom	Three-Bedroom	Four-Bedroom
Final FY 2013 FMR	$471	$636	$792	$992	$1,058

Table 4-5 includes an inventory of available rental properties and corresponding rental information in Hammond, IN at the time of the study (July 2014). It is assumed that these dwellings are representative of the dwellings that will be available during the relocation phase of the proposed project.

Table 4-5. Available Rental Properties in Hammond, IN

Address	No. of Bedrooms	Monthly Rent
1106 169th St.	3 bedrooms	$650
531 169th St.	3 bedrooms	$1,075
7135 Columbia Ave.	2 bedrooms	$800
7423 Magoun Ave.	3 bedrooms	$1,050
6401 Kentucky Ave.	2 bedrooms	$795
44 Warren St.	1 bedrooms	$550
927 Bauer St.	3 bedrooms	$275
7721 Belmont Ave.	4 bedrooms	$1,200
4625 Hickory Ave.	2 bedrooms	$700
6754 Hohman Ave.	2 bedrooms	$995
4241 Dearborn Ave.	2 bedrooms	$595
6811 Kennedy Ave.	2 bedrooms	$895
1034 170th St.	2 bedrooms	$750

Various apartment complexes are available within the city of Hammond to meet the anticipated relocation needs of those who might be displaced by the proposed project. Table 4-6 identifies several area apartment complexes, the address of these complexes, the total units in these complexes, apartment types, number of bedrooms, and rental information. All of the units identified at least had some availability at the time of this research (July 2014).

Table 4-6. Apartment Complexes, Hammond, IN

Boulevard North (118 Total Units) 1936 167th Street, Hammond, IN 46324		
Type	**No. of Bedrooms**	**Monthly Rent**
Townhouse	2 Bedroom	$869
Knickerbocker Apartments (32 Total Units) 6906 Olcott Avenue, Hammond, IN 46323		
Type	**No. of Bedrooms**	**Monthly Rent**
Apartment	Studio	$675
Apartment	1 Bedroom	$699-$725
Apartment	2 Bedroom	$799
Williamsburg Square Apartment (96 Total Units) 3611 167th Street, Hammond, IN 46323		
Type	**No. of Bedrooms**	**Monthly Rent**
Apartment	1 Bedroom	$699
Apartment	2 Bedroom	$799
McLaughlin Apartments (126 Total Units) 1550 169th Street, Hammond, IN 46323		
Type	**No. of Bedrooms**	**Monthly Rent**
Apartment	1 Bedroom	$770
Apartment	2 Bedroom, 1 Bath	$870
Apartment	2 Bedroom, 2 Bath	$930
Tanglewood Apartments (Number of total units not specified) 2217 Tanglewood Drive, Hammond, IN 46323		
Type	**No. of Bedrooms**	**Monthly Rent**
Apartment	1 Bedroom	$675 - $725
Apartment	2 Bedroom, 1 Bath	$780 - $840
Apartment	2 Bedroom, 2 Bath	$855 - $865
Kennedy Crossing (Number of total units not specified) 3400 Stevens Court, Hammond, IN 46323		
Type	**No. of Bedrooms**	**Monthly Rent**
Apartment	Studio	$600
Apartment	1 Bedroom	$650 - $700
Apartment	2 Bedroom, 1 Bath	$750
Apartment	2 Bedroom, 2 Bath	$770 - $790
Apartment	3 Bedroom, 2 Bath	$950
Douglas Pointe (284 Total Units) 5525 Hyles Avenue, Hammond, IN 46320		
Type	**No. of Bedrooms**	**Monthly Rent**
Apartment	1 Bedroom	$727
Apartment	2 Bedroom	$793 - $830
Apartment	3 Bedroom	$930

4.3 Analysis and Correlation of Needs of the Persons to be Displaced with Available Replacement Housing

Interviews with current residents of properties to be acquired were not appropriate at this time and specific information is currently unknown; however, the buildings to be acquired have been viewed in person and research conducted.

Displaced residential tenants are generally eligible to choose either a Fixed Moving Payment or an Actual Cost Move Payment. Displaced residential tenants may also be eligible to receive a Rental Assistance Payment or, if the calculated Rental Assistance Payment exceeds $5,250.00, the displacee may receive a higher payment called a Last Resort Housing Payment, providing eligibility requirements are met. A residential tenant who wishes to purchase replacement housing may use the amount of the calculated Rental Assistance or Last Resort Housing Payment as a down payment for a replacement dwelling and eligible closing costs. The down payment amount would be $5,250.00 unless a higher Last Resort Housing Payment is calculated.

The information obtained from various sources was combined and analyzed to determine the availability of decent, safe, and sanitary replacement dwellings that meet the needs of displaced owner-occupants and displaced tenants. A one-to-one correlation of rental units being acquired and available rental units was not possible at this time because precise details of the family sizes and number of bedrooms are not known. It is likely some displacees are currently living in dwellings that to not meet the decent, safe, and sanitary criteria due to not having an adequate number of bedrooms to accommodate family size. Selected comparable properties and replacement dwellings must be adequate to meet minimum physical standards and provide adequate number of bedrooms.

The City of Hammond has an ordinance which requires that all rentals in the city are registered (Hammond City Code Section 96.152 Registration). A copy of this ordinance is included in the Appendix, pages 35 through 40. The annual registration fee is $80.00. The annual registration fee goes toward funding the City's Inspections Department. The City of Hammond does not have a listing of registered rental properties available on the City's website.

Local apartment complexes, property management companies, and private landlords appear to require that each new resident pass a police check, background check, and credit check. People who have an arrest and conviction record cannot receive Section Eight (8) Certificates and will have difficulty being approved for rental housing in privately-owned properties and in apartment complexes.

4.4 Anticipated Relocation Challenges and Probable Solutions

Relocation challenges include considerations of income, ability to qualify for replacement mortgage, disabilities, relocation preferences, and need for interpreters. Adequate resources when combined with available relocation benefits are available to meet these challenges.

Census data indicates that the incomes of many residents in the project area are currently living below the poverty line. Additionally, existing financial factors must also be considered as part of the relocation process. For homeowner occupants who owe more on their mortgage than the State's offer for their property, a Temporary Negative Equity Waiver is in effect through December 31, 2014. Under this waiver, there would be no decrease in relocation benefits if the acquisition amount is increased to satisfy the amount owed for the property.

While no properties were identified as having ramps leading to the front door, many of the properties in the project area have ground level access directly from the sidewalk. Therefore, it is possible that there may be one or more displacements that could require handicapped accessible modifications at the replacement location. Handicapped modifications are an allowable relocation expense when documented as being necessary.

It appears that many of the occupants of owner-occupied dwellings have been residing at their existing locations for relatively long periods of time and may not wish to purchase a replacement home. While there are numerous apartment and townhome facilities located within Hammond, Indiana, there are no assisted living or nursing care facilities located within the city of Hammond. Therefore, it would appear that those displacees looking to locate to one of these facilities would need to relocate out of the city of Hammond.

According to the U.S. Census American Fact Finder, American Community Survey 5-Year Estimates, 2008 to 2012, nearly one-fifth (18.3 percent) of the residents within Census Tract 204 speak English less than "very well" while less than 10 percent of the residents within the city of Hammond fall into this category. Therefore, if translators are needed to accommodate the needs of people, they will be provided by INDOT as will Spanish Language Relocation Brochures.

The City of Hammond through the Hammond Housing Authority owns and rents numerous apartments and townhouses with rent based upon 30 percent of the household's monthly income. Their three primary locations are the Columbia Center (83 duplexes), Turner Park (80 townhomes), and the Hubert Humphrey High-Rise Building (119 1 bedroom or studio apartments). The Hammond Housing Authority also administers 816 vouchers as part of the Hammond Housing Authority's Housing Choice Voucher Program (formerly known as Section 8).

4.5 Methods to be Used to Assist Displaced Persons

Relocation Assistance will be provided to all eligible displacees of the proposed project in accordance with Public Law 91-646, 49 C.F.R. Part 24. To be eligible, displacees must be citizens of the United States or legally present in the United States. Persons not legally present in the United States are not eligible for Relocation Assistance. If persons not legally present reside with legally present persons, those legally present persons are eligible to receive relocation benefits. It is not anticipated that a relocation office will be established for the proposed project, but relocation staff will be available to the displacees at a time and place that is convenient to the displacees. The relocation specialists will maintain a list of available properties for the displacees and provide referrals to agencies providing needed social services and to agencies and organizations providing assistance to businesses.

5 Commercial Displacements

The project corridor is urban and developed with many businesses and institutions mixed in with residential properties. It is anticipated that under the preferred alternative a total of eight commercial properties and one multi-family dwelling which also serves as a sports bar on the first floor, would be acquired as part of the right-of-way acquisition process. Of these nine commercial properties, five are not currently operating as a business. Table 5-1 identifies the nine businesses which may potentially be displaced by the preferred alternative, including both the four businesses which are currently in operation and the five businesses which are not currently in operation.

Table 5-1. Commercial Relocations from Preferred Alternative

Address	Type	Comments
4 Gostlin St.	Other Retail	Eschenberg's State Line / Uncle Sam's Fireworks
242 Gostlin St.	Parking Lot	Not currently in business
250 Gostlin St.	Restaurant, Café, or Bar	Not currently in business
4446 Sheffield Ave.	Retail	Not currently in business
304 Gostlin St.	Heavy Manufacturing	Not currently in business
4703 Hohman Ave.	Auto Sales and Service	Alex Auto Sales
4704 Hohman Ave.	Multi-Family Dwelling / Business	Damn That's Hott Sports Bar is located on the first floor of this facility, residence on the second floor.
4712 Hohman Ave.	Garage	KAR Service, Auto Repair
4645 Hohman Ave.	Retail	Not currently in business

5.1 Anticipated Relocation Challenges

Business relocations present a unique set of challenges as each business has unique needs. While several of the businesses may wish to remain near their current location or near the downtown area, finding suitable locations may present a challenge. A Business Information Survey was not conducted as part of this study as none of the nine potentially relocated businesses were either a major area employer or deemed important to a local ethnic community. A brief summary is included below, summarizing the needs and challenges in finding a suitable property at which to locate the following four businesses which are currently in operation and which would be relocated with the construction of the preferred alternative.

Uncle Sam's Fireworks / Eschenberg's State Line – 4 Gostlin St.
Uncle Sam's specializes in the sale of fireworks, and due to the different state laws governing the sale of fireworks, Uncle Sam's proximity to the border between Indiana and Illinois can be key to the success of this business. Uncle Sam's Fireworks tagline on their website is that they are the "Closest fireworks store to Chicago." Because of this, relocating this facility to a suitable location near the state line could be a challenge.

Alex Auto Sales – 4703 Hohman Avenue
Alex Auto Sales not only sells cars, requiring a rather large and secure parking lot for these vehicles, but the facility also has two automotive bays within which auto repair work is performed. Finding a suitable location to allow this type of work could present a challenge, particularly within close proximity to the business' current location.

Damn That's Hott Sports Bar – 4704 Hohman Avenue
This property contains both a sports bar on the first floor as well as residences on the second floor. A unique challenge that may be presented in relocating this facility is the need to transfer the business' liquor license. Restrictions upon the number of licenses within an identified area and the transferability of the liquor license may present unique challenges to relocating this business.

Kar Service, Auto Repair – 4712 Hohman Avenue
An auto repair shop with two large bays, relocating this business raises many of the same concerns associated with the relocation of Alex Auto Sales. Finding a suitable location to allow this type of

automotive repair work could present a challenge, particularly within close proximity to the business' current location.

5.2 Methods to be Used to Assist Displaced Businesses and Landlords

Relocation assistance will be provided to the four displaced businesses currently in operation as well as to the five displaced businesses which are not currently in operation along with the potential eight landlords which may be impacted as a result of the potential relocation of eight multi-family dwelling units. Relocation benefits for displaced businesses include Actual Moving Cost Reimbursement, reconnection fees, replacement of printed materials, a possible Business Reestablishment Payment that is currently capped at $10,000.00, and a Searching for Replacement Property expense compensation that is currently capped at $2,500.00. In lieu of the aforementioned benefits, businesses (but not landlord-type businesses) may receive a one-time payment based on one-half of their average net earnings for the last two years, not less than $1,000.00 and, currently, not more than $20,000.00. A business that is eligible for a Payment in Lieu of Moving Benefits has the option to accept this payment or to accept the earliest-described benefits. Landlords are not currently eligible for Payment in Lieu of Moving Expense benefits; however, they are eligible for Searching for Replacement Property expenses up to $2,500.00, Business Reestablishment Payment up to $10,000.00, and compensation for the move of their personal property. All businesses will receive referrals to potential replacement locations and information on additional assistance that they may be eligible to receive from agencies and organizations.

Several organizations serve the Hammond, Indiana area in supporting small business development and expansion. Additionally, these organizations are available to provide support for relocating businesses. These organizations are as follows:

- United States Small Business Administration (http://www.sba.gov/)
  The U.S. Small Business Administration (SBA) was founded to aid, counsel, assist, and protect the interests of small businesses. The SBA helps Americans start, build, and grow businesses.

- Northwest Indiana Small Business Development Center (http://webs.purduecal.edu/sbdc/)
  The Northwest Indiana Small Business Development Center looks to impact the region's small businesses through workshops, no-cost one-on-one consulting and special events.

- Hammond Development Corporation (http://www.hammonddevelopmentcorp.com/Pages/default.aspx)
  The Hammond Development Corporation focuses on new business development and workforce issues.

- The Hammond Innovation Center (http://www.hammondinnovates.com/Pages/default.aspx)
  The mission of the Hammond Innovation Center is to help foster the growth and success of technology based startup companies in Northwest Indiana and the Chicago Southland area.

5.3 Available Commercial Properties

Table 5-2 includes a list of several potential available industrial and commercial properties for consideration of business relocation sites. Included within this list are various vacant industrial and commercial sites as well as apartment complexes, restaurants, and retail properties. Based upon this research it appears that properties suitable for business relocation are available with the largest factor

in relocating the businesses will be whether these locations meet their individual needs such as customer proximity, access, zoning, and license transfer.

Table 5-2. Available Commercial Properties in Hammond, IN

Address	Square Feet	Cost	Utilized For
2208 Summer St.	N/A	$599,900	Auto Service
7400 Columbia Ave.	N/A	$259,900	Retail
6413 Kennedy Ave.	N/A	$160,000	Retail
4436 Cameron	N/A	$379,900	Restaurant
3704 Sheffield Ave.	16,000	$800,000	Retail
430 Russell St.	60,000	$895,000	Industrial
237 E. Highland	44 apartments	$1,290,000	Apartment Complex
540/ 544 Conkey	N/A	$199,000	Commercial / Retail / Office
6418 Indianapolis	N/A	$189,900	Commercial / Retail
6004 Calumet	N/A	$134,900	Restaurant
6404 Jefferson Ave.	4 Apartments	$124,900	Apartment Complex
1403 Michigan	N/A	$119,000	Bar / Restaurant

6 Mitigation

In the development and evaluation of alternative alignments within the project corridor, extensive efforts were made to avoid or minimize impacts to residents, businesses, institutions, and communities. However, some impacts are inevitable. Within the 2.1 mile project corridor, there would be approximately 28 single-family relocations, eight multi-family relocations, four relocations of businesses which are currently in operation, and five relocations of businesses which are not currently in operation. Additionally, there would be the acquisition of 14 properties which are currently vacant.

While other alternatives may have had less relocations and acquisitions associated with them, these other alternatives were not selected because they either did not meet the proposed project's stated purpose and need, they were not feasible to construct, or they had other larger impacts to the community as a whole. Chicago Street through Hammond, Indiana is a major truck route and one of the few east-west thoroughfares within the immediate vicinity of the project. Therefore the development of the alternative which best met the proposed project's stated purpose and need of improving safety, reducing congestion, improving mobility, repairing and replacing deteriorated infrastructure, and developing an east-west corridor resulted in the previously discussed impacts in the form of 45 residential and business relocations and 14 vacant property acquisitions.

7 Conclusions

The proposed project is projected to result in a total of 45 relocations including 28 single-family residences, eight multi-family dwelling units, four businesses currently in operation, and five businesses not currently in operation. One of the multi-family dwellings, the property located at 4704 Hohman Avenue, also serves as a sports bar and has been included in this total as both a multi-family dwelling unit and a business which is currently in operation. These relocations are not anticipated to result in a loss of community cohesion and replacement housing and replacement commercial properties are both readily available within the city of Hammond at similar prices to those within the project area In addition

to these 45 relocations, 14 vacant properties are also anticipated to be acquired, however, these vacant properties will not result in any additional relocations or the acquisition of any structures.

Research undertaken as part of this report indicates that there should be adequate Decent, Safe, and Sanitary replacement housing immediately available for home owners within the immediate vicinity of the project area. This housing should also be within their financial means particularly upon inclusion of potential relocation benefits (including possible last resort payments).

Those who currently rent their residence may find difficulty in locating replacement housing within the immediate vicinity of the project area and may be forced to relocate elsewhere within the city of Hammond due to a lack of available rental properties. There are numerous apartments and other rental properties available throughout the city of Hammond which could accommodate those residences forced to relocate as part of the proposed project. This may serve as a challenge to renters as rental costs within the project area are some of the lowest in the area, including elsewhere within the city of Hammond. However, it is anticipated that with relocation benefits, Decent, Safe, and Sanitary replacement rental housing will be readily available within the city of Hammond.

