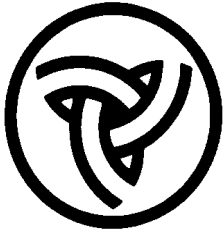


Appendix D

Section 106 of the National Historic Preservation Act



Illinois Department of Transportation

Memorandum

To: Anthony Quigley Attn: Vanessa Ruiz
From: Jack Elston By: Brad Koldehoff
Subject: Cultural Resources -- Review of Known Resources in Illinois
Date: August 3, 2021

**Cook County
Lansing, Thornton, and South Holland
FAI 80/FAI 94/FAI 294, IL 394
Planning and Environmental and Linkages (PEL) Study
Sequence #23943**

Architectural/Historic Resources

A database review of National Register of Historic Places (NRHP), National Historic Landmarks (NHL), local landmarks, and Illinois State Historic Preservation Office (SHPO) files online (HARGIS and National Park Service websites), found no known historic architectural resources in the ESR limits for the project. A preliminary review Google street view, and historic aerial photos identified one property that warrants NRHP consideration under Criteria A, C, and D: the Thornton Quarry, Thornton, IL 60476 (c. 1834).

Archaeological Resources

A database review of the Illinois Inventory of Archaeological Sites identified 12 previously recorded sites within or adjacent to the ESR limits: 11CK4, 11CK23, 11CK101, 11CK369, 11CK370, 11CK373, 11CK380, 11CK401, 11CK416, 11CK422, 11CK705, and 11CK843. Site 11CK4, the Hoxie site, has been previously determined eligible for the NRHP and is especially sensitive because it is a large Native American village known to have human burials.

A handwritten signature in black ink, reading "Brad Koldehoff".

Brad H. Koldehoff
Cultural Resources Unit Chief
Bureau of Design & Environment

SECTION 1

Submittal of this form is only required for projects where Category B applies. Projects qualifying under Category A do not require submittal of this form. SECTION 2 (for Conditions of Category B.1 for curb/sidewalk) or SECTION 3 (for Conditions of Category B.9 for drainage structures) may be required as determined by INDOT-Cultural Resources Office (INDOT-CRO) review. INDOT-CRO will notify applicant if the Minor Projects PA does not apply.

Part 1: Project Information-Completed by Applicant (Consultant/PM/Project Sponsor/INDOT District Staff) *

**A qualified professional historian (QP) is not required to complete Part I INDOT-Cultural Resources Office (INDOT-CRO) staff will be responsible for completion of Part II.*

Original Submission Date: 1/16/2024

Amended Submission Date*:

**Consult with INDOT-CRO to determine whether an amendment is required. For revisions/updates to original form, please detail in applicable sections below. Please use red font to distinguish the revisions/updates.*

Submitted By (Provide Name and Firm/Organization):

Sydney Heidenreich
Metric Environmental, LLC
6958 Hillsdale Court
Indianapolis, IN 46250
317.981.2867
Sydneyh@metricenv.com

Project Designation Number: 1901643

Route Number: Interstate 80 (I-80)/94 (Borman Expressway)

Feature crossed (if applicable):

City/Township: Town of Munster, City of Hammond, and Town of Highland/North Township; City of Gary/Calumet Township; City of Lake Station/Hobart Township

County: Lake County

Project Description: *

**Provide a full project description—include the same level of specificity and detail as expected in the NEPA document—in order to ensure a timely review by INDOT-CRO staff. For bridge and culvert projects, include specific details on the rehab or replacement including potential changes to width, height and materials. Be sure to include the specific elements listed below as applicable.*

The proposed project consists of roadway improvements along a fourteen-mile stretch of Interstate 80/94/Borman Expressway (I-80/94), three miles of which are located in Illinois and eleven miles are located in Indiana, known as the I-80/94 FlexRoad Project (project). The project traverses the communities of Calumet City, South Holland and Lansing in Illinois and Munster, Hammond, Highland, Gary, and Lake Station in Indiana. This submittal only includes services for the Indiana roadway section.

