

# Appendix D

## **Section 106 of the National Historic Preservation Act**



# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

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

Signed Finding distribution letter

February 7, 2022

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

This letter was sent to the listed parties.

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

Dear Consulting Party,

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

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

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

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

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

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

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

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

- Providing condition rating of at least 7, good condition, for each bridge element (deck, wearing surface, superstructure, and substructure);
- Improving the condition and extending the service life of roadway and bridge approach pavement by at least 20 years;
- Correcting cracked/settled retaining walls and providing a median barrier along SR 912 that meets current standards; and
- Reducing the maintenance, safety, and liability concerns associated with the closed pedestrian bridge.

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

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

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

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

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

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

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

A historian who meets the Secretary of the Interior’s Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property

identification and evaluation efforts, two resources have previously been determined eligible for listing in the NRHP: Ramp B over B Bridge (Structure No. 912-45-06596 B; NBI No. 33035) and the Inland Steel Office Building/ArcelorMittal Human Resources building (Indiana Historic Sites and Structures Inventory [IHSSI] No. 089-679-35181).

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

In its response dated December 3, 2021, SHPO stated in part, “we are inclined to defer to the project team in choosing a preferred alternative for this intersection as the historic ‘Non-Select’ bridge will be removed.” With regard to archaeology, SHPO stated, “we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area.”

INDOT is hereby requesting SHPO to respond whether photo documentation is required for this project.

As part of the Section 106 review process, a finding of “No Adverse Effect” has been made for this project in regards to historic resources other than the Ramp B over B bridge structure, and the accompanying documentation pursuant to 36 CFR Section 800.11(e) has been prepared and is ready for review and comment by consulting parties. This letter and the documentation can be found in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request as soon as possible.

Please review the information and comment within thirty (30) calendar days of receipt.

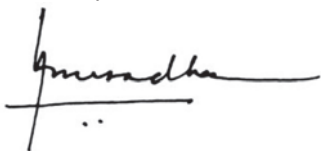
Per Stipulation III.B. of the Historic Bridges PA, INDOT will hold a public hearing for the project prior to the completion of National Environmental Policy Act (NEPA) studies. All consulting parties will be provided notice of the public hearing.

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

Leah Konicki  
Principal Investigator, Architectural History  
ASC Group, Inc.  
9376 Castlegate Drive  
Indianapolis, IN 46256  
[lkonicki@ascgroup.net](mailto:lkonicki@ascgroup.net).

Tribal contacts may contact Patty Jo Korzeniewski at [pkorzeniewski@indot.in.gov](mailto:pkorzeniewski@indot.in.gov) or 317-416-4377 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:

Finding of "No Adverse Effect" and 800.11(e) documentation

Distribution List:

Indiana State Historic Preservation Office (SHPO)

Miami Tribe of Oklahoma

Pokagon Band of Potawatomi Indians

FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECT  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING  
SR 912 AND MICHIGAN AVENUE BRIDGES  
CITY OF EAST CHICAGO, LAKE COUNTY, INDIANA  
DES. NOS. 1800067, 1703011, 1703012, 1700105, 1700359, 1700370, AND 1703000

**AREA OF POTENTIAL EFFECTS**  
**(Pursuant to 36 CFR Section 800.4(a)(1))**

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

The Area of Potential Effects (APE) for above-ground properties for this project was determined by sight lines to and from the project, and extends from the edges of the project area approximately 370 feet to the northeast, 562 feet to the southeast, 650 feet to the southwest, and 1,114 feet to the northwest (Appendix A: Figures 1–2). The archaeology APE is defined as the Initial Study Area and consists of the existing and proposed right-of-way required for the project. The project area is located in an urban area consisting of manufacturing and recreation-related structures built between the early twentieth century and the present.

**ELIGIBILITY DETERMINATIONS**  
**(Pursuant to 36 CFR 800.4(c)(2))**

*Inland Steel Office Building/ArcelorMittal Human Resources (Indiana Historic Sites and Structures Inventory [IHSSI] No. 089-679-35181)*

The seven-story Art Deco office building was built ca. 1930 and designed by the noted Chicago architectural firm of Graham, Anderson, Probst, and White, who designed a variety of notable buildings in the early twentieth century. The building was rated “Outstanding” in the IHSSI. The building was determined eligible under Criteria A and C for its significance as a component of Inland Steel’s East Chicago complex and as a good example of Art Deco architecture.

*Ramp B over B Bridge (Structure No. 912-45-06596 B; National Bridge Inventory [NBI] No. 33035)*

The bridge is a reinforced concrete rigid frame bridge built in 1959, with horizontal curved decks that represent “an important bridge construction technique requiring specifically engineered substructures and/or superstructures,” and it “exemplifies an uncommon highway bridge type in Indiana.” Structure No. 912-45-06596 B is eligible for the NRHP under Criterion C as it represents “an early or distinctive phase in bridge construction, design, or engineering, and it retains the historic integrity necessary to convey its engineering significance”.

## EFFECT FINDING

*Inland Steel Office Building/ArcelorMittal Human Resources: No Adverse Effect.*

*Ramp B over B Bridge (Structure No. 912-45-06596 B; NBI No. 33035):* Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the Federal Highway Administration-Indiana Division (FHWA) will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Ramp B over B Bridge (Structure No. 912-45-06596 B) has been classified as a "Non-Select" bridge by the Indiana Department of Transportation (INDOT) Historic Bridge Inventory and thus the procedures outlined in Stipulation III.B. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the bridge.

Therefore, the finding for this project only applies to other resources located within the APE and not Ramp B over B (Structure No. 912-45-06596 B). This document will satisfy the Section 106 responsibilities for other resources located in the APE.

Regarding other resources located in the project area, INDOT, acting on FHWA's behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

### **SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)**

*INLAND STEEL OFFICE BUILDING/ARCELORMITTAL HUMAN RESOURCES:* This undertaking will not convert property from Inland Steel Office Building/ArcelorMittal Human Resources, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Inland Steel Office Building/ArcelorMittal Human Resources.

*Ramp B over B Bridge (Structure No. 912-45-06596 B; NBI No. 33035):* This resource is used for transportation purposes. Ramp B over B Bridge (Structure No. 912-45-06596 B; NBI No. 33035) will be evaluated through the *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges*.

*Anuradha V. Kumar*

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Anuradha V. Kumar, for FHWA  
Manager  
INDOT Cultural Resources

02/03/2022

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Approved Date

**FEDERAL HIGHWAY ADMINISTRATION  
DOCUMENTATION OF SECTION 106 FINDING OF  
NO ADVERSE EFFECT  
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR Section 800.5(c)  
SR 912 AND MICHIGAN AVENUE BRIDGES  
CITY OF EAST CHICAGO, LAKE COUNTY, INDIANA  
DES. NOS. 1800067, 1703011, 1703012, 1700105, 1700359, 1700370, AND 1703000**

**1. DESCRIPTION OF THE UNDERTAKING**

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

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with State Route (SR) 912 and Michigan Avenue Bridges Project (DES. No. 1800067, et al.). Parsons is under contract with INDOT to advance the environmental documentation for the referenced project, and ASC Group, Inc. is under contract with Parsons to complete the Section 106 Documentation. The proposed undertaking is located at SR 912 and Michigan Avenue in the City of East Chicago, Lake County, Indiana. It is within North Township, and on the Whiting, IN USGS Topographic Quadrangle, in Sections 15 and 22, Township 37 North, Range 9 West (Appendix A: Figures 1–2).

The project contains six bridges that are part of an interchange (Appendix A: Figure 3). The bridges with their bridge numbers, NBI numbers, and Des. Numbers are included in the table below.

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

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

- Providing condition rating of at least 7, good condition, for each bridge element (deck, wearing surface, superstructure, and substructure);
- Improving the condition and extending the service life of roadway and bridge approach pavement by at least 20 years;
- Correcting cracked/settled retaining walls and providing a median barrier along SR 912 that meets current standards; and
- Reducing the maintenance, safety, and liability concerns associated with the closed pedestrian bridge.