As part of the proposed project, nine businesses would be relocated. Four of these businesses are currently in operation while the remaining five businesses are not currently in operation. Each of the four operational businesses to be relocated presents its own unique challenge in finding a suitable location at which to relocate including the transfer of a liquor license, location dependent retail, and an area to conduct automotive repairs. However, there is a wide variety of commercial properties available within the city of Hammond and surrounding areas and therefore it is likely that these businesses will find a commercial property suitable for relocation.

Relocation for this federally funded project will be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, 49 CFR 24, Title VI of the Civil Rights Act of 1968, and in accordance with all policies and procedures of the INDOT Real Estate Division. All Relocation Benefits will be calculated in accordance with all Federal Regulations, approved by INDOT Central Office and all relocation claims will be reviewed, approved, and paid in a timely manner.

Conceptual Stage Relocation Study

Appendix

Project Area / Aerial Map

See Appendix A, Page

U.S. Census American Fact Finder

2008-2012 American Community Survey 5-Year Estimates

Selected Economic Characteristics

DP03 | SELECTED ECONOMIC CHARACTERISTICS

2008-2012 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Indiana				Census Tract 204, Lake County, Indiana
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
EMPLOYMENT STATUS					
Population 16 years and over	5,067,379	+/-1,653	5,067,379	(X)	3,864
In labor force	3,292,887	+/-7,122	65.0%	+/-0.1	2,432
Civilian labor force	3,288,210	+/-7,114	64.9%	+/-0.1	2,432
Employed	2,978,847	+/-8,091	58.8%	+/-0.2	2,111
Unemployed	309,363	+/-3,707	6.1%	+/-0.1	321
Armed Forces	4,677	+/-551	0.1%	+/-0.1	0
Not in labor force	1,774,492	+/-7,198	35.0%	+/-0.1	1,432
Civilian labor force	3,288,210	+/-7,114	3,288,210	(X)	2,432
Percent Unemployed	(X)	(X)	9.4%	+/-0.1	(X)
Females 16 years and over	2,600,819	+/-1,477	2,600,819	(X)	1,926
In labor force	1,560,424	+/-4,556	60.0%	+/-0.2	1,049
Civilian labor force	1,559,698	+/-4,534	60.0%	+/-0.2	1,049
Employed	1,421,720	+/-4,947	54.7%	+/-0.2	944
Own children under 6 years	498,592	+/-2,306	498,592	(X)	763
All parents in family in labor force	334,953	+/-3,514	67.2%	+/-0.6	426
Own children 6 to 17 years	1,021,547	+/-2,826	1,021,547	(X)	846
All parents in family in labor force	747,390	+/-4,770	73.2%	+/-0.4	334
COMMUTING TO WORK					
Workers 16 years and over	2,923,571	+/-8,694	2,923,571	(X)	2,014
Car, truck, or van -- drove alone	2,422,427	+/-8,025	82.9%	+/-0.2	1,564
Car, truck, or van -- carpooled	270,778	+/-3,827	9.3%	+/-0.1	242
Public transportation (excluding taxicab)	30,984	+/-1,316	1.1%	+/-0.1	64
Walked	63,844	+/-1,629	2.2%	+/-0.1	51
Other means	40,274	+/-1,443	1.4%	+/-0.1	61
Worked at home	95,264	+/-2,092	3.3%	+/-0.1	32
Mean travel time to work (minutes)	23.2	+/-0.1	(X)	(X)	25.5
OCCUPATION					

Subject	Indiana				Census Tract 204, Lake County, Indiana
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
Civilian employed population 16 years and over	2,978,847	+/-8,091	2,978,847	(X)	2,111
Management, business, science, and arts occupations	953,358	+/-7,074	32.0%	+/-0.2	254
Service occupations	504,456	+/-4,243	16.9%	+/-0.1	715
Sales and office occupations	720,102	+/-5,432	24.2%	+/-0.2	249
Natural resources, construction, and maintenance occupations	270,134	+/-3,418	9.1%	+/-0.1	175
Production, transportation, and material moving occupations	530,797	+/-4,351	17.8%	+/-0.1	718
INDUSTRY					
Civilian employed population 16 years and over	2,978,847	+/-8,091	2,978,847	(X)	2,111
Agriculture, forestry, fishing and hunting, and mining	42,970	+/-1,359	1.4%	+/-0.1	0
Construction	177,746	+/-3,335	6.0%	+/-0.1	152
Manufacturing	548,366	+/-4,336	18.4%	+/-0.1	394
Wholesale trade	79,342	+/-1,970	2.7%	+/-0.1	131
Retail trade	340,159	+/-4,412	11.4%	+/-0.1	128
Transportation and warehousing, and utilities	155,013	+/-2,948	5.2%	+/-0.1	206
Information	50,169	+/-1,551	1.7%	+/-0.1	16
Finance and insurance, and real estate and rental and leasing	160,580	+/-2,835	5.4%	+/-0.1	0
Professional, scientific, and management, and administrative and waste management services	230,583	+/-3,320	7.7%	+/-0.1	166
Educational services, and health care and social assistance	683,391	+/-5,285	22.9%	+/-0.2	324
Arts, entertainment, and recreation, and accommodation and food services	265,625	+/-3,540	8.9%	+/-0.1	482
Other services, except public administration	140,165	+/-2,655	4.7%	+/-0.1	76
Public administration	104,738	+/-2,078	3.5%	+/-0.1	36
CLASS OF WORKER					
Civilian employed population 16 years and over	2,978,847	+/-8,091	2,978,847	(X)	2,111
Private wage and salary workers	2,481,267	+/-7,908	83.3%	+/-0.1	1,922
Government workers	348,236	+/-3,825	11.7%	+/-0.1	137
Self-employed in own not incorporated business workers	145,170	+/-2,957	4.9%	+/-0.1	42
Unpaid family workers	4,174	+/-481	0.1%	+/-0.1	10
INCOME AND BENEFITS (IN 2012 INFLATION-ADJUSTED DOLLARS)					
Total households	2,478,846	+/-6,570	2,478,846	(X)	1,613
Less than $10,000	178,310	+/-2,722	7.2%	+/-0.1	130
$10,000 to $14,999	138,896	+/-2,433	5.6%	+/-0.1	148
$15,000 to $24,999	286,266	+/-3,223	11.5%	+/-0.1	301
$25,000 to $34,999	291,706	+/-3,005	11.8%	+/-0.1	246
$35,000 to $49,999	381,183	+/-3,976	15.4%	+/-0.2	259
$50,000 to $74,999	485,089	+/-4,628	19.6%	+/-0.2	343
$75,000 to $99,999	309,462	+/-3,621	12.5%	+/-0.1	110
$100,000 to $149,999	271,431	+/-3,656	10.9%	+/-0.1	66
$150,000 to $199,999	74,470	+/-1,635	3.0%	+/-0.1	10
$200,000 or more	62,033	+/-1,526	2.5%	+/-0.1	0
Median household income (dollars)	48,374	+/-204	(X)	(X)	34,310
Mean household income (dollars)	62,715	+/-274	(X)	(X)	41,296
With earnings	1,949,617	+/-6,451	78.7%	+/-0.2	1,311
Mean earnings (dollars)	63,791	+/-320	(X)	(X)	40,154
With Social Security	717,971	+/-3,602	29.0%	+/-0.1	374
Mean Social Security income (dollars)	17,401	+/-61	(X)	(X)	17,328
With retirement income	459,112	+/-3,388	18.5%	+/-0.1	193
Mean retirement income (dollars)	17,252	+/-212	(X)	(X)	21,107
With Supplemental Security Income	100,466	+/-1,732	4.1%	+/-0.1	92

Subject	Indiana				Census Tract 204, Lake County, Indiana
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
Mean Supplemental Security Income (dollars)	9,248	+/-118	(X)	(X)	9,037
With cash public assistance income	60,809	+/-1,740	2.5%	+/-0.1	39
Mean cash public assistance income (dollars)	3,117	+/-96	(X)	(X)	2,918
With Food Stamp/SNAP benefits in the past 12 months	278,954	+/-3,255	11.3%	+/-0.1	422
Families	1,655,534	+/-6,226	1,655,534	(X)	1,226
Less than $10,000	78,549	+/-2,006	4.7%	+/-0.1	159
$10,000 to $14,999	51,068	+/-1,463	3.1%	+/-0.1	81
$15,000 to $24,999	131,134	+/-2,217	7.9%	+/-0.1	164
$25,000 to $34,999	164,176	+/-2,789	9.9%	+/-0.2	149
$35,000 to $49,999	248,014	+/-2,979	15.0%	+/-0.2	215
$50,000 to $74,999	362,773	+/-3,889	21.9%	+/-0.2	289
$75,000 to $99,999	256,928	+/-3,356	15.5%	+/-0.2	110
$100,000 to $149,999	240,225	+/-3,439	14.5%	+/-0.2	59
$150,000 to $199,999	67,053	+/-1,612	4.1%	+/-0.1	0
$200,000 or more	55,614	+/-1,511	3.4%	+/-0.1	0
Median family income (dollars)	60,012	+/-324	(X)	(X)	36,339
Mean family income (dollars)	73,803	+/-409	(X)	(X)	43,061
Per capita income (dollars)	24,558	+/-122	(X)	(X)	13,473
Nonfamily households	823,312	+/-4,922	823,312	(X)	387
Median nonfamily income (dollars)	28,300	+/-259	(X)	(X)	17,413
Mean nonfamily income (dollars)	37,952	+/-301	(X)	(X)	28,722
Median earnings for workers (dollars)	28,217	+/-134	(X)	(X)	21,148
Median earnings for male full-time, year-round workers (dollars)	46,551	+/-291	(X)	(X)	29,130
Median earnings for female full-time, year-round workers (dollars)	33,986	+/-206	(X)	(X)	25,259
HEALTH INSURANCE COVERAGE					
Civilian noninstitutionalized population	6,384,930	+/-553	6,384,930	(X)	5,397
With health insurance coverage	5,483,924	+/-11,567	85.9%	+/-0.2	3,992
With private health insurance	4,444,745	+/-17,335	69.6%	+/-0.3	2,254
With public coverage	1,779,715	+/-9,926	27.9%	+/-0.2	2,066
No health insurance coverage	901,006	+/-11,575	14.1%	+/-0.2	1,405
Civilian noninstitutionalized population under 18 years	1,598,390	+/-467	1,598,390	(X)	1,712
No health insurance coverage	141,108	+/-4,151	8.8%	+/-0.3	159
Civilian noninstitutionalized population 18 to 64 years	3,975,155	+/-1,182	3,975,155	(X)	3,340
In labor force:	3,098,640	+/-6,363	3,098,640	(X)	2,373
Employed:	2,812,320	+/-7,480	2,812,320	(X)	2,052
With health insurance coverage	2,368,876	+/-9,863	84.2%	+/-0.2	1,337
With private health insurance	2,274,690	+/-9,735	80.9%	+/-0.2	1,207
With public coverage	149,085	+/-2,533	5.3%	+/-0.1	130
No health insurance coverage	443,444	+/-6,343	15.8%	+/-0.2	715
Unemployed:	286,320	+/-3,700	286,320	(X)	321
With health insurance coverage	147,789	+/-2,586	51.6%	+/-0.7	136
With private health insurance	99,907	+/-2,109	34.9%	+/-0.7	89
With public coverage	54,101	+/-1,582	18.9%	+/-0.5	47
No health insurance coverage	138,531	+/-2,897	48.4%	+/-0.7	185
Not in labor force:	876,515	+/-6,385	876,515	(X)	967
With health insurance coverage	702,250	+/-5,493	80.1%	+/-0.3	621
With private health insurance	488,665	+/-4,598	55.8%	+/-0.5	280
With public coverage	272,129	+/-3,906	31.0%	+/-0.3	391

Subject	Indiana				Census Tract 204, Lake County, Indiana
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
No health insurance coverage	174,265	+/-3,408	19.9%	+/-0.3	346
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL					
All families	(X)	(X)	10.6%	+/-0.2	(X)
With related children under 18 years	(X)	(X)	17.4%	+/-0.3	(X)
With related children under 5 years only	(X)	(X)	20.4%	+/-0.7	(X)
Married couple families	(X)	(X)	4.7%	+/-0.1	(X)
With related children under 18 years	(X)	(X)	7.1%	+/-0.2	(X)
With related children under 5 years only	(X)	(X)	6.5%	+/-0.5	(X)
Families with female householder, no husband present	(X)	(X)	32.5%	+/-0.5	(X)
With related children under 18 years	(X)	(X)	41.5%	+/-0.7	(X)
With related children under 5 years only	(X)	(X)	51.8%	+/-1.9	(X)
All people	(X)	(X)	14.7%	+/-0.2	(X)
Under 18 years	(X)	(X)	20.9%	+/-0.4	(X)
Related children under 18 years	(X)	(X)	20.5%	+/-0.4	(X)
Related children under 5 years	(X)	(X)	25.2%	+/-0.6	(X)
Related children 5 to 17 years	(X)	(X)	18.7%	+/-0.4	(X)
18 years and over	(X)	(X)	12.7%	+/-0.1	(X)
18 to 64 years	(X)	(X)	13.8%	+/-0.2	(X)
65 years and over	(X)	(X)	7.4%	+/-0.2	(X)
People in families	(X)	(X)	12.1%	+/-0.2	(X)
Unrelated individuals 15 years and over	(X)	(X)	26.8%	+/-0.3	(X)

Subject	Census Tract 204, Lake County, Indiana			Hammond city, Indiana	
	Margin of Error	Percent	Percent Margin of Error	Estimate	Margin of Error
EMPLOYMENT STATUS					
Population 16 years and over	+/-368	3,864	(X)	61,041	+/-748
In labor force	+/-313	62.9%	+/-5.2	37,830	+/-748
Civilian labor force	+/-313	62.9%	+/-5.2	37,800	+/-753
Employed	+/-311	54.6%	+/-5.3	32,662	+/-802
Unemployed	+/-104	8.3%	+/-2.8	5,138	+/-474
Armed Forces	+/-16	0.0%	+/-0.8	30	+/-48
Not in labor force	+/-238	37.1%	+/-5.2	23,211	+/-770
Civilian labor force	+/-313	2,432	(X)	37,800	+/-753
Percent Unemployed	(X)	13.2%	+/-4.3	(X)	(X)
Females 16 years and over	+/-211	1,926	(X)	31,701	+/-646
In labor force	+/-204	54.5%	+/-7.8	17,715	+/-674
Civilian labor force	+/-204	54.5%	+/-7.8	17,715	+/-674
Employed	+/-212	49.0%	+/-8.1	15,481	+/-631
Own children under 6 years	+/-188	763	(X)	7,924	+/-562
All parents in family in labor force	+/-173	55.8%	+/-14.8	4,452	+/-496
Own children 6 to 17 years	+/-217	846	(X)	13,173	+/-756
All parents in family in labor force	+/-161	39.5%	+/-16.4	8,590	+/-753
COMMUTING TO WORK					
Workers 16 years and over	+/-320	2,014	(X)	31,724	+/-782
Car, truck, or van -- drove alone	+/-276	77.7%	+/-5.8	25,837	+/-820
Car, truck, or van -- carpooled	+/-105	12.0%	+/-4.7	3,021	+/-422
Public transportation (excluding taxicab)	+/-53	3.2%	+/-2.7	1,336	+/-291
Walked	+/-47	2.5%	+/-2.4	757	+/-167
Other means	+/-68	3.0%	+/-3.3	319	+/-140
Worked at home	+/-28	1.6%	+/-1.4	454	+/-120
Mean travel time to work (minutes)	+/-3.1	(X)	(X)	26.9	+/-1.1
OCCUPATION					
Civilian employed population 16 years and over	+/-311	2,111	(X)	32,662	+/-802
Management, business, science, and arts occupations	+/-99	12.0%	+/-4.5	6,769	+/-607
Service occupations	+/-219	33.9%	+/-7.7	7,686	+/-557
Sales and office occupations	+/-95	11.8%	+/-4.0	8,316	+/-659
Natural resources, construction, and maintenance occupations	+/-87	8.3%	+/-4.2	3,018	+/-372
Production, transportation, and material moving occupations	+/-152	34.0%	+/-6.5	6,873	+/-481
INDUSTRY					
Civilian employed population 16 years and over	+/-311	2,111	(X)	32,662	+/-802
Agriculture, forestry, fishing and hunting, and mining	+/-16	0.0%	+/-1.4	90	+/-57
Construction	+/-75	7.2%	+/-3.6	2,067	+/-319
Manufacturing	+/-134	18.7%	+/-6.1	5,268	+/-482
Wholesale trade	+/-84	6.2%	+/-4.0	828	+/-179
Retail trade	+/-65	6.1%	+/-2.9	3,722	+/-486
Transportation and warehousing, and utilities	+/-99	9.8%	+/-4.6	2,553	+/-325
Information	+/-26	0.8%	+/-1.2	430	+/-122
Finance and insurance, and real estate and rental and leasing	+/-16	0.0%	+/-1.4	1,264	+/-269
Professional, scientific, and management, and administrative and waste management services	+/-80	7.9%	+/-3.6	2,914	+/-391
Educational services, and health care and social assistance	+/-104	15.3%	+/-4.6	6,408	+/-505
Arts, entertainment, and recreation, and accommodation and food services	+/-190	22.8%	+/-7.4	4,437	+/-511