Within the project corridor I-80/94 is a barrier-divided highway classified as an Interstate. There are four travel lanes in either direction with at least one auxiliary lane between all interchanges, which provides five lanes in each direction of the interstate throughout most of the project corridor. Existing inside and

outside shoulders are variable, ranging from 10 to 14 feet wide. There are 10 interchanges, which include two system interchanges and eight service interchanges. Stormwater is mostly handled by roadside ditches and piped under the highway via slotted drains.

Land use in the vicinity of the western portion of the project corridor supports dense residential and commercial development, while the eastern portion of the project corridor supports a mix of less dense residential development, undeveloped land, and large tracts of wetlands. All the work will occur within existing and previously disturbed right-of-way.

The need for the project is based on recurring corridor congestion and elevated crash rates on I-80/I-94 between IL 394 in Cook County, Illinois and I-65 in Lake County, Indiana. Motorists within this corridor experience recurring congestion during weekday peak commuting periods and on Sunday afternoons/evenings, especially during the summer. The congestion results in poor travel time reliability and low speeds during peak hours. The Northwest Indiana Regional Planning Commission (NIRPC) has identified this roadway as the most congested Interstate highway corridor in northwest Indiana. Two primary needs have been identified for the project:

- Recurring congestion that results in travel time delays, low travel speeds, and unacceptable levels of service.
- Safety – High-crash locations in the corridor.

The purpose of the project is to increase the operational efficiency of the corridor by reducing travel times and increasing travel time reliability, and to improve safety in the corridor by reducing crashes.

Description of the Preliminary Preferred Alternative

The preliminary preferred alternative will implement integrated active traffic management (ATM) and intelligent transportation system (ITS) devices including improved signage, variable speed limits (VSL), dynamic lane control, dynamic shoulder lanes (DSL), queue warning, and ramp metering throughout the I-80/94 corridor. Some of the existing ITS devices will remain in place and other devices will be removed. The preliminary preferred alternative will restore the pavement from the Illinois/Indiana State line to the Cline Avenue interchange, modify the I-65 and Broadway interchanges with I-80/94, and install gantries. Drainage improvements will occur throughout the corridor as needed. All work will occur within existing right-of-way. The following are descriptions of the proposed transportation systems management and operations (TSMO) elements and interchange improvements, which comprise the preliminary preferred alternative:

Weigh-in-Motion (WIM) devices, Closed Captioning Television (CCTV) Cameras, and Travel Time Systems (TTS) sensors: The existing WIM devices, CCTV cameras, and TTS will remain in place and connect to the new fiber trunk. Three CCTV cameras will be installed on every new gantry.

Traffic Detectors: All 16 detectors in Illinois will remain in place and connect to the new fiber trunk. All 28 detectors in Indiana will be removed and replaced with devices mounted on the new gantries and on new poles installed for standalone VSL locations.

Variable Speed Limits (VSL): This strategy adjusts speed limits based on real-time traffic, roadway incidents, events, work zones, and/or weather conditions. Variable speed limits usage would be

located throughout the corridor and in both directions of travel. The variable speed limit messaging would begin approximately 0.5 mile west of the I-94 interchange in Illinois and 1.4 miles east of the I-65 interchange in Indiana.

Dynamic Lane Control: This strategy involves dynamically closing or opening of individual traffic lanes as warranted and providing advance warning of the closure(s) through the use of lane control message signs, in order to safely merge traffic into adjoining lanes. Real-time incident and congestion data will be used to control the lane use ahead of the lane closure(s) and dynamically manage the locations.

Dynamic Shoulder Lanes (DSL): This strategy enables the use of the inside and outside shoulders as travel lanes, also known as Hard Shoulder Running (HSR) or temporary shoulder use. The use of dynamic shoulder lanes is based on congestion levels during peak periods and in response to crashes or other incidents as warranted during non-peak periods. Dynamic shoulder lanes will extend along the length of the project corridor. Ingress and egress to the shoulder lane will be permitted at any point along the length of the shoulder that is open for travel. Lane control signals will be used to indicate whether the shoulder lane is open (downward green arrow) for travel or closed (red “X”) for travel. Lane control signals will be located at approximately 0.5 mile spacings along the length of the proposed dynamic shoulder lane with tighter spacing at the terminus (approximately the last mile) to provide additional guidance that the shoulder is closed ahead and traffic needs to merge right.