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

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

The preferred alternative is to reconfigure the existing interchange into a roundabout, which would eliminate the Ramp B over B Bridge. This alternative includes reconstruction of the seven-span Michigan Avenue bridge over SR 912, ramps, and three railroads: Norfolk Southern, Wisconsin Central, and Indiana Harbor Belt Railroads. The new roundabout is proposed for the southern portion of the interchange. The southern ramps, Ramp H and Ramp B, will be realigned, and the Ramp H and Ramp B over B bridges will be removed. Existing retaining walls will be removed and replaced with embankments and/or walls. The profile of the Michigan Avenue Bridge will be within one foot of the existing profile, and will back down to the same approach grades. The northern ramps, Ramp NEC and Ramp I, and their bridges will be rehabilitated. Existing pavement, curb, and gutter will be repaired or replaced as needed. The pedestrian bridge over the railroads, which is closed, will be removed. Additionally, drainage issues south of SR 912 will be addressed with new inlet structures and curb cuts. Replacement of overhead sign structures and installation of a new roundabout lighting system is also anticipated.

The Area of Potential Effects (APE) for above-ground properties for this project was determined by sight lines to and from the project, and extends from the edges of the project area approximately 370 feet to the northeast, 562 feet to the southeast, 650 feet to the southwest, and 1,114 feet to the northwest (Appendix A: Figures 1–2). The archaeology APE is defined as the Initial Study Area and consists of the existing and proposed right-of-way required for the project. The project area is located in an urban area consisting of industrial and recreation-related structures built between the early twentieth century and the present.

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

## **2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES**

The NRHP and the Indiana State Register of Historic Sites and Structures (IRHSS) lists for Lake County were consulted, and there were no NRHP-listed or IRHSS-listed properties located within the APE. The Indiana Historic Sites and Structures Inventory (IHSSI) for Lake County, completed in 1996, was consulted. The NRHP and IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and through the Indiana Historic Buildings, Bridges, and

Cemeteries Map (IHBBC Map). One property within the project's APE had previously been recorded: The Inland Steel Office Building/ArcelorMittal Human Resources (IHSSI No. 089-679-35181), rated Outstanding.

The INDOT-sponsored IHBI was also consulted. The Ramp B over B Bridge was recommended eligible for the NRHP and designated as Non-Select.

The architectural history fieldwork was conducted using methods consistent with National Park Service (NPS) guidelines (Derry et al. 1977) and undertaken by a senior architectural historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, in March 2021. The team surveyed the APE to identify all resources built by 1972 to ensure that all above-ground resources that would be 50 years of age by the date of project letting, anticipated to be 2022, were included. A Historic Property Report (HPR) [Konicki 2021] was prepared and concluded that, as a result of identification and evaluation efforts, two properties within the project's APE were recommended eligible for listing in the NRHP: Ramp B over B Bridge and Inland Steel Office Building/ArcelorMittal Human Resources (IHSSI No. 089-679-35181). The summary/recommendations of the HPR are included in Appendix C.

With regard to archaeological resources, Dawn Walter Gagliano, MA, a qualified professional archaeologist, reviewed the proposed project area and determined the proposed SR 912 and Michigan Avenue Bridges Project (Des. No. 1800067, et al.) in the City of East Chicago, North Township, Lake County, Indiana will not likely affect archaeological resources due to the project setting. The project contains six bridges that are part of an interchange and the roadway pavement within the interchange. The bridges and roadway pavement within the interchange have been identified as being in deteriorated condition and proposed replacement or improvements have been recommended. The entire area within and adjacent to the project area has been heavily impacted by road and bridge construction, building construction, and overall industrial development. The soils within and adjacent to the project area are classified as Urban Land. Urban Land is defined as areas with a specific percentage of impervious cover, such as pavement, driveways, and buildings. Any soils within Urban Land areas are composed of material that have been drastically disturbed by anthropocentric activities. The development of the area and the disturbance to the soils in the project area has impacted the subsurface, the native soils, and any cultural resources contained within, making the presence of intact, significant archaeological resources highly unlikely.

According to the Indiana SHAARD and Structures Map, there are no archaeological sites within or adjacent to the project area and the potential for such sites to be present within the project area is considered extremely low. The nearest archaeological area, 12-LA-0640, is a submerged wooden structure, approximately 1.46 kilometers (0.86 mile) east of the project area in Lake Michigan. Terrestrial archaeological sites in the area are unlikely due to the Urban Land and urban soils, the deposition of fill materials, and the leveling of the sand dunes throughout this portion of Lake County. Given these factors, it is recommended that the project be allowed to proceed without additional archaeological study. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, the discovery must be reported to the Department of Natural Resources within two (2) business days.

An early coordination letter dated December 10, 2020, was sent via email on the same date with an invitation to consulting parties to participate in the project (Appendix E: E-2 to E-14).

The letter also noted that per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (IAC 20-4-11.5), INDOT is requesting that this project be subjected to “Dual Review”; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 16 USC 470f (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 1(f) of this rule, at the conclusion of the review process, INDOT anticipates that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18.

The parties that received the invitation are listed below:

Indiana State Historic Preservation Officer (IN-SHPO)  
Mayor Anthony Copeland, Mayor of East Chicago  
Gilda Orange, 6<sup>th</sup> District Council Member  
Emiliano Perez, Council Member at-Large  
Kenneth Monroe, Council Member at-Large  
Dwayne Rancifer, Jr., Council Member at-Large  
William Allen, City Engineer  
Richard Morrisroe, Acting City Planner  
Kyle W. Allen, Sr., Lake County Commissioner, 1st District  
Jerry Tippy, Lake County Commissioner, 2nd District  
Michael C. Repay, Lake County Commissioner, 3rd District  
Lake County Highway Department, Jan S. Smoljan, Superintendent  
Brad Miller, Regional Director, Indiana Landmarks Northwest Field Office  
Ty Warner, Executive Director, Northwestern Indiana Regional Planning Commission  
Bruce L. Woods, Lake County Historian and Lake County Historical Society and Museum  
Gloria Dosen, Coordinator, East Chicago Historical Society  
Indiana Historic Spans Task Force, Paul Brandenburg  
Dr. James L. Cooper, DePauw University, Professor Emeritus of History  
Historic Hoosier Bridges  
HistoricBridges.org  
Historic Bridge Foundation  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe  
Forest County Potawatomi Community

Responses to the early coordination letter were received from the State Historic Preservation Office (SHPO) on December 28, 2020 (Appendix E: E-15 to E-16); from The Miami Tribe of Oklahoma accepting consulting party status by letter dated January 8, 2021 (Appendix E: E-17); and from the Pokagon Band of Potawatomi by letter dated January 8, 2021 (Appendix E: E-18).

In the December 28, 2020, letter, SHPO acknowledged INDOT’s request for a Dual Review for the project and stated that it is “providing notification of the commencement of the dual review to interested persons and members of the Indiana Historic Preservation Review Board (‘Review Board’). Notice of the commencement will also be posted on the division’s website ([www.in.gov/dnr/historic/7440.htm](http://www.in.gov/dnr/historic/7440.htm)).”

In the January 8, 2021, letter, the Miami Tribe of Oklahoma accepted the invitation to be a consulting party in a letter that stated, in part, that “The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe’s deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of the project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery.”

In its January 8, 2021, letter, the Pokagon Band of Potawatomi Indians responded to the invitation to be a consulting party, stating in part, “after reviewing the details for the project referenced above, I have made the determination that there will be **No Historic Properties in Area of Potential Effects (APE)** significant to the Pokagon Band of Potawatomi Indians. However, if any archaeological resources are uncovered during this undertaking, please stop work and contact me immediately.” (Emphasis in original.)

A letter dated May 18, 2021 (sent via email), notified consulting parties that the HPR was available for review and comment (Appendix E: E-19 to E-26).