Subject	Census Tract 204, Lake County, Indiana			Hammond city, Indiana	
	Margin of Error	Percent	Percent Margin of Error	Estimate	Margin of Error
Other services, except public administration	+/-50	3.6%	+/-2.3	1,676	+/-271
Public administration	+/-40	1.7%	+/-1.9	1,005	+/-221
CLASS OF WORKER					
Civilian employed population 16 years and over	+/-311	2,111	(X)	32,662	+/-802
Private wage and salary workers	+/-306	91.0%	+/-3.6	28,439	+/-852
Government workers	+/-59	6.5%	+/-2.8	3,254	+/-400
Self-employed in own not incorporated business workers	+/-36	2.0%	+/-1.7	925	+/-211
Unpaid family workers	+/-15	0.5%	+/-0.7	44	+/-35
INCOME AND BENEFITS (IN 2012 INFLATION-ADJUSTED DOLLARS)					
Total households	+/-127	1,613	(X)	29,010	+/-644
Less than $10,000	+/-69	8.1%	+/-4.2	2,765	+/-339
$10,000 to $14,999	+/-86	9.2%	+/-5.3	2,249	+/-281
$15,000 to $24,999	+/-107	18.7%	+/-6.2	4,158	+/-400
$25,000 to $34,999	+/-101	15.3%	+/-6.0	4,049	+/-402
$35,000 to $49,999	+/-93	16.1%	+/-5.8	4,673	+/-391
$50,000 to $74,999	+/-107	21.3%	+/-6.5	5,568	+/-451
$75,000 to $99,999	+/-66	6.8%	+/-4.1	3,062	+/-343
$100,000 to $149,999	+/-45	4.1%	+/-2.8	1,881	+/-270
$150,000 to $199,999	+/-17	0.6%	+/-1.0	372	+/-115
$200,000 or more	+/-16	0.0%	+/-1.8	233	+/-109
Median household income (dollars)	+/-4,415	(X)	(X)	38,677	+/-1,222
Mean household income (dollars)	+/-5,124	(X)	(X)	47,950	+/-1,369
With earnings	+/-145	81.3%	+/-6.2	21,988	+/-551
Mean earnings (dollars)	+/-5,544	(X)	(X)	50,072	+/-1,734
With Social Security	+/-94	23.2%	+/-5.6	8,234	+/-388
Mean Social Security income (dollars)	+/-2,625	(X)	(X)	16,073	+/-462
With retirement income	+/-76	12.0%	+/-4.8	5,099	+/-299
Mean retirement income (dollars)	+/-8,280	(X)	(X)	14,873	+/-1,105
With Supplemental Security Income	+/-52	5.7%	+/-3.2	1,959	+/-253
Mean Supplemental Security Income (dollars)	+/-1,619	(X)	(X)	8,770	+/-831
With cash public assistance income	+/-27	2.4%	+/-1.7	1,187	+/-228
Mean cash public assistance income (dollars)	+/-2,502	(X)	(X)	2,180	+/-467
With Food Stamp/SNAP benefits in the past 12 months	+/-113	26.2%	+/-6.8	5,484	+/-432
Families	+/-120	1,226	(X)	18,894	+/-451
Less than $10,000	+/-87	13.0%	+/-6.9	1,458	+/-275
$10,000 to $14,999	+/-63	6.6%	+/-5.1	910	+/-207
$15,000 to $24,999	+/-80	13.4%	+/-6.3	2,191	+/-296
$25,000 to $34,999	+/-81	12.2%	+/-6.3	2,390	+/-344
$35,000 to $49,999	+/-83	17.5%	+/-6.6	3,271	+/-333
$50,000 to $74,999	+/-98	23.6%	+/-7.8	4,235	+/-406
$75,000 to $99,999	+/-66	9.0%	+/-5.3	2,333	+/-272
$100,000 to $149,999	+/-44	4.8%	+/-3.6	1,550	+/-224
$150,000 to $199,999	+/-16	0.0%	+/-2.4	344	+/-117
$200,000 or more	+/-16	0.0%	+/-2.4	212	+/-102
Median family income (dollars)	+/-6,202	(X)	(X)	45,356	+/-2,518
Mean family income (dollars)	+/-6,174	(X)	(X)	54,560	+/-1,936
Per capita income (dollars)	+/-1,433	(X)	(X)	18,148	+/-565
Nonfamily households	+/-110	387	(X)	10,116	+/-660
Median nonfamily income (dollars)	+/-5,208	(X)	(X)	25,295	+/-1,505
Mean nonfamily income (dollars)	+/-10,487	(X)	(X)	33,313	+/-1,809

Subject	Census Tract 204, Lake County, Indiana			Hammond city, Indiana	
	Margin of Error	Percent	Percent Margin of Error	Estimate	Margin of Error
Median earnings for workers (dollars)	+/-1,856	(X)	(X)	25,583	+/-1,117
Median earnings for male full-time, year-round workers (dollars)	+/-2,900	(X)	(X)	41,182	+/-1,799
Median earnings for female full-time, year-round workers (dollars)	+/-4,262	(X)	(X)	31,982	+/-1,386
HEALTH INSURANCE COVERAGE					
Civilian noninstitutionalized population	+/-542	5,397	(X)	80,516	+/-80
With health insurance coverage	+/-508	74.0%	+/-5.4	64,053	+/-1,024
With private health insurance	+/-397	41.8%	+/-6.8	43,297	+/-1,525
With public coverage	+/-415	38.3%	+/-5.9	28,092	+/-1,343
No health insurance coverage	+/-314	26.0%	+/-5.4	16,463	+/-1,012
Civilian noninstitutionalized population under 18 years	+/-308	1,712	(X)	22,153	+/-757
No health insurance coverage	+/-81	9.3%	+/-4.9	2,205	+/-461
Civilian noninstitutionalized population 18 to 64 years	+/-361	3,340	(X)	49,933	+/-719
In labor force:	+/-318	2,373	(X)	36,289	+/-785
Employed:	+/-317	2,052	(X)	31,539	+/-818
With health insurance coverage	+/-277	65.2%	+/-8.6	24,013	+/-896
With private health insurance	+/-256	58.8%	+/-8.7	22,057	+/-883
With public coverage	+/-89	6.3%	+/-4.1	2,315	+/-309
No health insurance coverage	+/-203	34.8%	+/-8.6	7,526	+/-561
Unemployed:	+/-104	321	(X)	4,750	+/-445
With health insurance coverage	+/-76	42.4%	+/-17.2	2,074	+/-334
With private health insurance	+/-65	27.7%	+/-16.9	1,224	+/-253
With public coverage	+/-34	14.6%	+/-10.0	915	+/-241
No health insurance coverage	+/-72	57.6%	+/-17.2	2,676	+/-353
Not in labor force:	+/-179	967	(X)	13,644	+/-730
With health insurance coverage	+/-151	64.2%	+/-11.4	9,608	+/-611
With private health insurance	+/-108	29.0%	+/-10.1	5,183	+/-507
With public coverage	+/-129	40.4%	+/-11.5	5,126	+/-498
No health insurance coverage	+/-134	35.8%	+/-11.4	4,036	+/-455
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL					
All families	(X)	26.2%	+/-8.6	(X)	(X)
With related children under 18 years	(X)	36.6%	+/-11.3	(X)	(X)
With related children under 5 years only	(X)	23.8%	+/-22.5	(X)	(X)
Married couple families	(X)	21.3%	+/-10.1	(X)	(X)
With related children under 18 years	(X)	32.9%	+/-14.9	(X)	(X)
With related children under 5 years only	(X)	0.0%	+/-45.6	(X)	(X)
Families with female householder, no husband present	(X)	49.5%	+/-20.7	(X)	(X)
With related children under 18 years	(X)	50.5%	+/-21.3	(X)	(X)
With related children under 5 years only	(X)	68.9%	+/-49.0	(X)	(X)
All people	(X)	26.6%	+/-7.2	(X)	(X)
Under 18 years	(X)	41.8%	+/-12.0	(X)	(X)
Related children under 18 years	(X)	41.4%	+/-12.1	(X)	(X)
Related children under 5 years	(X)	34.1%	+/-13.4	(X)	(X)
Related children 5 to 17 years	(X)	45.9%	+/-14.1	(X)	(X)
18 years and over	(X)	19.6%	+/-5.9	(X)	(X)
18 to 64 years	(X)	20.3%	+/-6.1	(X)	(X)
65 years and over	(X)	13.6%	+/-12.9	(X)	(X)
People in families	(X)	26.9%	+/-8.4	(X)	(X)
Unrelated individuals 15 years and over	(X)	24.6%	+/-10.7	(X)	(X)

Subject	Hammond city, Indiana	
	Percent	Percent Margin of Error
EMPLOYMENT STATUS		
Population 16 years and over	61,041	(X)
In labor force	62.0%	+/-1.1
Civilian labor force	61.9%	+/-1.1
Employed	53.5%	+/-1.2
Unemployed	8.4%	+/-0.8
Armed Forces	0.0%	+/-0.1
Not in labor force	38.0%	+/-1.1
Civilian labor force	37,800	(X)
Percent Unemployed	13.6%	+/-1.2
Females 16 years and over	31,701	(X)
In labor force	55.9%	+/-1.6
Civilian labor force	55.9%	+/-1.6
Employed	48.8%	+/-1.5
Own children under 6 years	7,924	(X)
All parents in family in labor force	56.2%	+/-4.9
Own children 6 to 17 years	13,173	(X)
All parents in family in labor force	65.2%	+/-4.1
COMMUTING TO WORK		
Workers 16 years and over	31,724	(X)
Car, truck, or van -- drove alone	81.4%	+/-1.6
Car, truck, or van -- carpooled	9.5%	+/-1.3
Public transportation (excluding taxicab)	4.2%	+/-0.9
Walked	2.4%	+/-0.5
Other means	1.0%	+/-0.4
Worked at home	1.4%	+/-0.4
Mean travel time to work (minutes)	(X)	(X)
OCCUPATION		
Civilian employed population 16 years and over	32,662	(X)
Management, business, science, and arts occupations	20.7%	+/-1.7
Service occupations	23.5%	+/-1.6
Sales and office occupations	25.5%	+/-1.8
Natural resources, construction, and maintenance occupations	9.2%	+/-1.2
Production, transportation, and material moving occupations	21.0%	+/-1.5
INDUSTRY		
Civilian employed population 16 years and over	32,662	(X)
Agriculture, forestry, fishing and hunting, and mining	0.3%	+/-0.2
Construction	6.3%	+/-1.0
Manufacturing	16.1%	+/-1.5
Wholesale trade	2.5%	+/-0.5
Retail trade	11.4%	+/-1.4
Transportation and warehousing, and utilities	7.8%	+/-1.0
Information	1.3%	+/-0.4
Finance and insurance, and real estate and rental and leasing	3.9%	+/-0.8
Professional, scientific, and management, and administrative and waste management services	8.9%	+/-1.2
Educational services, and health care and social assistance	19.6%	+/-1.4
Arts, entertainment, and recreation, and accommodation and food services	13.6%	+/-1.5

Subject	Hammond city, Indiana	
	Percent	Percent Margin of Error
Other services, except public administration	5.1%	+/-0.8
Public administration	3.1%	+/-0.7
CLASS OF WORKER		
Civilian employed population 16 years and over	32,662	(X)
Private wage and salary workers	87.1%	+/-1.4
Government workers	10.0%	+/-1.2
Self-employed in own not incorporated business workers	2.8%	+/-0.6
Unpaid family workers	0.1%	+/-0.1
INCOME AND BENEFITS (IN 2012 INFLATION-ADJUSTED DOLLARS)		
Total households	29,010	(X)
Less than $10,000	9.5%	+/-1.1
$10,000 to $14,999	7.8%	+/-0.9
$15,000 to $24,999	14.3%	+/-1.3
$25,000 to $34,999	14.0%	+/-1.3
$35,000 to $49,999	16.1%	+/-1.3
$50,000 to $74,999	19.2%	+/-1.5
$75,000 to $99,999	10.6%	+/-1.2
$100,000 to $149,999	6.5%	+/-0.9
$150,000 to $199,999	1.3%	+/-0.4
$200,000 or more	0.8%	+/-0.4
Median household income (dollars)	(X)	(X)
Mean household income (dollars)	(X)	(X)
With earnings	75.8%	+/-1.2
Mean earnings (dollars)	(X)	(X)
With Social Security	28.4%	+/-1.3
Mean Social Security income (dollars)	(X)	(X)
With retirement income	17.6%	+/-1.0
Mean retirement income (dollars)	(X)	(X)
With Supplemental Security Income	6.8%	+/-0.9
Mean Supplemental Security Income (dollars)	(X)	(X)
With cash public assistance income	4.1%	+/-0.8
Mean cash public assistance income (dollars)	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	18.9%	+/-1.5
Families	18,894	(X)
Less than $10,000	7.7%	+/-1.5
$10,000 to $14,999	4.8%	+/-1.1
$15,000 to $24,999	11.6%	+/-1.5
$25,000 to $34,999	12.6%	+/-1.8
$35,000 to $49,999	17.3%	+/-1.8
$50,000 to $74,999	22.4%	+/-2.0
$75,000 to $99,999	12.3%	+/-1.5
$100,000 to $149,999	8.2%	+/-1.2
$150,000 to $199,999	1.8%	+/-0.6
$200,000 or more	1.1%	+/-0.5
Median family income (dollars)	(X)	(X)
Mean family income (dollars)	(X)	(X)
Per capita income (dollars)	(X)	(X)
Nonfamily households	10,116	(X)
Median nonfamily income (dollars)	(X)	(X)
Mean nonfamily income (dollars)	(X)	(X)

Subject	Hammond city, Indiana	
	Percent	Percent Margin of Error
Median earnings for workers (dollars)	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	(X)	(X)
HEALTH INSURANCE COVERAGE		
Civilian noninstitutionalized population	80,516	(X)
With health insurance coverage	79.6%	+/-1.3
With private health insurance	53.8%	+/-1.9
With public coverage	34.9%	+/-1.7
No health insurance coverage	20.4%	+/-1.3
Civilian noninstitutionalized population under 18 years	22,153	(X)
No health insurance coverage	10.0%	+/-2.0
Civilian noninstitutionalized population 18 to 64 years	49,933	(X)
In labor force:	36,289	(X)
Employed:	31,539	(X)
With health insurance coverage	76.1%	+/-1.8
With private health insurance	69.9%	+/-1.8
With public coverage	7.3%	+/-1.0
No health insurance coverage	23.9%	+/-1.8
Unemployed:	4,750	(X)
With health insurance coverage	43.7%	+/-5.5
With private health insurance	25.8%	+/-4.7
With public coverage	19.3%	+/-4.6
No health insurance coverage	56.3%	+/-5.5
Not in labor force:	13,644	(X)
With health insurance coverage	70.4%	+/-2.8
With private health insurance	38.0%	+/-3.2
With public coverage	37.6%	+/-3.3
No health insurance coverage	29.6%	+/-2.8
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL		
All families	18.0%	+/-1.8
With related children under 18 years	28.0%	+/-2.9
With related children under 5 years only	26.4%	+/-7.6
Married couple families	10.3%	+/-2.0
With related children under 18 years	18.1%	+/-3.7
With related children under 5 years only	10.2%	+/-7.7
Families with female householder, no husband present	37.5%	+/-4.8
With related children under 18 years	46.7%	+/-6.0
With related children under 5 years only	51.5%	+/-13.9
All people	22.1%	+/-1.8
Under 18 years	34.3%	+/-3.6
Related children under 18 years	34.1%	+/-3.6
Related children under 5 years	37.4%	+/-5.2
Related children 5 to 17 years	32.8%	+/-3.7
18 years and over	17.5%	+/-1.3
18 to 64 years	19.0%	+/-1.5
65 years and over	8.7%	+/-1.8
People in families	20.4%	+/-2.2
Unrelated individuals 15 years and over	30.5%	+/-2.5

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

There were changes in the edit between 2009 and 2010 regarding Supplemental Security Income (SSI) and Social Security. The changes in the edit loosened restrictions on disability requirements for receipt of SSI resulting in an increase in the total number of SSI recipients in the American Community Survey. The changes also loosened restrictions on possible reported monthly amounts in Social Security income resulting in higher Social Security aggregate amounts. These results more closely match administrative counts compiled by the Social Security Administration.

Workers include members of the Armed Forces and civilians who were at work last week.