The inside shoulders would be used as dynamic shoulder lanes during the peak periods on weekdays and potentially on Sundays when the corridor is experiencing higher than normal traffic demand. In the eastbound (EB) direction, the dynamic shoulder lane on the inside would begin approximately 500 feet west of the Torrence Interchange in Illinois and end within the I-80/94 and I-65 interchange in Indiana. In the westbound (WB) direction, the dynamic shoulder lane on the inside would begin approximately 500 feet west of the I-65 entrance ramp in Indiana and end approximately 1,000 feet east of the Wentworth Avenue overpass structure in Illinois.

The dynamic shoulder lanes on both outside shoulders, to be utilized in response to crashes or other incidents, would extend the length of the project corridor but with only portions of the shoulder in the vicinity of the incident acting as a temporary travel lane. The eastern limit of the outside dynamic shoulder lanes would be approximately 2,000 feet east of the I-65 northbound (NB) to WB entrance ramp in Indiana. The western limit of the outside dynamic shoulder lanes would be approximately at the Torrence Avenue overpass in Illinois.

Queue Warning: This strategy involves real-time displays of warning messages (typically on dynamic message signs and possibly coupled with flashing lights) along a roadway to alert motorists that queues or significant slowdowns are ahead.

Ramp Metering: Ramp meters are traffic signals installed on freeway entrance-ramps to control the frequency at which vehicles enter the flow of traffic on the freeway. Vehicles traveling from an adjacent arterial roadway will stop at the ramp meter stop line/traffic signal and then be individually released onto the freeway mainline, often at a rate that is dependent on the current mainline traffic volume and speed. Ramp meters will be installed only in Indiana at seven

interchanges; Calumet Avenue, Indianapolis Boulevard, Kennedy Avenue, Cline Avenue, Burr Street, Grant Street, and Broadway Avenue.

Gantries and Improved Signage: A total of 72 gantries will be installed throughout the project corridor, which will support the variable speed limit and dynamic message signs over the interstate. Seven gantries will be installed in Illinois and 65 gantries will be installed in Indiana. The gantries will be placed at approximately 0.5 mile intervals to provide consistent visibility of lane control signals and variable speed limit signs to motorists as they pass from one gantry to the next. The gantries will be controlled by the traffic management centers in both states in a coordinated manner to provide queue warning, dynamic lane control, and variable speed information to motorists.

Pavement Restoration: Approximately 5.4 miles of concrete pavement on I-80/94 will be restored. This area is between the Illinois/Indiana state line to the Cline Avenue interchange and includes the interchange ramps. The work will include partial depth longitudinal and transverse joint repair to address unsealed/damaged joints and other related joint distresses.

Broadway Avenue and I-65 Interchanges: Modifications at these interchanges will complement the TSMO strategies by resolving the downstream bottleneck near the I-65 eastbound exit ramp. Improvements at Broadway Avenue will provide additional capacity and correct geometric deficiencies of the interchange. An additional freeway lane will be developed from the Grant Street entrance ramp to eastbound (EB) I-80/94 and extend to the three-lane exit to southbound (SB) I-65 southbound. Between Broadway Avenue and the exit to I-65 SB, another freeway lane would be created from the median lane. These additional travel lanes would provide six lanes on I-80/94 for approximately 0.5 mile between Broadway Avenue and the exit to I-65 SB. The six lanes would provide four travel lanes and three exit lanes to I-65 SB. The third lane would be a choice lane of either continuing on I-80/94 or exiting to I-65 SB. The improvements will provide two through lanes on I-80/94 to SB I-65, which will eliminate the need to change lanes to access the exit ramp to I-65 SB. A DSL would extend along the inside shoulder from Grant Street to Broadway Avenue.

Drainage Improvements: Improvements will include ensuring castings meet existing grades and cleaning out existing drainage structures.

Noise Walls: A noise analysis is currently being developed and locations of noise walls, if applicable, have not yet been determined. Any construction of noise walls would be located within existing right-of-way.

Mechanically Stabilized Earth (MSE) retaining wall: One MSE wall is proposed along EB I-80/84 to I-65 SB.

If the project includes any curb, curb ramp, or sidewalk work, please specify the location(s) of such work: N/A

For bridge or small structure projects, please list feature crossed, structure number, NBI number, and structure type: N/A

For bridge projects, is the bridge included in INDOT's Historic Bridge Inventory (<https://www.in.gov/indot/2531.htm>)?