In its letter dated June 14, 2021, the Pokagon Band of Potawatomi Indians responded to the HPR and archaeological assessment, stating in part, “The proposed work is occurring within a mile of a known historic site or feature that is recorded in the Pokagon Band Historic Inventory Database. I have made the determination that this undertaking will have **No Adverse Effect** on any historic religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians.” (Emphasis in original.) The letter went on to state: “If any cultural or archaeological resources are uncovered during construction, please stop work and contact me immediately.” (Appendix E: E-27).

SHPO responded in a letter dated June 16, 2021 indicating that the proposed APE “appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur” (Appendix E: E-28 to E-30). The letter also agreed with the conclusions of the HPR that “the Ramp B over B Bridge (Structure No. 912-45-06596B; NBI No. 33035) was previously determined eligible for inclusion in the National Register of Historic Places (“NRHP”) in the *Indiana Historic Bridge Inventory*. Because this bridge is categorized as ‘Non-Select’, FHWA will fulfill its Section 106 responsibilities following the procedures outlined in Stipulation III.B of the Indiana Historic Bridges PA.” SHPO also agreed with the HPR that the Inland Steel Office Building/ArcelorMittal Human Resources building (IHSSI No. 089-679-35181) is eligible for inclusion in the NRHP.

SHPO further stated that, with regard to archaeology, “based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area.” The letter went on to state that, “if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to INDNR-DHPA within two (2) business days.”

No other input was received regarding the identification of historic properties within the project’s APE.

### 3. DESCRIBE AFFECTED HISTORIC PROPERTIES

**Ramp B over B Bridge (Structure No. 912-45-06596 B; NBI No. 33035):** One of six bridges making up the Michigan Avenue and SR 912 interchange, Ramp B over B was originally built in the 1959 as part of the interchange being built to provide grade separation to span a series of 13 railroad tracks that run parallel to Lake Michigan and provide more direct access to Inland Steel for its workers. Ramp B over B is a composite continuous steel girder bridge with horizontal curved decks. According to the IHBI, these curved decks “represent an important bridge construction technique requiring specifically engineered substructures and/or superstructures,” and the bridge “exemplifies an uncommon highway bridge type in Indiana” and thus the bridge was recommended eligible under Criterion C.

**Inland Steel Office Building/ArcelorMittal Human Resources (IHSSI No. 089-679-35181):** The Inland Steel Office Building/ArcelorMittal Human Resources building is a seven-story Art Deco office building built ca. 1930. It is faced with red brick with contrasting white stone banding and decorative elements, including a decorative terra cotta cornice highlighted by stone patera with terra cotta bullseye inserts. There is a large-scale three-story annex attached on the northwest corner of the original building built ca. 1950. This addition is more plainly detailed than the original seven-story building, but it echoes the rhythm and massing of the original structure. The building is located adjacent to the Inland Steel manufacturing plant.

The Inland Steel Office Building/ArcelorMittal Human Resources building was designed by the noted Chicago architectural firm of Graham, Anderson, Probst, and White, which was the successor firm to famed Chicago architect and planner Daniel Burnham. Graham, Anderson, Probst, and White designed such notable buildings as Chicago’s Wrigley Building (1922), Terminal Tower in Cleveland (1928), and Chicago’s Union Station (1925). The building was in use as Inland Steel’s corporate headquarters until 1957, when the Skidmore, Owings and Merrill-designed Inland Steel building was built in the Chicago Loop.

The building is recommended as significant under Criterion A for its historic role as part of the Inland Steel Company’s East Chicago complex, and under Criterion C as a significant example of Art Deco architecture.

### 4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

**Ramp B over B Bridge (Structure No. 912-45-06596 B; NBI No. 33035):** The bridge will be demolished to make way for a roundabout that will replace the existing interchange, as described in Section 1, above.

**Inland Steel Office Building/ArcelorMittal Human Resources (IHSSI No. 089-679-35181):** The project will have no direct effects on this structure. The existing interchange is in the view shed of the office building, and when complete, the roundabout and its approaches will be in approximately the same location. The nearest component of the project is 0.07 mile (365 feet) south of the office building.

### 5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT -- INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

**Inland Steel Office Building/ArcelorMittal Human Resources:** According to CFR 800.5(a)(1), “an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a

historic property that quality the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association." Examples of adverse effect are provided in 36 CFR 800.5(a)(2) and are described below.

Per 36 CFR 800.5(a)(2)(i), the undertaking will not result in the "Physical destruction of or damage to all or part of the property." The Inland Steel Office Building/ArcelorMittal Human Resources building is located within the APE for this project, but it is not within the project footprint. No work is anticipated on this property.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will not cause "Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and/or other applicable guidelines." The project will have no physical impacts to the Inland Steel Office Building/ArcelorMittal Human Resources building.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the "Removal of the property from its historic location."

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in a "Change of character of the property's use or of physical features within the property's setting that contribute to its historic significance."

Per 36 CFR 800.5(a)(2)(v), the undertaking will not cause the "Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." The existing interchange is within the view shed of this building, and when completed, the completed roundabout system will be in the same approximate location and at the same approximate height. Noticeable changes in the view shed from the Inland Steel Office Building/ArcelorMittal Human Resources building will not occur.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not result in the "Neglect of a property which causes its deterioration. . ."

Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the "Transfer, lease, or sale of property out of Federal ownership or control. . ."

To summarize, according to 36 CFR 800.5(a)(1), the criteria of adverse effect do not apply with regard to the Inland Steel Office Building/ArcelorMittal Human Resources building. The undertaking will slightly alter the existing setting through minor changes in the view shed resulting from converting the interchange to a roundabout. The replacement structure will be approximately the same height and approximately the same distance to the existing building.

**Ramp B over B Bridge (Structure No. 912-45-06596 B; NBI No. 33035):** The procedures outlined in the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the bridge and any effects to the bridge are resolved through the Historic Bridges PA PDP. Therefore, the finding for this project only applies to other resources located within the APE and not Ramp B over B Bridge.

A HBAA was prepared for this project. Based on the HBAA, no reasonable and prudent alternative would result in the salvage of the historic bridge, and replacing the bridge in its current location would leave in place geometric deficiencies outlined in the purpose and need. Additional alternatives for the

interchange were examined. The preferred alternative for this project is to reconfigure the existing interchange into a roundabout, which would eliminate the Ramp B over B Bridge. The Stage 2 plans (approximately 60 percent) are provided in Appendix G.

Pursuant to the Historic Bridge PA, several steps were undertaken to market the Ramp B over B Bridge. The marketing measures that have occurred include:

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

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

HBPA mitigation includes photo documentation of the bridge, if requested by SHPO. INDOT is hereby requesting SHPO to respond as to whether photo documentation is required.

## **6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS**

As detailed in Section 2 above, an early coordination letter, dated December 10, 2020, with an invitation to consulting parties to participate in the project was sent via email on the same date. See Appendix E for a list of consulting parties. The SHPO and Tribes were also provided a copy of the HPR, and were invited to view the report via IN SCOPE at <http://erms.indot.in.gov/Section106Documents/>.

On January 8, 2021, the Miami Tribe of Oklahoma accepted the invitation to be a consulting party and stated that if any human remains or Native American cultural items are discovered, the Miami Tribe requests immediate consultation. The Pokagon Band of Potawatomi also responded on January 8, 2021. The Pokagon Band also requested immediate consultation if any archaeological resources are uncovered during the undertaking.

In its June 14, 2021, response to the HPR and archaeological assessment, the Pokagon Band of Potawatomi renewed its request to be consulted immediately if any cultural or archaeological resources are uncovered during construction (Appendix E: E-27).

The SHPO responded by letter dated June 16, 2021, stating that the APE as proposed in HPR appears to be of adequate size and agreeing with the conclusion in the HPR that the Ramp B over B Bridge (Structure No. 912-45-06596 B; NBI No. 33035) was previously determined eligible for inclusion in the NRHP in the IHBI. The letter went on to state that, “because the bridge is categorized as Non-Select, FHWA will fulfill its Section 106 responsibilities following the procedures outlined in Stipulation III.B of the Indiana Historic Bridges PA.” In its letter, SHPO went on to agree with the HPR that the Inland Steel Office Building/ArcelorMittal Human Resources building (IHSSI No. 089-679-35181) is eligible for inclusion in the NRHP.