Industry codes are 4-digit codes and are based on the North American Industry Classification System 2007. The Industry categories adhere to the guidelines issued in Clarification Memorandum No. 2, "NAICS Alternate Aggregation Structure for Use By U.S. Statistical Agencies," issued by the Office of Management and Budget.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2008-2012 American Community Survey

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

U.S. Census American Fact Finder

2008-2012 American Community Survey 5-Year Estimates

Selected Housing Characteristics

DP04 | SELECTED HOUSING CHARACTERISTICS

2008-2012 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Census Tract 204, Lake County, Indiana				Hammond city, Indiana
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
HOUSING OCCUPANCY					
Total housing units	2,011	+/-80	2,011	(X)	33,734
Occupied housing units	1,613	+/-127	80.2%	+/-6.3	29,010
Vacant housing units	398	+/-132	19.8%	+/-6.3	4,724
Homeowner vacancy rate	1.0	+/-1.6	(X)	(X)	4.2
Rental vacancy rate	16.9	+/-7.5	(X)	(X)	10.2
UNITS IN STRUCTURE					
Total housing units	2,011	+/-80	2,011	(X)	33,734
1-unit, detached	1,464	+/-138	72.8%	+/-6.9	24,478
1-unit, attached	27	+/-43	1.3%	+/-2.1	995
2 units	323	+/-127	16.1%	+/-6.1	1,939
3 or 4 units	127	+/-68	6.3%	+/-3.4	1,577
5 to 9 units	32	+/-40	1.6%	+/-2.0	1,875
10 to 19 units	18	+/-25	0.9%	+/-1.3	1,072
20 or more units	11	+/-18	0.5%	+/-0.9	1,413
Mobile home	9	+/-14	0.4%	+/-0.7	385
Boat, RV, van, etc.	0	+/-16	0.0%	+/-1.5	0
YEAR STRUCTURE BUILT					
Total housing units	2,011	+/-80	2,011	(X)	33,734
Built 2010 or later	0	+/-16	0.0%	+/-1.5	0
Built 2000 to 2009	65	+/-62	3.2%	+/-3.1	778
Built 1990 to 1999	28	+/-30	1.4%	+/-1.5	737
Built 1980 to 1989	0	+/-16	0.0%	+/-1.5	1,354
Built 1970 to 1979	68	+/-56	3.4%	+/-2.8	2,039
Built 1960 to 1969	146	+/-86	7.3%	+/-4.2	3,513
Built 1950 to 1959	263	+/-104	13.1%	+/-5.2	7,898
Built 1940 to 1949	556	+/-130	27.6%	+/-6.5	6,131
Built 1939 or earlier	885	+/-161	44.0%	+/-7.4	11,284
ROOMS					
Total housing units	2,011	+/-80	2,011	(X)	33,734
1 room	0	+/-16	0.0%	+/-1.5	329

Subject	Census Tract 204, Lake County, Indiana				Hammond city, Indiana
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
2 rooms	11	+/-18	0.5%	+/-0.9	160
3 rooms	172	+/-101	8.6%	+/-5.0	2,903
4 rooms	425	+/-122	21.1%	+/-6.0	6,227
5 rooms	585	+/-152	29.1%	+/-7.5	10,181
6 rooms	443	+/-128	22.0%	+/-6.3	7,319
7 rooms	140	+/-68	7.0%	+/-3.4	3,158
8 rooms	121	+/-76	6.0%	+/-3.8	1,811
9 rooms or more	114	+/-61	5.7%	+/-3.0	1,646
Median rooms	5.2	+/-0.3	(X)	(X)	5.2
BEDROOMS					
Total housing units	2,011	+/-80	2,011	(X)	33,734
No bedroom	0	+/-16	0.0%	+/-1.5	428
1 bedroom	183	+/-102	9.1%	+/-5.0	3,779
2 bedrooms	855	+/-167	42.5%	+/-8.0	11,510
3 bedrooms	716	+/-163	35.6%	+/-8.0	13,860
4 bedrooms	175	+/-76	8.7%	+/-3.8	3,278
5 or more bedrooms	82	+/-51	4.1%	+/-2.5	879
HOUSING TENURE					
Occupied housing units	1,613	+/-127	1,613	(X)	29,010
Owner-occupied	1,027	+/-147	63.7%	+/-7.6	18,400
Renter-occupied	586	+/-132	36.3%	+/-7.6	10,610
Average household size of owner-occupied unit	3.37	+/-0.39	(X)	(X)	2.92
Average household size of renter-occupied unit	3.27	+/-0.48	(X)	(X)	2.49
YEAR HOUSEHOLDER MOVED INTO UNIT					
Occupied housing units	1,613	+/-127	1,613	(X)	29,010
Moved in 2010 or later	186	+/-87	11.5%	+/-5.3	2,703
Moved in 2000 to 2009	821	+/-139	50.9%	+/-7.4	14,516
Moved in 1990 to 1999	233	+/-79	14.4%	+/-4.9	4,729
Moved in 1980 to 1989	130	+/-61	8.1%	+/-3.7	2,252
Moved in 1970 to 1979	83	+/-52	5.1%	+/-3.3	2,059
Moved in 1969 or earlier	160	+/-63	9.9%	+/-3.8	2,751
VEHICLES AVAILABLE					
Occupied housing units	1,613	+/-127	1,613	(X)	29,010
No vehicles available	155	+/-77	9.6%	+/-4.7	2,948
1 vehicle available	646	+/-152	40.0%	+/-8.6	12,825
2 vehicles available	512	+/-114	31.7%	+/-6.8	9,279
3 or more vehicles available	300	+/-104	18.6%	+/-6.4	3,958
HOUSE HEATING FUEL					
Occupied housing units	1,613	+/-127	1,613	(X)	29,010
Utility gas	1,540	+/-136	95.5%	+/-3.1	26,065
Bottled, tank, or LP gas	0	+/-16	0.0%	+/-1.8	167
Electricity	47	+/-34	2.9%	+/-2.2	2,405
Fuel oil, kerosene, etc.	26	+/-41	1.6%	+/-2.5	127
Coal or coke	0	+/-16	0.0%	+/-1.8	12
Wood	0	+/-16	0.0%	+/-1.8	77
Solar energy	0	+/-16	0.0%	+/-1.8	0
Other fuel	0	+/-16	0.0%	+/-1.8	102
No fuel used	0	+/-16	0.0%	+/-1.8	55
SELECTED CHARACTERISTICS					
Occupied housing units	1,613	+/-127	1,613	(X)	29,010
Lacking complete plumbing facilities	0	+/-16	0.0%	+/-1.8	109

Subject	Census Tract 204, Lake County, Indiana				Hammond city, Indiana
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
Lacking complete kitchen facilities	22	+/-24	1.4%	+/-1.5	283
No telephone service available	69	+/-48	4.3%	+/-2.9	780
OCCUPANTS PER ROOM					
Occupied housing units	1,613	+/-127	1,613	(X)	29,010
1.00 or less	1,494	+/-146	92.6%	+/-4.5	27,999
1.01 to 1.50	85	+/-65	5.3%	+/-4.0	841
1.51 or more	34	+/-33	2.1%	+/-2.0	170
VALUE					
Owner-occupied units	1,027	+/-147	1,027	(X)	18,400
Less than $50,000	111	+/-52	10.8%	+/-5.0	1,412
$50,000 to $99,999	700	+/-142	68.2%	+/-8.5	8,991
$100,000 to $149,999	148	+/-66	14.4%	+/-6.2	5,964
$150,000 to $199,999	23	+/-22	2.2%	+/-2.1	1,325
$200,000 to $299,999	31	+/-42	3.0%	+/-4.1	435
$300,000 to $499,999	14	+/-23	1.4%	+/-2.2	160
$500,000 to $999,999	0	+/-16	0.0%	+/-2.9	87
$1,000,000 or more	0	+/-16	0.0%	+/-2.9	26
Median (dollars)	77,700	+/-3,447	(X)	(X)	94,800
MORTGAGE STATUS					
Owner-occupied units	1,027	+/-147	1,027	(X)	18,400
Housing units with a mortgage	673	+/-145	65.5%	+/-9.4	12,547
Housing units without a mortgage	354	+/-103	34.5%	+/-9.4	5,853
SELECTED MONTHLY OWNER COSTS (SMOC)					
Housing units with a mortgage	673	+/-145	673	(X)	12,547
Less than $300	10	+/-15	1.5%	+/-2.3	69
$300 to $499	19	+/-21	2.8%	+/-3.2	353
$500 to $699	123	+/-70	18.3%	+/-9.3	1,054
$700 to $999	164	+/-70	24.4%	+/-9.6	3,741
$1,000 to $1,499	276	+/-105	41.0%	+/-12.4	5,173
$1,500 to $1,999	72	+/-59	10.7%	+/-8.3	1,654
$2,000 or more	9	+/-15	1.3%	+/-2.2	503
Median (dollars)	1,025	+/-129	(X)	(X)	1,086
Housing units without a mortgage	354	+/-103	354	(X)	5,853
Less than $100	0	+/-16	0.0%	+/-8.1	26
$100 to $199	12	+/-19	3.4%	+/-5.6	408
$200 to $299	85	+/-48	24.0%	+/-11.8	1,117
$300 to $399	100	+/-53	28.2%	+/-12.7	1,569
$400 or more	157	+/-69	44.4%	+/-13.4	2,733
Median (dollars)	368	+/-81	(X)	(X)	388
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)					
Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)	673	+/-145	673	(X)	12,457
Less than 20.0 percent	214	+/-91	31.8%	+/-11.7	4,619
20.0 to 24.9 percent	42	+/-32	6.2%	+/-5.0	1,954
25.0 to 29.9 percent	90	+/-54	13.4%	+/-7.5	1,260
30.0 to 34.9 percent	100	+/-71	14.9%	+/-9.7	1,257
35.0 percent or more	227	+/-92	33.7%	+/-11.5	3,367
Not computed	0	+/-16	(X)	(X)	90
Housing unit without a mortgage (excluding units where SMOCAPI cannot be computed)	354	+/-103	354	(X)	5,783
Less than 10.0 percent	112	+/-62	31.6%	+/-15.7	1,988

Subject	Census Tract 204, Lake County, Indiana				Hammond city, Indiana
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
10.0 to 14.9 percent	105	+/-58	29.7%	+/-14.1	1,259
15.0 to 19.9 percent	28	+/-24	7.9%	+/-6.9	701
20.0 to 24.9 percent	9	+/-15	2.5%	+/-4.0	486
25.0 to 29.9 percent	10	+/-15	2.8%	+/-4.4	391
30.0 to 34.9 percent	32	+/-29	9.0%	+/-8.1	193
35.0 percent or more	58	+/-51	16.4%	+/-12.7	765
Not computed	0	+/-16	(X)	(X)	70
GROSS RENT					
Occupied units paying rent	569	+/-132	569	(X)	10,158
Less than $200	0	+/-16	0.0%	+/-5.1	256
$200 to $299	10	+/-17	1.8%	+/-3.0	545
$300 to $499	37	+/-42	6.5%	+/-7.2	1,014
$500 to $749	188	+/-86	33.0%	+/-13.3	2,873
$750 to $999	247	+/-109	43.4%	+/-15.1	3,688
$1,000 to $1,499	67	+/-47	11.8%	+/-8.7	1,668
$1,500 or more	20	+/-22	3.5%	+/-3.8	114
Median (dollars)	785	+/-63	(X)	(X)	779
No rent paid	17	+/-28	(X)	(X)	452
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)					
Occupied units paying rent (excluding units where GRAPI cannot be computed)	533	+/-132	533	(X)	9,836
Less than 15.0 percent	88	+/-67	16.5%	+/-12.0	1,154
15.0 to 19.9 percent	39	+/-45	7.3%	+/-8.4	1,073
20.0 to 24.9 percent	57	+/-51	10.7%	+/-9.3	1,096
25.0 to 29.9 percent	58	+/-58	10.9%	+/-10.9	1,172
30.0 to 34.9 percent	16	+/-20	3.0%	+/-3.7	745
35.0 percent or more	275	+/-106	51.6%	+/-16.0	4,596
Not computed	53	+/-52	(X)	(X)	774

Subject	Hammond city, Indiana		
	Margin of Error	Percent	Percent Margin of Error
HOUSING OCCUPANCY			
Total housing units	+/-652	33,734	(X)
Occupied housing units	+/-644	86.0%	+/-1.4
Vacant housing units	+/-491	14.0%	+/-1.4
Homeowner vacancy rate	+/-1.1	(X)	(X)
Rental vacancy rate	+/-2.1	(X)	(X)
UNITS IN STRUCTURE			
Total housing units	+/-652	33,734	(X)
1-unit, detached	+/-626	72.6%	+/-1.5
1-unit, attached	+/-222	2.9%	+/-0.7
2 units	+/-307	5.7%	+/-0.9
3 or 4 units	+/-301	4.7%	+/-0.9
5 to 9 units	+/-276	5.6%	+/-0.8
10 to 19 units	+/-220	3.2%	+/-0.6
20 or more units	+/-230	4.2%	+/-0.7
Mobile home	+/-149	1.1%	+/-0.4
Boat, RV, van, etc.	+/-27	0.0%	+/-0.1
YEAR STRUCTURE BUILT			
Total housing units	+/-652	33,734	(X)
Built 2010 or later	+/-27	0.0%	+/-0.1
Built 2000 to 2009	+/-199	2.3%	+/-0.6
Built 1990 to 1999	+/-166	2.2%	+/-0.5
Built 1980 to 1989	+/-249	4.0%	+/-0.7
Built 1970 to 1979	+/-307	6.0%	+/-0.9
Built 1960 to 1969	+/-361	10.4%	+/-1.0
Built 1950 to 1959	+/-465	23.4%	+/-1.3
Built 1940 to 1949	+/-499	18.2%	+/-1.5
Built 1939 or earlier	+/-645	33.4%	+/-1.8
ROOMS			
Total housing units	+/-652	33,734	(X)
1 room	+/-130	1.0%	+/-0.4
2 rooms	+/-56	0.5%	+/-0.2
3 rooms	+/-345	8.6%	+/-1.0
4 rooms	+/-543	18.5%	+/-1.5
5 rooms	+/-681	30.2%	+/-1.8
6 rooms	+/-601	21.7%	+/-1.8
7 rooms	+/-375	9.4%	+/-1.1
8 rooms	+/-251	5.4%	+/-0.8
9 rooms or more	+/-215	4.9%	+/-0.7
Median rooms	+/-0.1	(X)	(X)
BEDROOMS			
Total housing units	+/-652	33,734	(X)
No bedroom	+/-147	1.3%	+/-0.4
1 bedroom	+/-377	11.2%	+/-1.1
2 bedrooms	+/-713	34.1%	+/-1.8
3 bedrooms	+/-555	41.1%	+/-1.6
4 bedrooms	+/-348	9.7%	+/-1.1
5 or more bedrooms	+/-209	2.6%	+/-0.6
HOUSING TENURE			
Occupied housing units	+/-644	29,010	(X)
Owner-occupied	+/-538	63.4%	+/-1.6
Renter-occupied	+/-562	36.6%	+/-1.6

Subject	Hammond city, Indiana		
	Margin of Error	Percent	Percent Margin of Error
Average household size of owner-occupied unit	+/-0.08	(X)	(X)
Average household size of renter-occupied unit	+/-0.12	(X)	(X)
YEAR HOUSEHOLDER MOVED INTO UNIT			
Occupied housing units	+/-644	29,010	(X)
Moved in 2010 or later	+/-351	9.3%	+/-1.2
Moved in 2000 to 2009	+/-660	50.0%	+/-2.0
Moved in 1990 to 1999	+/-376	16.3%	+/-1.3
Moved in 1980 to 1989	+/-296	7.8%	+/-1.0
Moved in 1970 to 1979	+/-229	7.1%	+/-0.8
Moved in 1969 or earlier	+/-270	9.5%	+/-0.9
VEHICLES AVAILABLE			
Occupied housing units	+/-644	29,010	(X)
No vehicles available	+/-373	10.2%	+/-1.2
1 vehicle available	+/-626	44.2%	+/-1.8
2 vehicles available	+/-566	32.0%	+/-1.8
3 or more vehicles available	+/-361	13.6%	+/-1.3
HOUSE HEATING FUEL			
Occupied housing units	+/-644	29,010	(X)
Utility gas	+/-678	89.8%	+/-1.1
Bottled, tank, or LP gas	+/-73	0.6%	+/-0.3
Electricity	+/-318	8.3%	+/-1.1
Fuel oil, kerosene, etc.	+/-73	0.4%	+/-0.3
Coal or coke	+/-20	0.0%	+/-0.1
Wood	+/-63	0.3%	+/-0.2
Solar energy	+/-27	0.0%	+/-0.1
Other fuel	+/-49	0.4%	+/-0.2
No fuel used	+/-34	0.2%	+/-0.1
SELECTED CHARACTERISTICS			
Occupied housing units	+/-644	29,010	(X)
Lacking complete plumbing facilities	+/-77	0.4%	+/-0.3
Lacking complete kitchen facilities	+/-118	1.0%	+/-0.4
No telephone service available	+/-195	2.7%	+/-0.7
OCCUPANTS PER ROOM			
Occupied housing units	+/-644	29,010	(X)
1.00 or less	+/-725	96.5%	+/-0.7
1.01 to 1.50	+/-187	2.9%	+/-0.7
1.51 or more	+/-71	0.6%	+/-0.2
VALUE			
Owner-occupied units	+/-538	18,400	(X)
Less than $50,000	+/-207	7.7%	+/-1.1
$50,000 to $99,999	+/-517	48.9%	+/-2.3
$100,000 to $149,999	+/-412	32.4%	+/-2.0
$150,000 to $199,999	+/-225	7.2%	+/-1.2
$200,000 to $299,999	+/-139	2.4%	+/-0.8
$300,000 to $499,999	+/-83	0.9%	+/-0.5
$500,000 to $999,999	+/-51	0.5%	+/-0.3
$1,000,000 or more	+/-30	0.1%	+/-0.2
Median (dollars)	+/-1,769	(X)	(X)
MORTGAGE STATUS			
Owner-occupied units	+/-538	18,400	(X)
Housing units with a mortgage	+/-524	68.2%	+/-1.7
Housing units without a mortgage	+/-338	31.8%	+/-1.7