- Yes No

If yes, did the inventory determine the bridge eligible for or listed in the National Register of Historic Places? Please provide page # of entry in Historic Bridge Inventory.

- Yes No

Inventory Page # _____

Will there be right-of-way acquisition as part of this project?

- Yes No

If yes was checked above, please check all that apply:

- Permanent Temporary Reacquisition

If applicable, identify right-of-way acquisition locations in text below and in attached mapping. Please specify how much (both temporary and permanent) and indicate what activities are included in the proposed right-of-way:

Is there any potential for additional temporary right-of-way to be needed later for purposes such as access, staging, etc.?

- Yes No

Archaeology (check one):

- All proposed activities are presumed to occur in previously disturbed soils*

**INDOT-CRO will notify you if project area includes undisturbed soils and requires an archaeological reconnaissance.*

- Project takes place in undisturbed soils and the archaeology report is included in submission or will be forthcoming*

**If an archaeology report is required, the Minor Projects PA Form will not be finalized until the report is reviewed and approved by INDOT-CRO. For INDOT-sponsored projects, INDOT-CRO may be able to complete the archaeological investigation. If you would like to request that INDOT-CRO complete an archaeological investigation, please contact the INDOT-CRO archaeology team lead. See CRM Pt. 1 Ch. 3 for current contact information.*

Please specify all applicable categories and condition(s) (highlight applicable conditions in yellow):

**Include full category text, including any conditions. INDOT-CRO will finalize categories upon their review.*

Category B-2: Installation of new lighting, signals, signage, and other traffic control devices under the following conditions [BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant.

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

Category B-3: Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration, and deceleration lanes) and shoulder widening under the following conditions [*BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied*]:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- iii. Work occurs in previously disturbed soils; *OR*
- iv. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

Category B-9: Installation, replacement, repair, lining, or extension of culverts and other drainage structures under the conditions listed below [*BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied*]:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant.

Condition B (Above-Ground Resources)

One of the conditions below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work does not involve installation of a new culvert and other drainage structure, and there are no impacts to unusual features, including but not limited to historic brick or stone sidewalks, curbs, or curb ramps, stepped or elevated sidewalks and retaining walls, under one of the following conditions (*Condition a, Condition b, or Condition c must be satisfied*):
 - a. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
 - b. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 - c. The structure exhibits non-modern wood, stone, or brick structures or parts therein and the following conditions are met (*BOTH Condition 1 AND Condition 2 must be met*):
 1. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
 2. The structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.
- ii. Work involves the installation of a new culvert and other drainage structures *AND/OR* there may be impacts to unusual features, including historic brick or stone sidewalks, curbs, or curb ramps, stepped or elevated sidewalks and retaining walls, under the following conditions (*BOTH Condition a and Condition b must be satisfied*):
 - a. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
 - b. The subject structure exhibits one of the characteristics described below (*Condition 1, Condition 2 or Condition 3 must be satisfied*).
 1. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
 2. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
 3. The structure exhibits non-modern wood, stone, or brick structures or parts therein but lacks sufficient integrity and/or a context that suggests it might

have engineering or historical significance. Under this condition, a qualified professional must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

Category B-16: Installation of MSE walls, retaining walls and noise barriers (including earth berms, ground mounted noise walls and structure mounted noise walls) not exceeding 30' in height within the Interstate r/w under the following conditions [***BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied***]:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

Check if SECTION 2: Minor Projects PA Category B-1, Condition B-ii Submission is included

Check if SECTION 3: Minor Projects PA Category B-9, Condition B-i-c-2 or B-ii-b-3 Submission is included

Part II: Completed by INDOT-CRO

Amendments will be shown in red font.