With regard to archaeology, IN-SHPO stated: “Regarding archaeology, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified

any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature.”

A letter dated November 8, 2021, sent via email the same date, notified consulting parties that a HBAA was available for review and comment via IN SCOPE (Appendix E: E-31 to E-36). Preliminary Field Check (PFC) design plans were included in the HBAA. The summary/recommendations of the HBAA is provided in Appendix D.

The only consulting party response received on the HBAA document was from the SHPO, in a letter dated December 3, 2021 (Appendix E: E-37 to E-39). In its response, SHPO noted that there is not an alternative that meets the project’s purpose and need that is both feasible and prudent, and agreed with the conclusions presented in the HBAA. SHPO stated, “we are inclined to defer to the project team in choosing a preferred alternative for this intersection” of a roundabout interchange that would be constructed prior to Michigan Avenue crossing over the railroad tracks, which would result in the demolition of the historic bridge.

Regarding archaeology, the SHPO stated “we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature.”

No other correspondence from consulting parties was received. Copies of all correspondence can be found in Appendix E.

A public notice will be issued for this project, requesting any comments on the project, regarding the APE, and the “No Adverse Effect” finding. This document will be revised, if necessary, after the public notice to reflect any substantive comments received. Per Stipulation III.B. of the Historic Bridges PA, INDOT will hold a public hearing for the project prior to completion of National Environmental Policy Act studies. All originally invited consulting parties will be provided notice of the public hearing.

## **APPENDIX**

- Appendix A – Figures
- Appendix B – Photographs
- Appendix C – Summary Recommendations HPR
- Appendix D – Summary Recommendations HBAA
- Appendix E – CP Correspondence
- Appendix F – Historic Bridge Marketing
- Appendix G – Stage 2 Plans



Sub-Appendix

**APPENDIX A – FIGURES**

Intentionally omitted,  
refer to Appendix B.

Sub-Appendix

**APPENDIX B – PHOTOGRAPHS**



Photograph 1. Overview of the SR 912 and Michigan Avenue Interchange.



Photograph 2. Detailed view of the Ramp B over B bridge, looking west-southwest. Note taper of end walls from wider at top to narrower at bottom.



Photograph 3. Detailed view of the Ramp B over B bridge showing the structural slab top, taper of end walls, and evidence of previous patching attempts, looking west-southwest.



Photograph 4. Detailed view of the Ramp B over B bridge showing cracking, chipping, and patching on the arch, looking west-southwest. Note the previous patching attempts are already failing.



Photograph 5. Streetscape of Regent Street/Block Avenue with the SR 912 overpass. Photo taken looking south-southwest from the north side of Regent Street, adjacent to the Inland Steel Office Building/ArcelorMittal Human Resources building.



Photograph 6. View of the Inland Steel Office Building/ArcelorMittal Human Resources building (IHSSI No. 089-679-35181). Photo taken looking west from the office parking lot.



Photograph 7. Inland Steel/ArcelorMittal mill buildings. Photo taken looking north-northwest from the service road leading to the Pedestrian Bridge over the railroad.



Photograph 8. View of the Ramp B over B bridge from Block Avenue showing INDOT mitigation signs, including arrows and "Stay Right" signage to address horizontal sight stopping distance issues, looking north-northeast.



Photograph 9. Overview of the Ramp B over B bridge showing a large piece of concrete protruding, looking north from the deck approach.



Photograph 10. Overview of Ramp B over B and the Michigan Avenue Overpass. Photo taken looking north from Block Avenue/Commonwealth Avenue.

Sub-Appendix

**APPENDIX C – SUMMARY RECOMMENDATIONS HPR**



**Historic Property Report for the  
Proposed SR 912 and Michigan Avenue Bridges Project  
City of East Chicago, North Township, Lake County, Indiana  
(Des. No. 1800067, et al.)**

**By**

**Leah J. Konicki**

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

**Submitted By:  
ASC Group, Inc.  
9376 Castlegate Drive  
Indianapolis, Indiana 46256  
317.915.9300**

**Submitted To:  
Parsons Transportation  
101 West Ohio Street, Suite 2121  
Indianapolis, Indiana 46204**



-----  
**Leah J. Konicki, Principal Investigator**

**May 18, 2021**



CULTURAL • ENVIRONMENTAL • HAZARDOUS  
EVALUATION & CONSULTING

## **MANAGEMENT SUMMARY**

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the State Route (SR) 912 and Michigan Avenue Bridges Project (Des. Nos. 1800067 [lead Des. No.], 1703011, 1703012, 1700105, 1700359, 1700370, and 1703000) in the City of East Chicago, North Township, Lake County. Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, 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 that are eligible for or listing in the National Register of Historic Places (NRHP). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains no properties listed in the NRHP. The APE contains two properties that have previously been determined eligible for listing in the NRHP: Ramp B over B Bridge (Structure No. 912-45-06596 B; NBI No. 33035) and Inland Steel Office Building/ArcelorMittal Human Resources (Indiana Historic Sites and Structures Inventory [IHSSI] No. 089-679-35181). Both of these properties remain eligible. The APE contains no additional properties that are recommended eligible for listing in the NRHP as a result of this investigation.

Please note: The full HPR can be downloaded from IN SCOPE.

## **CONCLUSIONS**

The APE contains no properties listed in the NRHP. The APE contains two properties previously determined eligible for listing in the NRHP: Ramp B over B Bridge (Structure No. 912-45-06596 B; NBI No. 33035) and Inland Steel Office Building/ArcelorMittal Human Resources building (IHSSI No. 089-679-35181). As a result of identification and evaluation efforts for this project, no additional properties are recommended eligible for listing in the NRHP.

## **ARCHAEOLOGY ASSESSMENT**

According to the Indiana State Historic Architectural and Archaeological Research Database and Structures Map (SHAARD), there are no archaeological sites within or adjacent to the project area and the potential for such sites to be present within the project area is considered extremely low. The nearest archaeological area, 12-LA-0640, is a submerged wooden structure, approximately 1.46 kilometers (0.86 miles) southeast of the project area in Lake Michigan. Terrestrial archaeological sites in the area are unlikely due to the Urban Land and urban soils, the deposition of fill materials, and the leveling of the sand dunes throughout this portion of Lake County. Given these factors, it is recommended that the project be allowed to proceed without additional archaeological study. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, the discovery must be reported to the Department of Natural Resources within two (2) business days.

Intentionally omitted sub-appendix.

**APPENDIX D – SUMMARY RECOMMENDATIONS HBAA**

Sub-Appendix

**APPENDIX E – CP CORRESPONDENCE**



# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

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

December 10, 2020

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

This letter was sent to the listed parties.

RE: Dual Review: SR 912 and Michigan Avenue Bridges, North Township, Lake County (Des. No. 1800067, 1703011, 1703012, 1700105, 1700359, 1700370, and 1703000)

Dear Consulting Party (see attached list),

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

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

The proposed undertaking is located at SR 912 and Michigan Avenue in East Chicago, Lake County, Indiana. It is within Lake Township, and on the Whiting, IN USGS Topographic Quadrangle, in Section 22, Township 37 North, Range 9 West, as shown on Attachment 1.

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

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

The primary needs for the project stem from the deteriorated condition of the six existing bridges and roadway pavement within the interchange, identified on the attached exhibit. The conditions of the bridges were

documented in INDOT's Bridge Inspection Reports, dated September 19, 2018, using a numerical rating system with a scale from 0, failed condition to 9, excellent condition.

For Ramp NEC, the bridge deck, wearing surface, superstructure and substructure were rated 6, satisfactory condition. The deck, wearing surface, and approaches were cracked, and the joints were failing. For Ramp I, the bridge deck, superstructure, and substructure were also rated 6, satisfactory condition, while the wearing surface was rated 5, fair condition. Cracking, delamination, spalls, and exposed steel beams were noted, and the joints were failing.