Subject	Hammond city, Indiana		
	Margin of Error	Percent	Percent Margin of Error
SELECTED MONTHLY OWNER COSTS (SMOC)			
Housing units with a mortgage	+/-524	12,547	(X)
Less than $300	+/-58	0.5%	+/-0.5
$300 to $499	+/-104	2.8%	+/-0.8
$500 to $699	+/-225	8.4%	+/-1.7
$700 to $999	+/-378	29.8%	+/-2.7
$1,000 to $1,499	+/-380	41.2%	+/-2.5
$1,500 to $1,999	+/-219	13.2%	+/-1.7
$2,000 or more	+/-131	4.0%	+/-1.0
Median (dollars)	+/-25	(X)	(X)
Housing units without a mortgage	+/-338	5,853	(X)
Less than $100	+/-26	0.4%	+/-0.4
$100 to $199	+/-113	7.0%	+/-1.9
$200 to $299	+/-176	19.1%	+/-2.7
$300 to $399	+/-216	26.8%	+/-3.2
$400 or more	+/-265	46.7%	+/-4.0
Median (dollars)	+/-14	(X)	(X)
SELECTED MONTHLY OWNER COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME (SMOCAPI)			
Housing units with a mortgage (excluding units where SMOCAPI cannot be computed)	+/-505	12,457	(X)
Less than 20.0 percent	+/-364	37.1%	+/-3.0
20.0 to 24.9 percent	+/-285	15.7%	+/-2.1
25.0 to 29.9 percent	+/-257	10.1%	+/-2.1
30.0 to 34.9 percent	+/-203	10.1%	+/-1.5
35.0 percent or more	+/-415	27.0%	+/-2.8
Not computed	+/-71	(X)	(X)
Housing unit without a mortgage (excluding units where SMOCAPI cannot be computed)	+/-334	5,783	(X)
Less than 10.0 percent	+/-245	34.4%	+/-3.6
10.0 to 14.9 percent	+/-200	21.8%	+/-3.4
15.0 to 19.9 percent	+/-160	12.1%	+/-2.6
20.0 to 24.9 percent	+/-120	8.4%	+/-2.1
25.0 to 29.9 percent	+/-112	6.8%	+/-1.9
30.0 to 34.9 percent	+/-86	3.3%	+/-1.5
35.0 percent or more	+/-150	13.2%	+/-2.4
Not computed	+/-41	(X)	(X)
GROSS RENT			
Occupied units paying rent	+/-573	10,158	(X)
Less than $200	+/-91	2.5%	+/-0.9
$200 to $299	+/-158	5.4%	+/-1.5
$300 to $499	+/-200	10.0%	+/-1.9
$500 to $749	+/-371	28.3%	+/-3.4
$750 to $999	+/-426	36.3%	+/-3.5
$1,000 to $1,499	+/-286	16.4%	+/-2.7
$1,500 or more	+/-55	1.1%	+/-0.5
Median (dollars)	+/-23	(X)	(X)
No rent paid	+/-161	(X)	(X)
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME (GRAPI)			
Occupied units paying rent (excluding units where GRAPI cannot be computed)	+/-564	9,836	(X)

Subject	Hammond city, Indiana		
	Margin of Error	Percent	Percent Margin of Error
Less than 15.0 percent	+/-220	11.7%	+/-2.2
15.0 to 19.9 percent	+/-235	10.9%	+/-2.2
20.0 to 24.9 percent	+/-205	11.1%	+/-2.0
25.0 to 29.9 percent	+/-226	11.9%	+/-2.2
30.0 to 34.9 percent	+/-189	7.6%	+/-1.9
35.0 percent or more	+/-436	46.7%	+/-3.7
Not computed	+/-218	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The median gross rent excludes no cash renters.

In prior years, the universe included all owner-occupied units with a mortgage. It is now restricted to include only those units where SMOCAPI is computed, that is, SMOC and household income are valid values.

In prior years, the universe included all owner-occupied units without a mortgage. It is now restricted to include only those units where SMOCAPI is computed, that is, SMOC and household income are valid values.

In prior years, the universe included all renter-occupied units. It is now restricted to include only those units where GRAPI is computed, that is, gross rent and household Income are valid values.

The 2007, 2008, 2009, 2010, 2011, and 2012 plumbing data for Puerto Rico will not be shown. Research indicates that the questions on plumbing facilities that were introduced in 2008 in the stateside American Community Survey and the 2008 Puerto Rico Community Survey may not have been appropriate for Puerto Rico.

Median calculations for base table sourcing VAL, MHC, SMOC, and TAX should exclude zero values.

Telephone service data are not available for certain geographic areas due to problems with data collection. See Errata Note #93 for details.

While the 2008-2012 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2008-2012 American Community Survey

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

Preferred Alternative Segments

See Appendix A, Page A-19 to

City of Hammond Ordinance

Rental Registration Ordinance

INTRO 4-12-10 REF CAW

10- 20

SPONSOR: Mark Kalwinski
1st District Councilwoman

ORDINANCE NO. 9060

AN ORDINANCE AMENDING ORDINANCE 8327, AMENDED ORDINANCE 8570, AMENDED ORDINANCE 8603, AMENDED ORDINANCE 8666 AND AMENDED ORDINANCE 8700, ALSO KNOWS AS SECTION 96.152 OF THE HAMMOND MUNICIPAL CODE AS IT PERTAINS TO RENTAL REGISTRATION IN THE CITY OF HAMMOND
(as amended)

WHEREAS, the City of Hammond is in possession of many rental units, rental homes and apartment buildings in addition to owner occupied properties, and

WHEREAS, Hammond Police and Hammond Fire require the knowledge of which properties including single family homes as well as multi unit dwellings, are rental properties, and require this information for safety and emergency purposes; and

WHEREAS, Each rental unit in the City of Hammond is inspected by the City of Hammond Inspections Department and Fire Department for purposes of health and safety inspections, and to determine if the premises is fire safe, sanitary for human habitation and meets all basic living requirements such as water, electric and sewer, and is being properly maintained and is not a nuisance; and

WHEREAS, tenants are often a vulnerable population, subject to the living conditions imposed upon them by landlords, and many rental units do not meet the basic legal standards for light, health, space, cleanliness and sanitary requirements of habitation, and scrupulous landlords are forced to compete with those who are not putting them at a competitive disadvantage; and

WHEREAS, Hammond tax payers are forced to bear the cost of this inspection and enforcement efforts on these income properties in an effort to protect health and safety, and such Inspection costs have increased while revenue available for this

necessary Municipal Service is decreasing, due to the 1%, 2% 3% tax caps; and

WHEREAS, Many landlords of unfit dwelling or illegally constructed "cut up" rental units, avoid registering rental property as a means of avoiding the City of Hammond Inspections and enforcement of basic habitation standards, and these illegal units are often responsible for an increased number of police and fire calls, placing an additional burden on the Hammond tax payer and reputable landlords; and

WHEREAS, Rental units in the City of Hammond are a business and Hammond homeowners are increasingly asked to bear the cost of the enforcement of safety, code, fire and health standards at these businesses by means of expenditure of their property tax dollars, placing an additional burden on the homeowner who receives no benefit for this cost expenditure on income property; and

WHEREAS, in order for the City of Hammond to bear the increased costs of inspections and enforcement actions on income property it is necessary to increase the annual rental fee for each unit; and

NOW, THEREFORE, BE IT FURTHER ORDAINED by the Common Council of the City of Hammond that Ordinance 8327, Amended Ordinance 8570, Amended Ordinance 8603, Amended Ordinance 8666 and Amended Ordinance 8700 also known as Section 96.152 of the Hammond Municipal Code is amended as follows:

(A) Any owner of real property in the City of Hammond, which real property is used as rental housing, for all or part of any year, shall be required to register all such properties on an annual basis by April 15, of each year.

AN ORDINANCE AMENDING ORDINANCE 8327, AMENDED ORDINANCE 8570, AMENDED ORDINANCE 8603, AMENDED ORDINANCE 8666 AND AMENDED ORDINANCE 8700, ALSO KNOWS AS SECTION 96.152 OF THE HAMMOND MUNICIPAL CODE AS IT PERTAINS TO RENTAL REGISTRATION IN THE CITY OF HAMMOND

(B) The annual registration forms shall be available at the Hammond Inspections Department (and available on line) and no registration or renewal will be accepted by that office without a showing of full liability, fire or other insurance equal to the value of the property insured, including the cost of demolition of the property. Personal information provided for this purpose will be kept confidential by the Department. Alternatively, a bond or letter of credit from a federally insured financial institution may be filed with the Inspections Department in an amount equal to the value of the property insured or $25,000, whichever is greater, which will be used to cover the cost of demolition should the property be damaged by fire, accident, natural disaster or lack of maintenance by the owner.

(C) There shall be an $80 annual fee assessed for each apartment, rental dwelling or rental unit, due with the registration form which must be completed each year. There shall be a fee of $250 for every new apartment constructed after the ordinance goes into effect. An owner occupied building, as demonstrated by a current and accurate homestead exemption, in that homeowners individual name and not in the name of a trust, Limited Liability Company or Corporation, which contains multiple rental units in addition to the owner's primary full time residence, shall pay $20 per unit, per year for those additional units. Additionally, a rental dwelling, rental unit or apartment, owned by a Hammond homeowner, as demonstrated by a current and accurate homestead exemption, on that homeowners full time Hammond permanent residence, in that homeowner's individual name, shall pay $20 per year, per unit, with a limit of discounted 20 units, units over 20 shall be registered at the regular $80 rate. Falsification of this information invalidates the registration and it is the property owner's duty to notify the

City should this information change. Nothing in this section explicitly or by implication permits any landlord to rent an uninhabitable, unsafe or otherwise dangerous unit and no rental registration refund shall be made for such units.

(D) Failure to register any or all real property or unit as rental housing with the City of Hammond shall constitute a violation of this subchapter and shall subject the owner to a fine up to $2500 per unit, per day of violation, with second and subsequent violations punishable by up to $7500 per unit, per day. A finding of violation by the Court shall be punishable by no less than $300 for a first offense and $500 for every second and subsequent offense.

(E) Each day of the violation shall constitute a separate and actionable offense. Fraud in the application process or intentionally failing to provide correct information will invalidate the registration for that year, and the property owner will have the rental registration for that unit revoked. Initial registration is required within 30 days of the effective date of purchase or obtaining title to the real property which will be used as a rental. Any owner that removes the property from rental use, sells or otherwise transfers the property must contact the Inspections Department within 30 days of the transfer or will be found to be in violation of this section.

(F) There shall be a $500 per unit late fee assessed for each dwelling or rental unit/apartment not registered by April 15, of every year.

(G) No landlord or property owner shall allow, permit, aid, or consent too, ignore obvious, or assist in illegal activity or conduct occurring on his or her property in the City of Hammond. The use of rental property in the City of

AN ORDINANCE AMENDING ORDINANCE 8327, AMENDED ORDINANCE 8570, AMENDED ORDINANCE 8603, AMENDED ORDINANCE 8666 AND AMENDED ORDINANCE 8700, ALSO KNOWS AS SECTION 96.152 OF THE HAMMOND MUNICIPAL CODE AS IT PERTAINS TO RENTAL REGISTRATION IN THE CITY OF HAMMOND

Hammond for illegal activity is grounds for revocation of the land lord license for that location. No landlord shall permit a nuisance to occur at the property once notified of said nuisance, and shall inform the tenant that he or she is responsible for following all City Ordinance and State Laws while residing at that location. A landlord, whose rental registration is up for revocation, may request a hearing before the Board of Public Works, should the City commence a revocation action and the decision of the Board of Works may be appealed to the Superior Court as provided by law.

BE IT FURTHER ORDAINED by the Common Council that this Ordinance shall be in full force and effect from and after its passage by the Common Council, signing by the President thereof and approval by the Mayor.

ADOPTED AND APPROVED BY the Common Council of the City of Hammond, Indiana, this 27th day of April, 2010.

Anthony Higgs, President
Hammond Common Council

ATTEST:

Robert J. Golec, City Clerk
City of Hammond, Indiana

PRESENTED BY ME, the undersigned City Clerk of the City of Hammond, Indiana, to the Mayor, for approval and signature, this 27th day of April, 2010.

Robert J. Golec, City Clerk
City of Hammond, Indiana

AN ORDINANCE AMENDING ORDINANCE 8327, AMENDED ORDINANCE 8570, AMENDED ORDINANCE 8603, AMENDED ORDINANCE 8666 AND AMENDED ORDINANCE 8700, ALSO KNOWS AS SECTION 96.152 OF THE HAMMOND MUNICIPAL CODE AS IT PERTAINS TO RENTAL REGISTRATION IN THE CITY OF HAMMOND

The foregoing Ordinance No. 9060 consisting of six (6) typewritten pages, including this page, was APPROVED AND SIGNED BY ME, the undersigned Mayor of the City of Hammond, Indiana, this 27th day of April, 2010.

Thomas M. McDermott, Jr., Mayor
City of Hammond, Indiana

PASSED by the Common Council on the 26th day of April, 2010, and Approved by the Mayor on the 17th day of April, 2010.

Robert J. Golec, City Clerk
City of Hammond, Indiana

Attachment 6c - Accident Analysis Summary Data Table

Spot, Section, or Intersection	# Acc. In Year			No. V	No. I	No. F	Accident Codes From Figure 55-8B														Reference Road No.
	1	2	3				A	Description	B	Description	C	Description	D	Description	E	Description	F	Description	G	Description	
Ash Ave. & SR 312			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201039000
Ash Ave. & SR 312		1		2	1	0	2	Cloudy	2	Wet	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201130683
Ash Ave. & SR 312			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201039007
Ash Ave. & Chicago St.			1	3	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201071111
Ash Ave. & SR 312		1		1	0	0	1	Clear	1	Dry	1	Daylight	5	Building Wall	5	Off Roadway	1	Straight and Le	5	Off-Road	201140716
Brunswick St. & Sheffield Ave.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	7	Shoulder	1	Straight and Le	1	Head-On	201052024
Cedar Ave. & SR 312			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	7	Shoulder	1	Straight and Le	3	Same-Direction Sideswipe	201022856
Cedar Ave. & Chicago St.		1		2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201190287
Cedar Ave. & SR 312	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	14	Rt. Turn - 14 (Fig. 55-8C)	201257588
Cedar Ave. & Chicago St.			1	3	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	15	Rt. Turn -15 (Fig. 55-8C)	201000819
Chicago St. & Columbia Ave.			1	3	2	0	1	Clear	2	Wet	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201014922
Chicago St. & White Oak Ave.			1	3	4	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201067754
Chicago St. & Torrence Ave.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201072070
Chicago St. & Columbia Ave.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	3	Straight and Hil	2	Rear-End	201073135
Chicago St. & Calumet Ave.		1		2	0	0	1	Clear	1	Dry	2	Dawn / Dusk	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201153186
Chicago St. & Towle Ave.		1		2	0	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201170990
Chicago St. & Hohman Ave.		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201187690
Chicago St. & Columbia Ave.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	2	Interchange Are	1	Straight and Le	3	Same-Direction Sideswipe	201078736
Chicago St. & Hohman Ave.		1		2	0	0	2	Cloudy	2	Wet	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	3	Same-Direction Sideswipe	201117193
Chicago St. & Oak Ave.		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201162000
Chicago St. & Ash Ave.		1		2	2	0	1	Clear	1	Dry	2	Dawn / Dusk	14	Light / Utility Pole	5	Off Roadway	1	Straight and Le	5	Off-Road	201163621
Chicago St. & Calumet Ave.		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201104851
Chicago St. & Baltimore Ave.		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	4	Curved and Lev	6	Rt. Angle (Fig. 55-8C)	201118648
Chicago St. & Johnson Ave.		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201168957
Chicago St. & Pine Ave.			1	2	4	0	2	Cloudy	2	Wet	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	8	Lt. Turn - 8 (Fig. 55-8C)	201064949
Clark Ave. & SR 312	1			2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	7	Shoulder	1	Straight and Le	4	Opposite-Direction Sideswipe	201228840
Clark Ave. & Gostlin St.	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	1	Driveway Acces	1	Straight and Le	18	Rt. Turn - 18 (Fig. 55-8C)	201219479
Columbia Ave. & SR 312			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201042619
Columbia Ave. & SR 312			1	2	1	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201066416
Columbia Ave. & Chicago St.	1			3	1	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201249640
Columbia Ave. & SR 312		1		1	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	21	Signpost	5	Off Roadway	1	Straight and Le	5	Off-Road	201118361
Columbia Ave. & SR 312			1	1	1	0	3	Rain	2	Wet	2	Dawn / Dusk	19	Pedestrian	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201041744
Columbia Ave. & SR 312			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201048616
Columbia Ave. & Chicago St.		1		2	0	0	4	Snow	2	Wet	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201109223
Columbia Ave. & SR 312	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201234823
Columbia Ave. & SR 312		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	8	Lt. Turn - 8 (Fig. 55-8C)	201127496
Columbia Ave. & SR 312		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	19	Other	201159545
Dearborn Ave. & SR 312	1			2	1	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201224786
Dearborn Ave. & Gostlin St.	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	1	Driveway Acces	1	Straight and Le	2	Rear-End	201233634
Gostlin St. & Wabash Ave.			1	1	0	0	2	Cloudy	1	Dry	3	Dark (Streetlights On)	14	Light / Utility Pole	7	Shoulder	1	Straight and Le	1	Head-On	201043354
Gostlin St. & Sheffield Ave.			1	1	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	5	Building Wall	3	Intersection	4	Curved and Lev	1	Head-On	201085856
Gostlin St. & Clark Ave.		1		1	0	0	2	Cloudy	1	Dry	3	Dark (Streetlights On)	11	Fire Hydrant	5	Off Roadway	1	Straight and Le	1	Head-On	201174037
Gostlin St. & Sheffield Ave.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201097924
Gostlin St. & State Line Ave.		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201128963
Gostlin St. & Sheffield Ave.		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201127401
Gostlin St. & State Line Ave.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	4	Opposite-Direction Sideswipe	201022444
Gostlin St. & State Line Ave.	1			2	1	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	4	Opposite-Direction Sideswipe	201270717
Gostlin St. & Sheffield Ave.			1	3	1	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201007145
Gostlin St. & State Line Ave.	1			2	2	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	1	Driveway Acces	4	Curved and Lev	6	Rt. Angle (Fig. 55-8C)	201269985
Gostlin St. & State Line Ave.		1		2	0	0	2	Cloudy	5	Snow / Ice	5	Dark (No Streetlights)	18	Other Motor Vehicle	1	Driveway Acces	1	Straight and Le	8	Lt. Turn - 8 (Fig. 55-8C)	201108544
Gostlin St. & State Line Ave.		1		2	0	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	1	Driveway Acces	4	Curved and Lev	8	Lt. Turn - 8 (Fig. 55-8C)	201130660
Gostlin St. & Sheffield Ave.		1		1	1	0	1	Clear	1	Dry	1	Daylight	19	Pedestrian	3	Intersection	1	Straight and Le	12	Lt. Turn - 12 (Fig. 55-8C)	201183486
Grover Ave. & Gostlin St.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201069711
Grover Ave. & Gostlin St.	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	1	Driveway Acces	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201221816
Hanover St. & Sheffield Ave.		1		2	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	7	Shoulder	1	Straight and Le	2	Rear-End	201127918