Regarding Ramp H over B, the bridge deck, wearing surface, and superstructure were rated 5, fair condition, with underside slab cracking, spalling along the joints and coping, and cracking in the abutments. Additionally, the superstructure exhibited signs of collision damage. For Ramp B over B, the bridge deck, superstructure, and substructure were rated 5, fair condition, and the wearing surface was rated 4, poor condition. The inspection report noted widespread cracking, spalling, and section loss.

For Michigan Avenue over SR 912 and the railroads, the bridge deck, superstructure, and substructure were rated 5, fair condition, while the wearing surface was rated 4, poor condition. This bridge had extensive, wide cracks in the substructure abutments and pier walls, and deck and steel superstructure members were deteriorated.

For the pedestrian bridge over the railroad, the inspection report identified both the superstructure and substructure as in poor condition with advanced deterioration (note, the numerical rating system does not apply to pedestrian bridges). This bridge is closed. It provided the only pedestrian access over SR 912 and the rail corridor to the former steel mill parking areas, which are no longer in use. The poor and unsafe condition of the bridge is a maintenance, safety, and liability concern. For example, trespassers could be injured, or rail traffic could be exposed to falling concrete.

According to the December 11, 2017 Roadway Project Application, the SR 912 interchange ramp pavement has joint distresses, mid-panel cracking, corner breaks, and surface spalling. Additionally, asphalt shoulders are significantly heaved. Other existing issues include retaining walls that are cracked and settling, and the SR 912 median barrier does not meet current standards.

While conducting the analyses for this report, several secondary project needs were identified based on the current Indiana Design Manual. This includes inadequate inside and outside shoulder widths, substandard vertical clearances, and deviations for horizontal stopping sight distance.

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

- Restoring the vehicular bridges to an overall condition rating of at least 7, good condition;
- Improving the condition and extending the service life of roadway and bridge approach pavement by at least 20 years;
- Correcting cracked/settled retaining walls and providing a median barrier along SR 912 that meets current standards; and
- Eliminating the maintenance, safety, and liability concerns associated with the closed pedestrian bridge.

The secondary purpose of the project would provide an interchange with adequate inside and outside shoulder widths, vertical clearances, and horizontal stopping sight distance.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

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

Per the terms of the "Programmatic Agreement Regarding Management and Preservation of Indiana's Historic Bridges" (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving "Select" and "Non-Select" bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because 912-45-06596 B is a "Non-Select" bridge, the procedures outlined in Stipulation III.B. of the Historic Bridges PA will be followed to fulfill FHWA's Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

Please note that per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18. Enclosed with this letter is a detailed list of the consulting parties, including contact information including email addresses, for processing the dual review submission.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

The Ramp B over B bridge was determined eligible for the National Register of Historic Places in the Indiana Historic Bridge Inventory because it possesses significance under Criterion C as an example of an uncommon highway bridge type in Indiana, and because its horizontal curved deck represents an important bridge construction technique. The bridge was designated Non-Select.

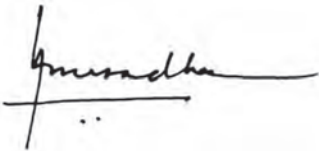
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

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

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ASC Group, Inc.  
9376 Castlegate Drive  
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[lkonicki@ascgroup.net](mailto:lkonicki@ascgroup.net).

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:

Topographic map showing project area  
Bridge Exhibit

Graphics intentionally  
omitted. See Appendix B.

Distribution List:

Beth K. McCord, Deputy State Historic Preservation Officer  
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Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe  
Forest County Potawatomi Community

**SR 912 & Michigan Avenue Bridges**  
**East Chicago, North Township, Lake County, Indiana**  
**Des. No. 1800067**  
**Consulting Parties List**

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Indiana DNR Division of Historic  
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402 West Washington Street, W274  
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Lake County Commissioners  
Kyle W. Allen, Sr., Commissioner, 1st District  
[allenkw@lakecountyin.org](mailto:allenkw@lakecountyin.org)  
Jerry Tippy, Commissioner, 2nd District  
[tippyj@lakecountyin.org](mailto:tippyj@lakecountyin.org)  
Michael C. Repay, Commissioner, 3rd District  
[mcrepay@comcast.net](mailto:mcrepay@comcast.net)  
2293 North Main Street  
Crown Point, Indiana 46307  
219-755-3204

Lake County Highway Department  
1100 East Monitor Street  
Crown Point, Indiana 46307  
Jan S. Smoljan, Superintendent  
[smoljis@lakecountyin.org](mailto:smoljis@lakecountyin.org)

**Indiana Landmarks**

Brad Miller, Regional Director  
Northwest Field Office  
541 South Lake Street  
Gary-Miller Beach, Indiana 46403  
[bmiller@indianalandmarks.org](mailto:bmiller@indianalandmarks.org)

Ty Warner, Executive Director  
Northwest Indiana Regional Planning  
Commission  
6100 Southport Road  
Portage, Indiana 46368  
[twarner@nirpc.org](mailto:twarner@nirpc.org)

**Lake County Historian**

**Lake County Historical Society and  
Museum**

Bruce L. Woods  
Lake County Historical Society Courthouse  
Square, Suite 205  
Crown Point, Indiana 46307  
[Bwoods\\_mhs@yahoo.com](mailto:Bwoods_mhs@yahoo.com)

**East Chicago Historical Society**

Gloria Dosen, Coordinator  
2401 East Columbus Drive  
East Chicago, Indiana 46312-2936  
[gdosen@ecpl.org](mailto:gdosen@ecpl.org)

Indiana Historic Spans Task Force  
Paul Brandenburg  
[indianabridges@sbcglobal.net](mailto:indianabridges@sbcglobal.net)

Dr. James L. Cooper  
DePauw University, Professor Emeritus of  
History  
[jlcooper@ccrtc.com](mailto:jlcooper@ccrtc.com)  
Historic Hoosier Bridges  
Tony Dillon  
208 North 17<sup>th</sup> Street  
New Castle, IN 47362  
[spansaver@hotmail.com](mailto:spansaver@hotmail.com)

Historic Bridges.org  
Nathan Holth  
2767 Eastway Drive  
Okemos, MI 48864  
[nathan@historicbridges.org](mailto:nathan@historicbridges.org)

Historic Bridge Foundation  
Kitty Henderson, Executive Director  
P. O. Box 66245  
Austin, TX 78766  
[kitty@historicbridgefoundation.com](mailto:kitty@historicbridgefoundation.com)

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

**From:** [Leah Konicki](#)  
**To:** ["BMccord@dnr.IN.gov"](#); ["ivera@eastchicago.com"](#); ["gorange@eastchicago.com"](#); ["eperez@eastchicago.com"](#); ["kmonroe@eastchicago.com"](#); ["drancifer@eastchicago.com"](#); ["wallen@eastchicago.com"](#); ["r Morrisroe@eastchicago.com"](#); ["allenkw@lakecountyin.org"](#); ["tippyj@lakecountyin.org"](#); ["mcrepay@comcast.net"](#); ["smoljis@lakecountyin.org"](#); ["bmiller@indianalandmarks.org"](#); ["twarner@nirpc.org"](#); ["Bwoods\\_mhs@yahoo.com"](#); ["gdosen@ecpl.org"](#); ["indianabridges@sbcglobal.net"](#); ["jcooper@ccrtc.com"](#); ["spansaver@hotmail.com"](#); ["nathan@historicbridges.org"](#); ["kitty@historicbridgefoundation.com"](#)  
**Cc:** ["Kennedy, Mary"](#); [LaBlonde, John](#); ["Miller, Daniel J"](#); ["Port, Juliet"](#); [Grylewicz, Michael J](#); [Thomas, Amber](#); [Harry Nikides](#)  
**Subject:** FHWA Project: Des. No. 1800067, et al.; SR 912 and Michigan Avenue Bridges, Lake County, Indiana  
**Date:** Thursday, December 10, 2020 1:52:13 PM  
**Attachments:** [SR 912 & Mich Av Brdgs DN 1800067 CP and Tribal ECL CPList 20201210.pdf](#)