Attachment 6c - Accident Analysis Summary Data Table

Spot, Section, or Intersection	# Acc. In Year			No. V	No. I	No. F	Accident Codes From Figure 55-8B														Reference Road No.
	1	2	3				A	Description	B	Description	C	Description	D	Description	E	Description	F	Description	G	Description	
Henry Ave. & Chicago St.	1			2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	7	Shoulder	1	Straight and Le	3	Same-Direction Sideswipe	201286531
Henry Ave. & SR 312			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	7	Shoulder	1	Straight and Le	4	Opposite-Direction Sideswipe	201079463
Henry Ave. & Chicago St.	1			2	0	0	2	Cloudy	1	Dry	2	Dawn / Dusk	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201201606
Henry Ave. & Chicago St.	1			1	1	0	2	Cloudy	1	Dry	2	Dawn / Dusk	3	Bicycle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201220740
Henry Ave. & SR 312	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	7	Shoulder	1	Straight and Le	19	Other	201220077
Henry Ave. & SR 312	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	7	Shoulder	1	Straight and Le	19	Other	201241012
Henry Ave. & SR 312	1			2	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	7	Shoulder	1	Straight and Le	19	Other	201284249
Hickory Ave. & SR 312			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	17	Rt. Turn - 17 (Fig. 55-8C)	201055301
Hohman Ave & SR 312	1			2	3	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	1	Head-On	201266128
Hohman Ave & Chicago St.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201014581
Hohman Ave & Chicago St.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201081766
Hohman Ave & SR 312			1	2	0	0	2	Cloudy	2	Wet	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201098630
Hohman Ave & Chicago St.			1	2	0	0	4	Snow	5	Snow / Ice	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201098840
Hohman Ave & SR 312		1		2	0	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201136660
Hohman Ave & SR 312		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201168432
Hohman Ave & SR 312		1		2	0	0	3	Rain	2	Wet	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201195657
Hohman Ave & SR 312	1			4	1	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201202295
Hohman Ave & SR 312	1			2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201206757
Hohman Ave & SR 312	1			2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201207802
Hohman Ave & SR 312	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201235208
Hohman Ave & SR 312	1			3	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201235214
Hohman Ave & SR 312	1			3	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201283300
Hohman Ave & SR 312			1	2	0	0	1	Clear	2	Wet	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201018469
Hohman Ave & SR 312			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201019597
Hohman Ave & SR 312			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	3	Same-Direction Sideswipe	201041190
Hohman Ave & SR 312			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	3	Same-Direction Sideswipe	201078227
Hohman Ave & Chicago St.			1	2	1	0	1	Clear	1	Dry	5	Dark (No Streetlights)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201044845
Hohman Ave & Chicago St.			1	1	0	0	1	Clear	1	Dry	1	Daylight	3	Bicycle	3	Intersection	3	Straight and Hil	6	Rt. Angle (Fig. 55-8C)	201082682
Hohman Ave & SR 312		1		2	1	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201111223
Hohman Ave & SR 312	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201200500
Johnson Ave. & SR 312			1	2	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	7	Shoulder	1	Straight and Le	4	Opposite-Direction Sideswipe	201009105
Johnson Ave. & Chicago St.		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	12	Lt. Turn - 12 (Fig. 55-8C)	201120694
Pine Ave. & Chicago St.		1		2	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	19	Other	201121456
Sheffield Ave. & Chicago St.			1	2	0	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201052326
Sheffield Ave. & SR 312	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	7	Shoulder	1	Straight and Le	2	Rear-End	201274935
Sheffield Ave. & Gostlin St.			1	2	2	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201045287
Sheffield Ave. & Hanover St.		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201104922
Sheffield Ave. & Gostlin St.		1		2	0	0	2	Cloudy	2	Wet	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	9	Lt. Turn - 9 (Fig. 55-8C)	201107412
Sheffield Ave. & Gostlin St.		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	9	Lt. Turn - 9 (Fig. 55-8C)	201138137
Sheffield Ave. & Marble St.			1	2	0	0	3	Rain	2	Wet	5	Dark (No Streetlights)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	12	Lt. Turn - 12 (Fig. 55-8C)	201091832
Sheffield Ave. & SR 312			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	19	Other	201097075
Sheffield Ave. & Gostlin St.	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	19	Other	201214084
SR 312 & White Oak Ave.			1	1	1	0	3	Rain	2	Wet	5	Dark (No Streetlights)	19	Pedestrian	6	Roadway	1	Straight and Le	1	Head-On	201004759
SR 312 & Clark Ave.			1	1	0	0	1	Clear	1	Dry	1	Daylight	12	Guardrail / Median Barrie	3	Intersection	1	Straight and Le	1	Head-On	201027814
SR 312 & State Line Ave.			1	1	0	0	6	Fog / Smoke / S	1	Dry	3	Dark (Streetlights On)	12	Guardrail / Median Barrie	7	Shoulder	4	Curved and Lev	1	Head-On	201038606
SR 312 & Hohman Ave.		1		2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	1	Head-On	201140216
SR 312 & Hohman Ave.	1			2	1	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	1	Head-On	201218315
SR 312 & Clark Ave.	1			1	0	0	1	Clear	1	Dry	1	Daylight	5	Building Wall	5	Off Roadway	1	Straight and Le	1	Head-On	201290878
SR 312 & Columbia Ave.			1	3	3	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201007819
SR 312 & Columbia Ave.			1	2	1	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201020153
SR 312 & Hohman Ave.			1	3	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201030116
SR 312 & Columbia Ave.			1	2	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201030176
SR 312 & US 41			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201035195
SR 312 & Hanover St.			1	3	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201051121
SR 312 & Columbia Ave.			1	2	1	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201060509

Attachment 6c - Accident Analysis Summary Data Table

Spot, Section, or Intersection	# Acc. In Year			No. V	No. I	No. F	Accident Codes From Figure 55-8B														Reference Road No.
	1	2	3				A	Description	B	Description	C	Description	D	Description	E	Description	F	Description	G	Description	
SR 312 & Columbia Ave.			1	2	0	0	2	Cloudy	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201068748
SR 312 & Hohman Ave.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	2	Straight and Or	2	Rear-End	201070644
SR 312 & Grover Ave.		1		3	0	0	2	Cloudy	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201112634
SR 312 & Pine Ave.		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201122528
SR 312 & Columbia Ave.		1		2	3	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201167669
SR 312 & White Oak Ave.	1			2	0	0	1	Clear	2	Wet	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201206074
SR 312 & Columbia Ave.	1			2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201207777
SR 312 & Sheffield Ave.	1			2	1	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201232392
SR 312 & Columbia Ave.	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201235524
SR 312 & Columbia Ave.	1			2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201238320
SR 312 & Columbia Ave.	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201251991
SR 312 & Grover Ave.	1			2	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201256734
SR 312 & Towle Ave.	1			2	1	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201260207
SR 312 & Columbia Ave.	1			2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201263089
SR 312 & Columbia Ave.	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201267208
SR 312 & Cedar Ave.	1			3	1	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201275155
SR 312 & State Line Ave.			1	2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	3	Same-Direction Sideswipe	201061761
SR 312 & White Oak Ave.			1	2	0	0	1	Clear	2	Wet	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201096621
SR 312 & Hickory Ave.		1		2	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	3	Same-Direction Sideswipe	201118388
SR 312 & State Line Ave.		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	4	Curved and Lev	3	Same-Direction Sideswipe	201137440
SR 312 & Cedar Ave.		1		2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201143432
SR 312 & Clark Ave.		1		2	1	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	4	Curved and Lev	3	Same-Direction Sideswipe	201192372
SR 312 & US 41	1			2	0	0	2	Cloudy	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201223251
SR 312 & White Oak Ave.	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201257658
SR 312 & Henry Ave.	1			2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201281949
SR 312 & Hohman Ave.			1	2	0	0	1	Clear	5	Snow / Ice	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	4	Opposite-Direction Sideswipe	201096823
SR 312 & Henry Ave.	1			2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	4	Median	4	Curved and Lev	4	Opposite-Direction Sideswipe	201206636
SR 312 & Sheffield Ave.	1			2	0	0	1	Clear	1	Dry	5	Dark (No Streetlights)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	4	Opposite-Direction Sideswipe	201214941
SR 312 & Pine Ave.	1			2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	4	Opposite-Direction Sideswipe	201245511
SR 312 & Columbia Ave.			1	1	1	0	1	Clear	1	Dry	3	Dark (Streetlights On)	14	Light / Utility Pole	5	Off Roadway	1	Straight and Le	5	Off-Road	201026850
SR 312 & Clark Ave.			1	2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	11	Fire Hydrant	3	Intersection	1	Straight and Le	5	Off-Road	201054335
SR 312 & State Line Ave.			1	1	0	0	1	Clear	1	Dry	1	Daylight	11	Fire Hydrant	3	Intersection	1	Straight and Le	5	Off-Road	201084705
SR 312 & White Oak Ave.		1		1	1	0	1	Clear	1	Dry	3	Dark (Streetlights On)	19	Pedestrian	5	Off Roadway	1	Straight and Le	5	Off-Road	201172004
SR 312 & Sheffield Ave.		1		1	1	0	1	Clear	1	Dry	3	Dark (Streetlights On)	14	Light / Utility Pole	5	Off Roadway	4	Curved and Lev	5	Off-Road	201181860
SR 312 & Johnson Ave.		1		1	0	0	3	Rain	2	Wet	1	Daylight	11	Fire Hydrant	3	Intersection	1	Straight and Le	5	Off-Road	201185170
SR 312 & Wabash Ave.	1			1	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	14	Light / Utility Pole	5	Off Roadway	4	Curved and Lev	5	Off-Road	201219363
SR 312 & Cedar Ave.	1			1	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	14	Light / Utility Pole	3	Intersection	1	Straight and Le	5	Off-Road	201238165
SR 312 & State Line Ave.	1			1	1	0	1	Clear	1	Dry	3	Dark (Streetlights On)	12	Guardrail / Median Barrie	7	Shoulder	4	Curved and Lev	5	Off-Road	201245860
SR 312 & Torrence Ave.	1			1	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	10	Fence	3	Intersection	4	Curved and Lev	5	Off-Road	201262787
SR 312 & Hanover St.	1			1	0	0	2	Cloudy	1	Dry	3	Dark (Streetlights On)	14	Light / Utility Pole	5	Off Roadway	1	Straight and Le	5	Off-Road	201272662
SR 312 & Johnson Ave.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201011998
SR 312 & Cedar Ave.			1	2	0	0	2	Cloudy	5	Snow / Ice	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201014161
SR 312 & Ash Ave.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	2	Straight and Or	6	Rt. Angle (Fig. 55-8C)	201028781
SR 312 & Hohman Ave.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201029725
SR 312 & Hickory Ave.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201057853
SR 312 & Columbia Ave.			1	3	7	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	1	Driveway Acces	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201065858
SR 312 & Columbia Ave.		1		2	0	0	2	Cloudy	1	Dry	5	Dark (No Streetlights)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201101147
SR 312 & Cedar Ave.		1		2	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	1	Driveway Acces	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201124564
SR 312 & Torrence Ave.		1		2	1	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	4	Curved and Lev	6	Rt. Angle (Fig. 55-8C)	201134819
SR 312 & Hohman Ave.		1		1	1	0	2	Cloudy	1	Dry	5	Dark (No Streetlights)	3	Bicycle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201173919
SR 312 & Columbia Ave.	1			2	0	0	2	Cloudy	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201215427
SR 312 & Cedar Ave.	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201246555
SR 312 & Columbia Ave.	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201271438
SR 312 & Johnson Ave.	1			2	2	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201284938
SR 312 & US 41	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201290282

Attachment 6c - Accident Analysis Summary Data Table

Spot, Section, or Intersection	# Acc. In Year			No. V	No. I	No. F	Accident Codes From Figure 55-8B														Reference Road No.
	1	2	3				A	Description	B	Description	C	Description	D	Description	E	Description	F	Description	G	Description	
SR 312 & Hohman Ave.			1	2	1	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	2	Straight and Or	8	Lt. Turn - 8 (Fig. 55-8C)	201011790
SR 312 & State Line Ave.			1	2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	1	Driveway Acces	4	Curved and Lev	8	Lt. Turn - 8 (Fig. 55-8C)	201043888
SR 312 & US 41			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	8	Lt. Turn - 8 (Fig. 55-8C)	201066389
SR 312 & Ash Ave.		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	8	Lt. Turn - 8 (Fig. 55-8C)	201182273
SR 312 & Hohman Ave.	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	8	Lt. Turn - 8 (Fig. 55-8C)	201242671
SR 312 & Columbia Ave.	1			3	1	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	8	Lt. Turn - 8 (Fig. 55-8C)	201280538
SR 312 & State Line Ave.			1	2	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	1	Driveway Acces	1	Straight and Le	9	Lt. Turn - 9 (Fig. 55-8C)	201026653
SR 312 & State Line Ave.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	9	Lt. Turn - 9 (Fig. 55-8C)	201070513
SR 312 & Columbia Ave.	1			2	1	1	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	10	Lt. Turn - 10 (Fig. 55-8C)	201289031
SR 312 & US 41			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	4	Median	1	Straight and Le	12	Lt. Turn - 12 (Fig. 55-8C)	201055311
SR 312 & Sheffield Ave.	1			2	0	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	14	Rt. Turn - 14 (Fig. 55-8C)	201203886
SR 312 & State Line Ave.			1	1	0	0	2	Cloudy	1	Dry	1	Daylight	16	Other Fixed Object	3	Intersection	1	Straight and Le	16	Rt. Turn - 16 (Fig. 55-8C)	201062131
SR 312 & Sheffield Ave.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	16	Rt. Turn - 16 (Fig. 55-8C)	201087527
SR 312 & Cedar Ave.		1		2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	16	Rt. Turn - 16 (Fig. 55-8C)	201181458
SR 312 & US 41	1			2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	16	Rt. Turn - 16 (Fig. 55-8C)	201220171
SR 312 & Johnson Ave.	1			2	0	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	16	Rt. Turn - 16 (Fig. 55-8C)	201259083
SR 312 & Columbia Ave.	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	16	Rt. Turn - 16 (Fig. 55-8C)	201287320
SR 312 & Hohman Ave.	1			1	1	0	1	Clear	1	Dry	1	Daylight	19	Pedestrian	3	Intersection	1	Straight and Le	19	Other	201230630
SR 312 & Calumet Ave.	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	7	Shoulder	1	Straight and Le	19	Other	201242426
SR 312 & Calumet Ave.	1			2	0	0	2	Cloudy	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	19	Other	201253280
SR 312 & Sheffield Ave.	1			2	0	0	1	Clear	2	Wet	1	Daylight	5	Building Wall	6	Roadway	1	Straight and Le	19	Other	201271976
Towle Ave. & SR 312		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	4	Opposite-Direction Sideswipe	201124608
Towle Ave. & Chicago St.	1			1	0	0	2	Cloudy	1	Dry	3	Dark (Streetlights On)	10	Fence	5	Off Roadway	1	Straight and Le	5	Off-Road	201206535
US 41 & SR 312			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201029306
US 41 & Chicago St.			1	2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201051205
US 41 & SR 312			1	2	0	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201059918
US 41 & Chicago St.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201071698
US 41 & Chicago St.			1	2	3	0	2	Cloudy	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201098230
US 41 & SR 312		1		2	1	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201105667
US 41 & SR 312		1		2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201118352
US 41 & SR 312		1		2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201176808
US 41 & SR 312		1		2	1	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201182221
US 41 & SR 312	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201243019
US 41 & SR 312	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201243019
US 41 & SR 312	1			2	1	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201246511
US 41 & SR 312	1			3	1	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	2	Rear-End	201265449
US 41 & SR 312	1			2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201273273
US 41 & SR 312	1			2	1	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201284629
US 41 & SR 312	1			3	0	0	4	Snow	5	Snow / Ice	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201289715
US 41 & Chicago St.		1		2	0	0	1	Clear	2	Wet	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201105541
US 41 & SR 312		1		2	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201118252
US 41 & SR 312	1			3	0	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	3	Same-Direction Sideswipe	201232580
US 41 & SR 312	1			2	0	0	2	Cloudy	2	Wet	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	4	Curved and Lev	3	Same-Direction Sideswipe	201274235
US 41 & Chicago St.			1	2	0	0	1	Clear	1	Dry	2	Dawn / Dusk	18	Other Motor Vehicle	1	Driveway Acces	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201014533
US 41 & Chicago St.			1	2	0	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201043834
US 41 & Chicago St.			1	2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201053501
US 41 & SR 312			1	2	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201059197
US 41 & SR 312			1	2	0	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201093072
US 41 & Chicago St.		1		2	0	0	1	Clear	2	Wet	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201105398
US 41 & SR 312		1		1	1	0	1	Clear	1	Dry	2	Dawn / Dusk	3	Bicycle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201127488
US 41 & SR 312		1		2	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201131002
US 41 & SR 312		1		2	0	0	2	Cloudy	2	Wet	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201136712
US 41 & Chicago St.		1		2	0	0	2	Cloudy	2	Wet	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201169488
US 41 & SR 312		1		2	1	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201179316
US 41 & SR 312	1			2	0	0	1	Clear	2	Wet	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201215160