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

**Project Description:** SR 912 and Michigan Avenue Bridges

**Location:** Lake County, Indiana

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

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Beth K. McCord, Deputy State Historic Preservation Officer  
Mayor Anthony Copeland

Gilda Orange, 6<sup>th</sup> District Council Member

Emiliano Perez, Council Member at-Large

Kenneth Monroe, Council Member at-Large

Dwayne Rancifer, Jr., Council Member at-Large

William Allen, City Engineer

Richard Morrisroe, Acting City Planner

Kyle W. Allen, Sr., Lake County Commissioner, 1st District

Jerry Tippy, Lake County Commissioner, 2nd District

Michael C. Repay, Lake County Commissioner, 3rd District

Lake County Highway Department, Jan S. Smoljan, Superintendent

Brad Miller, Regional Director, Indiana Landmarks Northwest Field Office

Ty Warner, Executive Director, Northwestern Indiana Regional Planning Commission

Bruce L. Woods, Lake County Historian and Lake County Historical Society and Museum

Gloria Dosen, Coordinator, East Chicago Historical Society

Indiana Historic Spans Task Force, Paul Brandenburg

Dr. James L. Cooper, DePauw University, Professor Emeritus of History

Historic Hoosier Bridges

Historic Bridges.org

Historic Bridge Foundation

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe  
Forest County Potawatomi Community

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments at their earliest convenience. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Thank you in advance for your input,

Leah J. Konicki  
Project Manager/Principal Investigator - Architectural Historian

**ASC Group, Inc.**

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

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



**From:** [Kennedy, Mary](#)  
**To:** [thpo@estoo.net](mailto:thpo@estoo.net); [Diane Hunter](#); "[lpappenfort@peoriatribe.com](mailto:lpappenfort@peoriatribe.com)"; "[Matthew.Bussler@pokagonband-nsn.gov](mailto:Matthew.Bussler@pokagonband-nsn.gov)"; [tonya@shawnee-tribe.com](mailto:tonya@shawnee-tribe.com); [Michael LaRonge](#)  
**Cc:** [Miller, Shaun \(INDOT\)](#); [Allen, Michelle \(FHWA\)](#); [Leah Konicki](#)  
**Subject:** FHWA Project: Des. No. 1800067, et al.; SR 912 and Michigan Avenue Bridges, Lake County, Indiana-ECL  
**Date:** Thursday, December 10, 2020 2:15:23 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image006.png](#)  
[SR 912 Mich Av Brdgs DN 1800067 CP and Tribal ECL CPList 20201210.pdf](#)

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

**Project Description:** SR 912 and Michigan Avenue Bridges

**Location:** Lake County, Indiana

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

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

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Mayor Anthony Copeland  
Gilda Orange, 6<sup>th</sup> District Council Member  
Emiliano Perez, Council Member at-Large  
Kenneth Monroe, Council Member at-Large  
Dwayne Rancifer, Jr., Council Member at-Large  
William Allen, City Engineer  
Richard Morrisroe, Acting City Planner  
Kyle W. Allen, Sr., Lake County Commissioner, 1st District  
Jerry Tippy, Lake County Commissioner, 2nd District  
Michael C. Repay, Lake County Commissioner, 3rd District  
Lake County Highway Department, Jan S. Smoljan, Superintendent  
Brad Miller, Regional Director, Indiana Landmarks Northwest Field Office  
Ty Warner, Executive Director, Northwestern Indiana Regional Planning Commission  
Bruce L. Woods, Lake County Historian and Lake County Historical Society and Museum  
Gloria Dosen, Coordinator, East Chicago Historical Society  
Indiana Historic Spans Task Force, Paul Brandenburg  
Dr. James L. Cooper, DePauw University, Professor Emeritus of History  
Historic Hoosier Bridges  
Historic Bridges.org  
Historic Bridge Foundation  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians

Shawnee Tribe  
Forest County Potawatomi Community

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

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Thank you in advance for your input,

**Mary E. Kennedy**

**Historic Bridge Specialist**

100 N. Senate Ave., Room N758-ES  
Indianapolis, IN 46204

**Email:** [mkennedy@indot.in.gov](mailto:mkennedy@indot.in.gov)

**Cell:** 317-694-3607\*

\*Please note new phone number!



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

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](mailto:dhpa@dnr.IN.gov) · [www.IN.gov/dnr/historic](http://www.IN.gov/dnr/historic)



December 28, 2020

Leah J. Konicki  
ASC Group, Inc.  
9376 Castlegate Drive  
Indianapolis, Indiana 46256

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

State Agency: Indiana Department of Transportation (“INDOT”),

Federal Agency: Federal Highway Administration, Indiana Division (“FHWA”)

Re: DUAL REVIEW: Early coordination letter and proposal for Dual Review for the SR 912 and Michigan Avenue bridges project, East Chicago, North Township, Lake County (Des. No. 1800067 [LEAD], 1703011, 1703012, 1703105, 1700359, 1700370, 1703000; DHPA No. 26824)

Dear Ms. Konicki:

The Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (“IDNR-DHPA”), which also serves as the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”), is in receipt of INDOT’s early coordination letter, dated December 10, 2020, transmitting your proposal for a dual review, pursuant to 312 Indiana Administrative Code (“IAC”) 20-4-11.5, for the aforementioned project in North Township, Lake County. We received this submission on December 15, 2020.

The Indiana SHPO/IDNR-DHPA will review the information submitted under Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), implementing regulations at 36 C.F.R. Part 800, as well as Indiana Code 14-21-1-18 and 312 IAC 20-4. By copy of this letter, IDNR-DHPA is providing notification of the commencement of the dual review to interested persons and members of the Indiana Historic Preservation Review Board (“Review Board”). Notice of the commencement will also be posted on the division’s website ([www.in.gov/dnr/historic/7440.htm](http://www.in.gov/dnr/historic/7440.htm)).

For the purposes of Indiana Code 14-21-1-18 and 312 IAC 20-4, we have added the members of the Review Board and additional, potentially interested parties to the list of parties we intend to copy with our comment letters. Anyone receiving an e-mailed copy of this letter who *does not wish to receive future copies of our correspondence about this project* is asked to reply by e-mail to [dkauffmann@dnr.in.gov](mailto:dkauffmann@dnr.in.gov) or to (317) 232-0582 or by letter to the address in our letterhead and advise us that he or she does not wish to receive any further copies of our e-mails on this project.

In your next regular submission, please include which consulting parties agree to participate in the consultation of this dual review.

As INDOT’s December 10 letter indicates, additional information regarding aboveground historic resources and archaeological resources are forthcoming. Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of INDOT’s December 10 letter can be found online at <http://erms.indot.in.gov/Section106Documents/>. From there, search by this project’s lead designation number: 1800067.

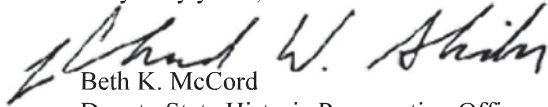
If you have questions regarding our dual review of the aforementioned project, please contact IDNR-DHPA. Questions about archaeological issues should be directed to contact Rachel Sharkey at (317) 234-5254 or [rsharkey@dnr.IN.gov](mailto:rsharkey@dnr.IN.gov). Questions about



historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or [dkauffmann@dnr.IN.gov](mailto:dkauffmann@dnr.IN.gov).