Attachment 6c - Accident Analysis Summary Data Table

Spot, Section, or Intersection			# Acc. In Year 1	2	3	No. V	No. I	No. F	Accident Codes From Figure 55-8B A	Description	B	Description	C	Description	D	Description	E	Description	F	Description	G	Description	Reference Road No.
US 41	&	SR 312	1			2	0	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201239287
US 41	&	SR 312	1			2	1	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201259508
US 41	&	SR 312	1			2	2	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201259889
US 41	&	Chicago St.	1			3	2	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201260210
US 41	&	SR 312	1			2	0	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201265465
US 41	&	SR 312	1			2	1	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201271258
US 41	&	SR 312	1			2	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	6	Rt. Angle (Fig. 55-8C)	201277208
US 41	&	Chicago St.			1	2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	8	Lt. Turn - 8 (Fig. 55-8C)	201049019
US 41	&	Chicago St.		1		2	1	0	2	Cloudy	2	Wet	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	8	Lt. Turn - 8 (Fig. 55-8C)	201107415
US 41	&	Chicago St.		1		2	1	0	4	Snow	5	Snow / Ice	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	8	Lt. Turn - 8 (Fig. 55-8C)	201107578
US 41	&	SR 312			1	2	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	4	Median	1	Straight and Le	12	Lt. Turn - 12 (Fig. 55-8C)	201055796
US 41	&	Chicago St.		1		2	0	0	3	Rain	2	Wet	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	12	Lt. Turn - 12 (Fig. 55-8C)	201174501
US 41	&	SR 312	1			2	0	0	1	Clear	1	Dry	1	Daylight	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	16	Rt. Turn - 16 (Fig. 55-8C)	201255990
US 41	&	Chicago St.			1	1	0	0	1	Clear	5	Snow / Ice	1	Daylight	16	Other Fixed Object	6	Roadway	1	Straight and Le	19	Other	201007896
US 41	&	SR 312			1	2	0	0	2	Cloudy	1	Dry	1	Daylight	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	19	Other	201035563
US 41	&	SR 312		1		2	0	0	3	Rain	2	Wet	3	Dark (Streetlights On)	18	Other Motor Vehicle	3	Intersection	1	Straight and Le	19	Other	201174439
Wabash Ave	&	Gostlin St.			1	1	1	0	1	Clear	1	Dry	1	Daylight	19	Pedestrian	6	Roadway	1	Straight and Le	1	Head-On	201039063
Wabash Ave	&	SR 312	1			2	0	0	1	Clear	1	Dry	5	Dark (No Streetlights)	18	Other Motor Vehicle	6	Roadway	1	Straight and Le	2	Rear-End	201229833
Wabash Ave	&	Gostlin St.	1			2	0	0	2	Cloudy	2	Wet	1	Daylight	18	Other Motor Vehicle	7	Shoulder	1	Straight and Le	3	Same-Direction Sideswipe	201272388
Wabash Ave	&	Gostlin St.	1			1	0	0	1	Clear	1	Dry	3	Dark (Streetlights On)	16	Other Fixed Object	6	Roadway	1	Straight and Le	5	Off-Road	201217257

V = Vehicles; I = Injuries; F = Fatalities

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

LaPorte District
315 E Boyd Boulevard, P.O. Box 429
LaPorte, IN 46350, 46352

PHONE: (219) 362-6125
FAX: (219) 325-7516

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Fwd to Kandace for filing

RECEIVED
Nov 30 2011

November 22, 2011

The Honorable Thomas McDermott, Jr
Mayor of Hammond
5925 Calumet Avenue
Hammond, IN 46320

Board of Public Works
William Joseph O'Connor - President, Corporation Counsel
Stanley Dostatni - Vice President, City Engineer
Robert Lendi - Member, City Controller
Hammond City Hall
5925 Calumet Avenue
Hammond, IN 46320

Dear Mayor and Board Members,

RE: Notification of Road Transfer of SR 312 within the City of Hammond
EDS A249-12-320055

This letter is to serve as official notification of the transfer of SR 312 from the Indiana Department of Transportation to the City of Hammond as outlined in the attached agreement.

As provided in Section 1.4 of the attached Road Transfer Memorandum of Agreement entered into between our agencies on July 11, 2011, this letter is written as legal notification of the transfer of 2.07 miles of SR 312 from the Illinois State Line to White Oak Avenue, in Hammond as denoted in Section 1.2 of the agreement.

As per Sections 1.7A and 1.7B, INDOT has made a payment in the amount of $1.3MM scheduled to be paid via ACH on 11/16/11under PeopleSoft Voucher ID #00584237 and Check # 004807198.

As per section 1.4 the official transfer date of the road from the Indiana Department of Transportation to the City of Hammond occurred at 12:01 a.m. on Wednesday, November 16, 2011.

Please feel free to contact me with any questions regarding this matter. Thank you for your cooperation.

Michael W. McPhillips
INDOT - LaPorte District
District Deputy Commissioner

Enc. Road Transfer Memorandum of Agreement (14 Pages)

15

2011 050530

ROAD TRANSFER
MEMORANDUM OF AGREEMENT
Between
THE INDIANA DEPARTMENT OF TRANSPORTATION
AND
THE CITY OF HAMMOND, INDIANA
Concerning
THE TRANSFER OF S.R. 312
FROM THE ILLINOIS STATE LINE TO WHITE OAK AVENUE

EDS No. A249-12-320055A

PREAMBLE

This Agreement is made and entered into this 11th day of July 2011 (hereinafter referred to as "Effective Date") by and between the Indiana Department of Transportation (hereinafter referred to as "INDOT"), and the City of Hammond, Indiana (hereinafter referred to as the "CITY"), and jointly referred to as the "PARTIES."

STATE OF INDIANA
LAKE COUNTY
FILED FOR RECORD
2011 SEP 14 AM 11:33
MICHELLE R. FAJMAN
RECORDER

RECITALS

WHEREAS, INDOT currently incurs the expense for maintaining and regulating State Road 312 (hereinafter referred to as "S.R. 312") in the CITY, including but not limited to all right of way and structures, the road surface, bridges, snow and ice removal, storm water drainage, mowing, traffic signals and other related signs, outdoor advertising structures and driveways; and

WHEREAS, INDOT desires to transfer according to the terms of this Agreement the Transferred Road (as defined in Section 1.2 of this Agreement and illustrated in [redacted] attached and herein incorporated by reference) to the CITY, and the CITY is willing to accept the Transferred Road under the terms and conditions set forth in this Agreement and assume responsibility for all future maintenance, liability and regulation of the Transferred Road, including but not limited to all right of way and all structures, the road surface, bridges, snow and ice removal, storm water drainage, mowing, traffic signals and other related signs, outdoor advertising structures and driveways in perpetuity under the terms of this Agreement; and

WHEREAS, I.C. 8-23-4-10 and I.C. 8-23-4-12 authorize INDOT and the CITY to execute this Agreement; and

WHEREAS, the PARTIES agree that the Transferred Road will no longer be the most appropriate route to serve state traffic, but will continue to serve local access; and

WHEREAS, INDOT has identified the Transferred Road as a lower priority route in the state highway system but determined that the Transferred Road will continue to serve a useful purpose; and

NON-TAXABLE
SEP 13 2011
003158
PEGGY HOLINGA KATONA
LAKE COUNTY AUDITOR

AMOUNT $ 40.00
CASH ____ CHARGE ____
CHECK # 19276
OVERAGE ____
COPY 4
NON-COM ✓
CLERK RM

WHEREAS, the Parties understand and agree that the Transferred Road is designated as a part of the National Truck Network and as an Extra Heavy Duty Highway under Indiana Code Sec. 9-20-5-4(2);

NOW THEREFORE, in consideration of the premises and the mutually dependent covenants herein contained, the PARTIES hereto agree as follows:

1.1. Purpose. The purpose of this Agreement is to transfer full responsibility for all operation, construction, maintenance, regulation and liability relating to the Transferred Road from INDOT to the CITY to the fullest extent permitted by applicable law. To comply with Indiana law regarding the sale of real estate, the PARTIES agree that INDOT is not transferring title to any real estate by way of this Agreement and that INDOT shall retain legal title of the Transferred Road including without limitation any real property underneath existing pavement and the accompanying right of way, as described in the land records of Lake County, Indiana. For the purposes of this Agreement and to avoid misunderstanding, the term "Transferred Road" is defined in Section 1.2 of this Agreement and is illustrated in Exhibit A.

1.2. Transferred Road Defined. The "Transferred Road" is defined as the section of S.R. 312 described in Sections 1.2(A) through 1.2(B) below.

A. The Transferred Road includes:

(i.) The section of S.R. 312 beginning at the Indiana-Illinois State Line (RP 0.00) and continuing east for 2.07 miles to White Oak Avenue (RP 2.07). S.R. 312 is more commonly known as Gostlin Street beginning at the Indiana-Illinois State Line (RP 0.00) and following in an easterly direction to Sheffield Avenue (RP 0.35); then following Sheffield Avenue south to Chicago Avenue (RP 0.61); then following Chicago Avenue east to White Oak Avenue (RP 2.07); and

(ii.) The Northern Indiana Transportation District (NICTD) at-grade rail crossing at Sheffield Avenue (Crossing No. 870925L) and the CSX at-grade rail crossing at Sheffield Avenue (Crossing No. 163620N); and

(iii.) All traffic signals (including signal Nos. 02-045-024, 01-045-197, 01-045-157, 02-045-055, 01-045-379, and 01-045-159) except for the traffic signal at U.S. 41 (No. 01-045-116), which shall remain under the control and jurisdiction of INDOT.

B. Three bridges cross over the Transferred Road and are not included in this transfer: the NICTD Railroad bridge (RP 1.67), I-90 Eastbound bridge (RP 1.69), and the I-90 Westbound (RP 1.70).

C. The total mileage of the Transferred Road shall be approximately 2.07 centerline miles.

1.4. Date of Transfer. The Date of Transfer is defined as the date upon which INDOT will transfer the Transferred Road to the CITY according to the terms of this Agreement. INDOT

will transfer the Transferred Road to the CITY at 12:01 a.m. on the day that the First Installment Payment is made to the CITY in accordance with Section 1.7 of this Agreement.

1.5. Acceptance. The CITY agrees to accept transfer of the Transferred Road, according to the terms of this Agreement on the Date of Transfer.

1.6. Transferred Road Condition. The CITY warrants and represents that it has had sufficient opportunity to inspect the Transferred Road and, agrees to accept the Transferred Road in "AS IS" condition.

1.7. Payment. In exchange for accepting the Transferred Road, INDOT agrees to compensate the CITY according to the following terms, and the CITY agrees to accept such payment as full and complete compensation for accepting the Transferred Road.

A. Cash Payments. INDOT shall pay the CITY the amount of TWO MILLION SIX HUNDRED THOUSAND DOLLARS ($2,600,000.00) in state funds according to the following schedule and in accordance with the requirements of this Section 1.7.

(i.) First Installment. INDOT shall pay the CITY the amount of ONE MILLION THREE HUNDRED THOUSAND DOLLARS ($1,300,000.00) on or about August 1, 2011, but in no event before the Date of Transfer.

(ii.) Second Installment. INDOT shall pay the CITY the amount of ONE MILLION THREE HUNDRED THOUSAND DOLLARS ($1,300,000.00) on or about August 1, 2012, but in no event before the Date of Transfer.

B. The Cash Payments will be made to the CITY in a lump sum payment via electronic funds transfer, payable within forty-five (45) days of the CITY submitting an invoice to INDOT in accordance with Section 1.7(D) of this Agreement. In accordance with IC 4-13-2-14.8, the CITY shall complete and submit State Form 47551 (Automated Direct Deposit Authorization Agreement) before payment can occur.

C. Additional Federal Aid Highway Funds for the Transferred Road. As additional consideration for acceptance of the Transferred Road, INDOT shall assist the CITY in making use of approximately TWELVE MILLION TWO HUNDRED NINTEY-THREE THOUSAND ONE HUNDRED EIGHTY-TWO DOLLARS AND FIFTY-THREE CENTS ($12,293,182.53) in Federal Aid Highway funds earmarked for the exclusive purpose of reconstructing the Transferred Road (as a local public agency project, Des. No. 1172362). The Parties intend that the Cash Payments made to the CITY under this Agreement shall be used as match for the earmarked Federal Aid funds. The Parties anticipate that the reconstruction of the Transferred Road will begin in 2012 or 2013 and will follow INDOT's usual policies and procedures for Local Public Agency projects.

D. Invoice to INDOT. The CITY shall remit an invoice to INDOT for the Cash Payment described in Section 1.7(B) that specifically references this Agreement before any such payment can occur.

1.8. Limited Access Right of Way. To avoid confusion, the PARTIES agree that according to applicable law, including Federal Highway Administration laws and regulations, INDOT will retain control over limited access right of way. However, INDOT agrees in good faith to work with both the CITY and the Federal Highway Administration with respect to any requests to break the limited access right of way line.

1.9 Status of the Transferred Road. The CITY understands that the Transferred Road is a part of the National Truck Network and has been designated as an Extra Heavy Duty Highway under Indiana Code 9-20-5-4(2). The CITY further understands that as a result of these designations: (1) the CITY may not take any action to restrict the access of trucks and permitted oversize/overweight vehicles to the Transferred Road for any reason; and (2) the Indiana Department of Revenue has been given exclusive authority under IC 9-20 over issuance of permits for oversize/overweight vehicles on the Transferred Road, and shall continue to exercise its authority after the Date of Transfer until and unless a change in state or federal law removes such authority. Any breach of this provision shall be regarded as a material breach of this Agreement.

1.10. Change of Transferred Road Status. The CITY agrees to notify INDOT at least ninety (90) days prior should the CITY make a finding that any portion of the Transferred Road no longer serves a transportation purpose, or should the CITY intend to otherwise cease using any portion of the Transferred Road for road transportation purposes.

1.11. No Cost or Expense to INDOT. The CITY agrees that except as otherwise provided in Section 1.7 of this Agreement, INDOT shall not be responsible for any costs or expenses in any manner related to the Transferred Road after the legal date and time of Transfer.

1.12. Interpretation. The Preamble and Recitals recorded above are incorporated by reference into this Agreement. All captions, section headings, paragraph titles and similar items are provided for the purpose of reference and convenience and are not intended to be inclusive, definitive or to affect the interpretation of this Agreement.

[Remainder of Page Intentionally Left Blank]

II. GENERAL PROVISIONS

2.1. Access to Records. The CITY shall maintain all books, documents, papers, correspondence, accounting records and other evidence pertaining to the cost incurred under this Agreement, and shall make such materials available at their respective offices at all reasonable times during the period of this Agreement and for ten (10) years from the date of final payment under the terms of this Agreement, for inspection or audit by INDOT, or its authorized representative, and copies thereof shall be furnished free of charge, if requested by INDOT. The CITY agrees that, upon request by any agency participating in federally-assisted programs with whom the CITY has agreed to or seeks to agree to, INDOT may release or make available to the agency any working papers from an audit performed by INDOT of the CITY in connection with this Agreement, including any books, documents, papers, accounting records and other documentation which support or form the basis for the audit conclusions and judgments.

2.2. Audit. The CITY acknowledges that it may be required to submit to an audit of funds paid through this Agreement. Any such audit shall be conducted in accordance with IC 5-11-1, et. seq. and audit guidelines specified by the State and/or in accordance with audit requirements specified elsewhere in this Agreement.