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

Very truly yours,



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

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:

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

EMC to Indiana Historic Preservation Review Board Members:

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

EMC to potentially interested persons:

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

Honorable Anthony Copeland, Mayor, City of East Chicago  
Gilda Orange, 6<sup>th</sup> District Council Member  
Emiliano Perez, Council Member at-Large  
Kenneth Monroe, Council Member at-Large  
Dwayne Rancifer, Jr., Council Member at-Large  
William Allen, City Engineer  
Richard Morrisroe, Acting City Planner  
Kyle W. Allen, Sr., Lake County Commissioner, 1<sup>st</sup> District  
Jerry Tippy, Lake County Commissioner, 2<sup>nd</sup> District  
Michael C. Repay, Lake County Commissioner, 3<sup>rd</sup> District  
Jan S. Smoljan, Superintendent, Lake County Highway Department

Brad Miller, Indiana Landmarks, Northwest Field Office  
Ty Warner, Northwestern Indiana Regional Planning Commission  
Bruce L. Woods, Lake County Historian and Lake County Historical Society and Museum  
Gloria Dosen, East Chicago Historical Society  
Dr. James L. Cooper, DePauw University Professor Emeritus of History  
Paul Brandenburg, Indiana Historic Spans Task Force  
Tony Dillon, Historic Hoosier Bridges  
Nathan Holth, HistoricBridges.org  
Kitty Henderson, Historic Bridge Foundation



## Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355  
Ph: (918) 541-1300 • Fax: (918) 542-7260  
www.miamination.com



Via email: [smiller@indot.in.gov](mailto:smiller@indot.in.gov)

January 8, 2021

Shaun Miller, Archaeological Team Lead  
Cultural Resources Office  
Indiana DOT  
575 North Pennsylvania Street  
Indianapolis, IN 46204

Re: Dual Review: SR 912 & Michigan Avenue Bridges, Lake County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Dual Review: SR 912 & Michigan Avenue Bridges in Lake County, Indiana.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at [dhunter@miamination.com](mailto:dhunter@miamination.com) to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter  
Tribal Historic Preservation Officer



## Pokégnek Bodéwadmik

POKAGON BAND OF POTAWATOMI  
LANGUAGE & CULTURE

01/08/2021

INDOT

Shaun Miller

Phone: 317-416-0876

Email: [smiller@indot.in.gov](mailto:smiller@indot.in.gov)

Dual Review: SR 912 and Michigan Avenue Bridges, North Township, Lake County (Des. No.1800067, 1703011, 1703012, 1700105, 1700359, 1700370, and 1703000)

Dear Responsible Party:

Migweth for contacting me regarding these projects. As THPO, I am responsible for handling Section 106 Consultations on behalf of the tribe. I am writing to inform you that after reviewing the details for the project referenced above, I have made the determination that there will be **No Historic Properties in Area of Potential Effects (APE)** significant to the Pokagon Band of Potawatomi Indians. However, if any archaeological resources are uncovered during this undertaking, please stop work and contact me immediately. Should you have any other questions, please don't hesitate to contact me at your earliest convenience.

Sincerely,

Matthew J.N. Bussler

Tribal Historic Preservation Officer

Pokagon Band of Potawatomi Indians

Office: (269) 462-4316

Cell: (269) 519-0838

[Matthew.Bussler@Pokagonband-nsn.gov](mailto:Matthew.Bussler@Pokagonband-nsn.gov)



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

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

May 18, 2021

This letter was sent to the listed parties.

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

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

Dear Consulting Party,

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

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

A Section 106 early coordination letter was distributed on December 10, 2020.

The proposed undertaking is located at SR 912 and Michigan Avenue in East Chicago, Lake County, Indiana. It is within North Township, and on the Whiting, IN USGS Topographic Quadrangle, in Sections 15 and 22, Township 37 North, Range 9 West, as shown on Attachment 1.

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

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

The primary needs for the project stem from the deteriorated condition of the six existing bridges and roadway pavement within the interchange, identified on the attached exhibit. The conditions of the bridges were documented in INDOT's Bridge Inspection Reports, dated September 19, 2018, using a numerical rating system with a scale from 0, failed condition to 9, excellent condition.

For Ramp NEC, the bridge deck, wearing surface, superstructure and substructure were rated 6, satisfactory condition. The deck, wearing surface, and approaches were cracked, and the joints were failing. For Ramp I, the bridge deck, superstructure, and substructure were also rated 6, satisfactory condition, while the wearing surface was rated 5, fair condition. Cracking, delamination, spalls, and exposed steel beams were noted, and the joints were failing.

Regarding Ramp H over B, the bridge deck, wearing surface, and superstructure were rated 5, fair condition, with underside slab cracking, spalling along the joints and coping, and cracking in the abutments. Additionally, the superstructure exhibited signs of collision damage. For Ramp B over B, the bridge deck, superstructure, and substructure were rated 5, fair condition, and the wearing surface was rated 4, poor condition. The inspection report noted widespread cracking, spalling, and section loss.

For Michigan Avenue over SR 912 and the railroads, the bridge deck, superstructure, and substructure were rated 5, fair condition, while the wearing surface was rated 4, poor condition. This bridge had extensive, wide cracks in the substructure abutments and pier walls, and deck and steel superstructure members were deteriorated.

For the pedestrian bridge over the railroad, the inspection report identified both the superstructure and substructure as in poor condition with advanced deterioration (Note: the numerical rating system does not apply to pedestrian bridges). Currently, this bridge is closed. It provided the only pedestrian access over SR 912 and the rail corridor to the former steel mill parking areas, which are no longer in use. The poor and unsafe condition of the bridge is a maintenance, safety, and liability concern. For example, trespassers could be injured, or rail traffic could be exposed to falling concrete.

According to the December 11, 2017 Roadway Project Application, the SR 912 interchange ramp pavement has joint distresses, mid-panel cracking, corner breaks, and surface spalling. Additionally, asphalt shoulders are significantly heaved. Other existing issues include retaining walls that are cracked and settling, and the SR 912 median barrier does not meet current standards.

While conducting the analyses for this report, several secondary project needs were identified based on the current Indiana Design Manual. This includes inadequate inside and outside shoulder widths, substandard vertical clearances, and deviations for horizontal stopping sight distance.

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

- Restoring the vehicular bridges to an overall condition rating of at least 7, good condition;
- Improving the condition and extending the service life of the roadway and bridge approach pavement by at least 20 years;
- Correcting cracked/settled retaining walls and providing a median barrier along SR 912 that meets current standards; and
- Eliminating the maintenance, safety, and liability concerns associated with the closed pedestrian bridge.

The secondary purpose of the project would provide an interchange with adequate inside and outside shoulder widths, vertical clearances, and horizontal stopping sight distance.

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

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

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

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

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

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

A historian who meets the Secretary of the Interior’s Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, two resources have previously been determined eligible for listing in the NRHP.: the Ramp B over B Bridge (INDOT Structure No. 912-45-06596 B; NBI No. 33035); and the Inland Steel Office Building (IHSSI No. 089-679-35181).

With regard to archaeological resources, Dawn Walter Gagliano, MA, a qualified professional archaeologist, reviewed the proposed project area and determined the proposed SR 912 and Michigan Avenue Bridges Project

(Des. No. 1800067, et al.) in the City of East Chicago, North Township, Lake County, Indiana will not likely affect archaeological resources due to the project setting. The project contains six bridges that are part of an interchange and the roadway pavement within the interchange. The bridges and roadway pavement within the interchange have been identified as being in deteriorated condition and proposed replacement or improvements have been recommended. The entire area within and adjacent to the project area has been heavily impacted by road and bridge construction, building construction, and overall industrial development. The soils within and adjacent to the project area are classified as Urban Land. Urban Land is defined as areas with a specific percentage of impervious cover, such as pavement, driveways, and buildings. Any soils within Urban Land areas are composed of material that have been drastically disturbed by anthropocentric activities. The development of the area and the disturbance to the soils in the project area has impacted the subsurface, the native soils, and any cultural resources contained within, making the presence of intact, significant archaeological resources highly unlikely.

According to the Indiana State Historic Architectural and Archaeological Research Database and Structures Map (SHAARD), there are no archaeological sites within or adjacent to the project area and the potential for such sites to be present within the project area is considered extremely low. The nearest archaeological area, 12-LA-0640, is a submerged wooden structure, approximately 1.46 kilometers (0.86 miles) southeast of the project area in Lake Michigan. Terrestrial archaeological sites in the area are unlikely due to the Urban Land and urban soils, the deposition of fill materials, and the leveling of the sand dunes throughout this portion of Lake County. Given these factors, it is recommended that the project be allowed to proceed without additional archaeological study. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, the discovery must be reported to the Department of Natural Resources within two (2) business days.