2.3. Authority to Bind CITY. The signatory for the CITY warrants that he/she has the necessary authority to enter into this Agreement. The signatory for the CITY represents that he/she has been duly authorized to execute this Agreement on behalf of the CITY, and has obtained all necessary or applicable approval to make this Agreement fully binding upon the CITY when his/her signature is affixed to this Agreement.

2.4. Certification for Federal-Aid Contracts Lobbying Activities. The CITY certifies, by signing and submitting this Agreement, to the best of its knowledge and belief that the CITY has complied with Section 1352, Title 31, U.S. Code, and specifically, that:

A. No federal appropriated funds have been paid or will be paid, by or on behalf of the CITY, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal agreements, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal agreement, grant, loan, or cooperative agreement.

B. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with such federal agreement, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

C. The CITY also agrees by signing this Agreement that it shall require that the language of this certification be included in all contractor agreements including lower tier subcontracts, which exceed $100,000, and that all such sub recipients shall certify and disclose accordingly. Any person who fails to sign or file this required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each failure.

2.5. Compliance with Laws.

A. The CITY shall comply with all applicable federal, state and local laws, rules, regulations and ordinances, and all provisions required thereby to be included herein are hereby incorporated by reference. The enactment of any state or federal statute, or the promulgation of regulations thereunder, after execution of this Agreement shall be reviewed by INDOT to determine whether formal modifications are required to the provisions of this Agreement.

B. The CITY and its agents shall abide by all ethical requirements that apply to persons who have a business relationship with the State, as set forth in Indiana Code § 4-2-6, et seq., Indiana Code § 4-2-7, et. seq., the regulations promulgated thereunder, and Executive Order 05-12, dated January 12, 2005. If the CITY is not familiar with these ethical requirements, the CITY should refer any questions to the Indiana State Ethics Commission, or visit the Indiana State Ethics Commission website at <<http://www.in.gov/ethics/>>>. If the CITY or its agents violate any applicable ethical standards, the State may, at its sole discretion, terminate this Agreement immediately upon notice to the CITY. In addition, the CITY may be subject to penalties under Indiana Code §§ 4-2-6 and 4-2-7, and under any other applicable state or federal laws.

C. The CITY certifies by entering into this Agreement, that it is not presently in arrears in payment of any permit fees or other statutory, regulatory or judicially required payments to the State of Indiana. Further, the CITY agrees that any payments in arrears and currently due to the State of Indiana may be withheld from payments due to the CITY. Additionally, further work or payments may be withheld, delayed, or denied and/or this Agreement suspended until the CITY becomes current in its payments and has submitted proof of such payment to INDOT.

D. As required by IC 5-22-3-7: (1) the CITY and any principals of the CITY certify that (A) the CITY, except for de minimis and nonsystematic violations, has not violated the terms of (i) IC 24-4.7 [Telephone Solicitation Of Consumers], (ii) IC 24-5-12 [Telephone Solicitations] , or (iii) IC 24-5-14 [Regulation of Automatic Dialing Machines] in the previous three hundred sixty-five (365) days, even if IC 24-4.7 is preempted by federal law; and (B) the CITY will not violate the terms of IC 24-4.7 for the duration of the Agreement, even if IC 24-4.7 is preempted by federal law. (2) The CITY and any principals of the CITY certify that an affiliate or principal of the CITY and any agent acting on behalf of the CITY or on behalf of an affiliate or principal of the CITY (A) except for de minimis and nonsystematic violations, has not violated the terms of IC 24-4.7 in the previous three hundred sixty-five (365) days, even if IC 24-4.7 is preempted by federal law; and (B) will not violate the terms of IC 24-4.7 for the duration of the Agreement, even if IC 24-4.7 is preempted by federal law.

2.6. Drug-Free Workplace Certification. The CITY hereby covenants and agrees to make a good faith effort to provide and maintain a drug-free workplace, and that it will give written notice

to the Indiana Department of Transportation and the Indiana Department of Administration within ten (10) days after receiving actual notice that an employee of the CITY in the State of Indiana has been convicted of a criminal drug violation occurring in the CITY 's workplace. False certification or violation of the certification may result in sanctions including, but not limited to, suspension of Agreement payments, termination of the Agreement and/or debarment of contracting opportunities with the State of Indiana for up to three (3) years.

In addition to the provisions of the above paragraphs, if the total Agreement amount set forth in this Agreement is in excess of $25,000.00, the CITY hereby further agrees that this Agreement is expressly subject to the terms, conditions and representations of the following certification:

This certification is required by Executive Order No. 90-5, April 12, 1990, issued by the Governor of Indiana. Pursuant to its delegated authority, the Indiana Department of Administration is requiring the inclusion of this certification in all agreements with and grants from the State of Indiana in excess of $25,000.00. No award of an agreement shall be made, and no purchase order or agreement, the total amount of which exceeds $25,000.00, shall be valid, unless and until this certification has been fully executed by the CITY and made a part of the agreement as part of the executed contract.

The CITY certifies and agrees that it will provide a drug-free workplace by:

a. Publishing and providing to all of its employees a statement notifying their employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the CITY 's workplace and specifying the actions that will be taken against employees for violations of such prohibition;

b. Establishing a drug-free awareness program to inform its employees of (1) the dangers of drug abuse in the workplace; (2) the CITY's policy of maintaining a drug-free workplace; (3) any available drug counseling, rehabilitation, and employee assistance programs; and (4) the penalties that may be imposed upon an employee for drug abuse violations occurring in the workplace;

c. Notifying all employees in the statement required by subparagraph (a) above that as a condition of continued employment the employee will (1) abide by the terms of the statement; and (2) notify the CITY of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction;

d. Notifying in writing the State within ten (10) days after receiving notice from an employee under subdivision (c)(2) above, or otherwise receiving actual notice of such conviction;

e. Within thirty (30) days after receiving notice under subdivision (c)(2) above of a conviction, imposing the following sanctions or remedial measures on any employee who is convicted of drug abuse violations occurring in the workplace: (1) take appropriate personnel action against the employee, up to and including termination; or (2) require such employee to satisfactorily participate in a drug abuse assistance or rehabilitation

program approved for such purposes by a federal, state or local health, law enforcement, or other appropriate agency; and

f. Making a good faith effort to maintain a drug-free workplace through the implementation of subparagraphs (a) through (e) above.

2.7. Force Majeure. In the event that either Party is unable to perform any of its obligations under this Agreement or to enjoy any of its benefits because of natural disaster or decrees of governmental bodies not the fault of the affected Party (hereinafter referred to as a Force Majeure Event), the Party who has been so affected shall immediately give notice to the other Party and shall do everything possible to resume performance. Upon receipt of such notice, all obligations under this Agreement shall be immediately suspended. If the period of nonperformance exceeds thirty (30) days from the receipt of notice of the Force Majeure Event, the Party whose ability to perform has not been so affected may, by giving written notice, terminate this Agreement.

2.8. Funding Cancellation Clause. When the Director of the Office of Management and Budget makes a written determination that funds are not appropriated or otherwise available to support continuation of the performance of this Agreement, this Agreement shall be canceled. A determination by the Budget Director that funds are not appropriated or otherwise available to support continuation of performance shall be final and conclusive.

2.9. Governing Laws. This Agreement shall be construed in accordance with and governed by the laws of the State of Indiana and the suit, if any, must be brought in the State of Indiana.

2.10. Indemnification. The CITY agrees to indemnify exculpate, and hold harmless the State of Indiana, INDOT, and their officials and employees from any liability due to loss, damage, injuries, or other causalities of whatever kind, or by whosoever caused, to the person or property of anyone arising out of, or resulting from the performance of this Agreement or the work connected therewith, or from the installation, existence, use, maintenance, condition, repairs, alteration or removal of any equipment or material, to the extent of negligence of the CITY, including any claims arising out the Worker's Compensation Act or any other law, ordinance, order or decree. INDOT shall **not** provide such indemnification to the CITY.

The CITY agrees to pay all reasonable expenses and attorney's fees incurred by or imposed on the State and INDOT in connection herewith in the event that the CITY shall default under the provisions of this Section.

2.11. Non-Discrimination

A. Pursuant to I.C. 22-9-1-10 and the Civil Rights Act of 1964, the CITY, shall not discriminate against any employee or applicant for employment, to be employed in the performance of work under this Agreement, with respect to hire, tenure, terms, conditions or privileges of employment or any matter directly or indirectly related to employment, because of race, color, religion, sex, disability, national origin, ancestry or status as a veteran. Breach of this covenant may be regarded as a material breach of this Agreement. Acceptance of this Agreement also signifies compliance with applicable federal laws, regulations, and executive orders

prohibiting discrimination in the provision of services based on race, color, national origin, age, sex, disability or status as a veteran.

B The CITY understands that INDOT is a recipient of federal funds. Pursuant to that understanding, the CITY agrees that if the CITY employs fifty (50) or more employees and does at least $50,000.00 worth of business with the State and is not exempt, the CITY will comply with the affirmative action reporting requirements of 41 CFR 60-1.7. The CITY shall comply with Section 202 of executive order 11246, as amended, 41 CFR 60-250, and 41 CFR 60-741, as amended, which are incorporated herein by specific reference. Breach of this covenant may be regarded as a material breach of Agreement.

It is the policy of INDOT to assure full compliance with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. Title VI and related statutes require that no person in the United States shall on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. (INDOT's Title VI enforcement shall include the following additional grounds: sex, ancestry, age, religion and disability.) The following are examples of where this policy shall be applied relative to the INDOT.

C. The CITY shall not discriminate in its selection and retention of contractors, including without limitation, those services retained for, or incidental to, construction, planning, research, engineering, property management, and fee contracts and other commitments with persons for services and expenses incidental to the acquisitions of right-of-way.

D. The CITY shall not modify the Project in such a manner as to require, on the basis of race, color or national origin, the relocation of any persons. (INDOT's Title VI enforcement will include the following additional grounds; sex, ancestry, age, religion and disability).

E. The CITY shall not modify the Project in such a manner as to deny reasonable access to and use thereof to any persons on the basis of race, color or national origin. (INDOT's Title VI enforcement will include the following additional grounds; sex, ancestry, age, religion and disability.)

F. The CITY shall neither allow discrimination by contractors in their selection and retention of subcontractors, leasors and/or material suppliers, nor allow discrimination by their subcontractors in their selection of subcontractors, leasors or material suppliers, who participate in construction, right-of-way clearance and related projects.

G. INDOT shall Take appropriate actions to correct any deficiency determined by itself and/or the Federal Highway Administration ("FHWA") within a reasonable time period, not to exceed ninety (90) days, in order to implement Title VI compliance in accordance with INDOT's assurances and guidelines.

2.12. Notice to Parties. Whenever any notice, statement or other communication is required under this Agreement, it shall be sent to the following addresses, unless otherwise specifically advised:

A. For INDOT:

Steven D. Hauersperger, P.E.
Capital Program Management Manager
Indiana Department of Transportation, LaPorte District
315 E. Boyd Blvd.
LaPorte, IN 46350
(219)325-7528
shauersperger@indot.in.gov

Angie Fegaras
Chief of Staff/Communications Director
Indiana Department of Transportation, LaPorte District
315 E. Boyd Blvd.
LaPorte, IN 46350
(219)325-7507
afegaras@indot.in.gov

B. For the CITY:

Rick Calinski
Chief of Staff
City of Hammond
5925 Calumet Ave
Hammond, IN 46323
219-853-6301
calinskir@gohammond.com

2.13. Payment. All payments shall be made according to the terms of this Agreement and in conformance with State fiscal policies and procedures and, as required by IC 4-13-2-14.8, by electronic funds transfer to the financial institution designated by the CITY in writing unless a specific waiver has been obtained from the Indiana Auditor of State. No payments will be made in advance of receipt of the goods or services that are the subject of this Agreement except as permitted by IC 4-13-2-20.

2.14. Penalties, Interest and Attorney's Fees. INDOT will in good faith perform its required obligations hereunder, and does not agree to pay any penalties, liquidated damages, interest, or attorney's fees, except as required by Indiana law in part, IC 5-17-5, I. C. 34-54-8, and I. C. 34-13-1.

2.15. Severability. The invalidity of any section, subsection, clause or provision of this Agreement shall not affect the validity of the remaining sections, subsections, clauses or provisions of this Agreement.

2.16. Status of Claims. The CITY shall be responsible for keeping INDOT currently advised as to the status of any claims made for damages against the CITY resulting from services performed under this Agreement.

2.17. General. This Agreement represents the entire understanding between the Parties relating to the subject matter, and supersedes any and all prior oral and/or written communications, understandings or agreements relating to the subject matter. Any amendment or modification to this Agreement must be in writing, reference this Section 2.17 and be signed by duly authorized representatives of the Parties. Neither this Agreement nor any portions of it may be assigned, licensed or otherwise transferred by the CITY without the prior written consent of INDOT. This Agreement will be binding upon the Parties and their permitted successors or assigns. Failure of either Party to enforce any provision of this Agreement will not constitute or be construed as a waiver of such provision or of the right to enforce such provision. The headings are inserted for convenience only and do not constitute part of this Agreement.

2.18. Employment Eligibility Verification. The CITY affirms under the penalties of perjury that he/she/it does not knowingly employ an unauthorized alien.

The CITY shall enroll in and verify the work eligibility status of all his/her/its newly hired employees through the E-Verify program as defined in IC 22-5-1.7-3. The CITY is not required to participate should the E-Verify program cease to exist. Additionally, the CITY is not required to participate if the CITY is self-employed and does not employ any employees.

The CITY shall not knowingly employ or contract with an unauthorized alien. The CITY shall not retain an employee or contract with a person that the CITY subsequently learns is an unauthorized alien.

The CITY shall require his/her/its sub-contractors, who perform work under this contract, to certify to the CITY that the sub-contractor does not knowingly employ or contract with an unauthorized alien and that the sub-contractor has enrolled and is participating in the E-Verify program. The CITY agrees to maintain this certification throughout the duration of the term of a contract with a sub-contractor.

The State may terminate for default if the CITY fails to cure a breach of this provision no later than thirty (30) days after being notified by the State.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

Non-Collusion

The undersigned attests, subject to the penalties for perjury, that he/she is the properly authorized representative, agent, member or officer of the CITY, that he/she has not, nor has any other member, employee, representative, agent or officer of the CITY, directly or indirectly, to the best of his/her knowledge, entered into or offered to enter into any combination, collusion or agreement to receive or pay, and that he/she has not received or paid, any sum of money or other consideration for the execution of this Agreement other than that which appears upon the face of this Agreement.

In Witness Whereof, the CITY and the State of Indiana have, through duly authorized representatives, entered into this Agreement. The Parties having read and understand the forgoing terms of this Agreement do by their respective signatures dated below hereby agree to the terms thereof.

CITY OF HAMMOND

Executed by:

William O'Connor, Corp. Counsel

Robert Lendi

Stanley Postatni

Attest:

Lori Lavisletta

Date: June 23, 2011

STATE OF INDIANA)
)SS:
COUNTY OF: Lake)

Before me, a Notary Public in and for said County and State personally appeared William O'Connor, Robert Lendi, Stanley Postatni *of Hammond, Indiana, who acknowledged the execution of the foregoing road transfer agreement on this* 23rd *day of* July, 2011.

Linda Marinkovic
NOTARY PUBLIC (signature)

LINDA MARINKOVIC
NOTARY PUBLIC (printed)

My Commission expires: LINDA A. MARINKOVIC Lake County My Commission Expires July 5, 2017

My County of Residence is:

STATE OF INDIANA
Indiana Department of Transportation

Recommended for approval by:

Jim Stark, Deputy Commissioner
Indiana Department of Transportation

Date: 7/11/2011

Michael McPhillips, District Deputy Commissioner
Indiana Department of Transportation

Date: 7/7/2011

Executed By:

Troy Woodruff, Deputy Commissioner
and Chief Operations Officer, For
Michael B. Cline, Commissioner
Indiana Department of Transportation

Date: 7/11/11

" I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law".

Signature: Tracy Peterson

Printed Name: Tracy Peterson

STATE OF INDIANA)
)SS:
COUNTY OF: Marion)

Before me, a Notary Public in and for said County and State personally appeared Troy Woodruff, *Deputy Commissioner and Chief Operating Officer of the Indiana Department of Transportation, who acknowledged the execution of the foregoing road transfer agreement on this* 11th *day of* July, *20*11.

NOTARY PUBLIC (signature)

Harriet D. Briggs
NOTARY PUBLIC (printed)

My Commission expires: 6/25/17

My County of Residence is: Marion

APPROVALS

STATE OF INDIANA
State Budget Agency

FOR

Adam M. Horst, Director

Date: 7/28/11

STATE OF INDIANA
Department of Administration

Robert D. Wynkoop, Commissioner

Date: 7/24/11

Approved as to Form and Legality:

(for)
Attorney General Gregory F. Zoeller

Date Approved: 8/2/11

This instrument was prepared for the Indiana Department of Transportation, 100 N. Senate Avenue, Indianapolis, IN 46060, by the undersigned attorney who affirms, under penalties of perjury, that all Social Security numbers have been redacted from the forgoing, and all attachments thereto, except as allowed by law.

Jennifer L. Jansen, INDOT Attorney
Attorney No. 24962-41
100 N. Senate Ave.
IGCN Room N730
Indianapolis, IN 46204-2216
(317)234-5402