Responses to the early coordination letter were received from the State Historic Preservation Office (SHPO) on December 28, 2020; from The Miami Tribe of Oklahoma accepting consulting party status by letter dated January 8, 2021; and from the Pokagon Band of Potawatomi by letter dated January 8, 2021.

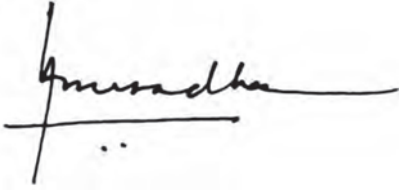
The Historic Property Report is available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review this document and respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard copy of this material, please respond to this email with your request within seven (7) days.

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

For questions concerning specific project details, you may contact Leah J. Konicki of ASC Group, Inc., at 317-915-9300, ext. 103, or [lkonicki@ascgroup.net](mailto:lkonicki@ascgroup.net). All future responses regarding the proposed project should be forwarded to ASC Group, Inc., attention Leah J. Konicki, Principal Investigator – Architectural Historian, 9376 Castlegate Drive, Indianapolis, IN 46256, [lkonicki@ascgroup.net](mailto:lkonicki@ascgroup.net).

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

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:

Topographic map showing project area

Graphics intentionally  
omitted see Appendix B.

Distribution List:

Indiana State Historic Preservation Office (SHPO)  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe  
Forest County Potawatomi Community



**From:** [Leah Konicki](#)  
**To:** ["BMccord@dnr.IN.gov"](mailto:BMccord@dnr.IN.gov)  
**Cc:** ["Kennedy, Mary"](#); ["LaBlonde, John"](#); ["Miller, Daniel J"](#); ["Port, Juliet"](#); ["Lee, Alexander"](#); ["Grylewicz, Michael J"](#); ["Thomas, Amber"](#); ["Branigin, Susan"](#); ["Miller, Shaun \(INDOT\)"](#); ["Jagger, Eric"](#)  
**Subject:** FHWA Project: Dual Review: Des. No. 1800067, et al., HPR & Archaeological Assessment, SR 912 and Michigan Avenue Bridges Project, East Chicago, Lake County, Indiana  
**Date:** Tuesday, May 18, 2021 3:19:54 PM  
**Attachments:** [SR912MichAvBridges\\_Des\\_1800067etal\\_HPR&ArchaeoAssess\\_distr\\_ltr\\_20210518.pdf](#)

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

**Project Description:** SR 912 and Michigan Avenue Bridges

**Location:** Lake County, Indiana

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

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties. In addition, an archaeological assessment has been prepared and is included in the attached Report Distribution Letter.

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

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

Thank you in advance for your input,

Leah J. Konicki  
Project Manager/Principal Investigator - Architectural Historian

**ASC Group, Inc.**

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

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

**From:** [Kennedy, Mary](#)  
**To:** [Diane Hunter](#); "[thpo@estoo.net](#)"; "[lpappenfort@peoriatribe.com](#)"; "[Matthew.Bussler@pokagonband-nsn.gov](#)"; [tonya@shawnee-tribe.com](#); [Michael LaRonge](#)  
**Cc:** [Miller, Shaun \(INDOT\)](#); [Carmany-George, Karstin \(FHWA\)](#); [Leah Konicki](#)  
**Subject:** FHWA Project: Des. No. 1800067, et al., HPR & Archaeological Assessment, SR 912 and Michigan Avenue Bridges Project, East Chicago, Lake County, Ind.  
**Date:** Tuesday, May 18, 2021 3:24:58 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image006.png](#)  
[SR912MichAvBridges\\_Des 1800067etal HPR&ArchaeoAssess distr ltr 20210518.pdf](#)

---

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

**Project Description:** SR 912 and Michigan Avenue Bridges

**Location:** Lake County, Indiana

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

Thank you in advance for your input,

**Mary E. Kennedy**

**Historic Bridge Specialist**

100 N. Senate Ave., Room N758-ES  
Indianapolis, IN 46204

**Email:** [mkennedy@indot.in.gov](mailto:mkennedy@indot.in.gov)

**Phone:** 317-694-3607

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



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



## Pokégnek Bodéwadmik

POKAGON BAND OF POTAWATOMI  
LANGUAGE & CULTURE

06/14/2021

Shaun Miller  
INDOT  
[smiller@indot.in.gov](mailto:smiller@indot.in.gov)  
317-416-0876

FHWA Projects - Des. Nos. 1800067, 1703011, 1703012, 1700105, 1700359,  
1700370, and 1703000

Dear Responsible Party:

Migweth for contacting me regarding this project. As THPO, I am responsible for handling Section 106 Consultations on behalf of the tribe. I am writing to inform you that I have reviewed the details for the project referenced above. The proposed work is occurring within a mile of a known historic site or feature that is recorded in the Pokagon Band Historic Inventory Database. I have made the determination that this undertaking will have **No Adverse Effect** on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians.

If any cultural or archaeological resources are uncovered during construction, please stop work and contact me immediately. Should you have any other questions, please don't hesitate to contact me at your earliest convenience.

Sincerely,

Matthew J.N. Bussler  
Tribal Historic Preservation Officer  
Pokagon Band of Potawatomi Indians  
Office: (269) 462-4316  
Cell: (269) 519-0838  
[Matthew.Bussler@Pokagonband-nsn.gov](mailto:Matthew.Bussler@Pokagonband-nsn.gov)

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 • www.IN.gov/dnr/historic



June 16, 2021

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

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

Re: DUAL REVIEW: Historic property report (Konicki, 5/18/2021) for the SR 912 and Michigan Avenue Bridges project, North Township, Lake County, Indiana (Des. No. 1800067 [LEAD], 1703011, 1703012, 1700105; DHPA No. 26824)

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

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”); and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana” (“Indiana Minor Projects PA”); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code (“IAC”) 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your May 18, 2021 submission, which enclosed the historic property report (Konicki, 5/18/2021), received by our office the same day.

The area of potential effects proposed in the HPR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

We agree with the conclusions in the HPR that the Ramp B over B Bridge (Structure No. 912-45-06596B; NBI No. 33035) was previously determined eligible for inclusion in the National Register of Historic Places (“NRHP”) in the *Indiana Historic Bridge Inventory*. Because this bridge is categorized as “Non-Select”, FHWA will fulfill its Section 106 responsibilities following the procedures outlined in Stipulation III.B of the Indiana Historic Bridges PA. We also agree with the HPR that the Inland Steel Office Building/ArcelorMittal Human Resources building (Indiana Historic Sites and Structures Inventory #089-679-35181) is eligible for inclusion in the NRHP.

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

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

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

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

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

Very truly yours,



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

BKM:DMK:RAS:ras

EMC to federal and state agency or consultant staff members:

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

EMC to Indiana Historic Preservation Review Board Members:

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

EMC to potentially interested persons:

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

Honorable Anthony Copeland, Mayor, City of East Chicago  
Gilda Orange, 6<sup>th</sup> District Council Member  
Emiliano Perez, Council Member at-Large  
Kenneth Monroe, Council Member at-Large  
Dwayne Rancifer, Jr., Council Member at-Large  
William Allen, City Engineer  
Richard Morrisroe, Acting City Planner  
Kyle W. Allen, Sr., Lake County Commissioner, 1<sup>st</sup> District  
Jerry Tippy, Lake County Commissioner, 2<sup>nd</sup> District  
Michael C. Repay, Lake County Commissioner, 3<sup>rd</sup> District

Brad Miller, Indiana Landmarks, Northwest Field Office  
Ty Warner, Northwestern Indiana Regional Planning Commission  
Bruce L. Woods, Lake County Historian and Lake County Historical Society and Museum  
Dr. James L. Cooper, DePauw University Professor Emeritus of History

Leah J. Konicki  
June 16, 2021  
Page 3

Paul Brandenburg, Indiana Historic Spans Task Force  
Tony Dillon, Historic Hoosier Bridges  
Nathan Holth, [HistoricBridges.org](http://HistoricBridges.org)  
Kitty Henderson, Historic Bridge Foundation

CC to potentially interested persons:

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