Information reviewed (please check all that apply):

- General project location map USGS map Aerial photograph Soil survey data
General project area photos Archaeology Reports Historic Property Reports
Indiana Historic Buildings, Bridges, and Cemeteries Map/Interim Report
Bridge inspection information/BIAS Historic Bridge Inventory Database
SHAARD SHAARD GIS Streetview Imagery County GIS Data/Property Cards

Other (please specify): Project information, photos, and maps provided by Metric Environmental, LLC on January 16, 2024, and on file at INDOT-CRO.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below. yes no

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below. yes no

Additional Comments:

Above-ground Resources

An INDOT-CRO historian who meets the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) for Lake County. No listed resources are present adjacent to/along the project route, a distance that would serve as an adequate area of potential effects (APE) given the scope of the project and the surrounding terrain.

The Indiana Historic Sites and Structures Inventory (IHSSI) and National Register information for Lake County is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBM). All sites were reviewed through the IHBBM, which contains the most recently updated SHAARD information.

According to the IHSSI rating system, generally properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register eligible, although they would contribute to a historic district. If they retain material integrity, properties rated “notable” might possess the necessary level of significance after further research. Properties rated “outstanding” usually possess the necessary

level of significance to be considered National Register eligible if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

The project is routed through a densely urbanized area; noise walls are in place along the interstate for the project's entire length. The interstate is illuminated by existing lighting; ambient light emanating from the area's urban building stock also contributes to area's existing level of illumination. Similarly, highway noise from the interstate is a constant in the area and has been since the facility's construction.

Figure 10: I80/94 from the IL/IN state line to Northcote Avenue: The following IHSSI-surveyed resources rated higher than 'contributing' are located near the I80/94 roadway: **1) IHSSI #089-090-56001** (House; 7540 Forest Avenue; rated 'notable'). Resource faces east on the southside of the interstate; existing noise walls and large trees block views of the roadway from the resource; **2) IHSSI #089-090-52025** (Southside Pumping Station; 7704 Columbia Avenue; rated 'notable'). Resource faces noise walls in place on the interstate's south side. Views of the project location are blocked by the noise walls as well as mature trees;

Figure 9: Catalpa Street to Idaho Avenue: **1) IHSSI #089-275-53061** (Woodmar Country Club; NA Northcote Street; rated 'notable.' Aerial imagery suggests that this resource has been demolished.

Figure 8: Kennedy Street to Calhoun Street: No IHSSI-surveyed resources rated higher than 'contributing' were recorded.

Figure 7: Edison Street to Taney Street: No IHSSI-surveyed resources rated higher than 'contributing' were recorded.

Figure 6: Wallace Street to Pennsylvania: No IHSSI-surveyed resources rated higher than 'contributing' were recorded.

Figure 5: Jackson Street to Montana Street: No IHSSI-surveyed resources rated higher than 'contributing' were recorded.

Figure 4: I-65 to Marion Street: No IHSSI-surveyed resources rated higher than 'contributing' were recorded.

Figure 3: Benton Street to Ripley Street: No IHSSI-surveyed resources rated higher than 'contributing' were recorded.

(Note: Figures 11, 12, and 13 show locations in Illinois).

Based on the available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

Archaeological Resources

An INDOT-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the MPPA request submitted by Metric Environmental, LLC and conducted a desktop review of the project area and completed an archaeological assessment.

The proposed project is limited to the existing I-80/94 (Borman Expressway), which consists of four travel lanes in either direction with at least one auxiliary lane between all interchanges, interchanges, road shoulders, business

infrastructure, storm sewers, and buried utilities. The existing R/W has been completely disturbed by previous construction; thus no intact soil remains. There are no archaeological sites or surveys located within the project area boundaries.

Since the project will be confined to previously disturbed soils, there are no archaeological concerns as long as the project scope and footprint do not change.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and INDOT-CRO and the Division of Natural Resources-Division of Historic Preservation and Archaeology (DNR-DHPA) will be notified immediately.

INDOT-CRO staff reviewer(s): Susan Branigin, Matt Coon, and KayLee Blum

INDOT Approval Date: 5/15/2024

Amendment Approval Date (if applicable):

****Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

Please attach the following to this form:

- **General Location Map.** This map should allow the INDOT-CRO reviewer to quickly locate the project.
- **Aerial photography map(s) of project area.** This map must include project limits. It may also include SHAARD data, but SHAARD data is not required.
- **If bridge or small structure project, please attach photographs of bridge or small structure.** Photographs can be found in inspection reports located in INDOT's Bridge Inspection Application System (BIAS), as well as other project documents, such as engineering assessments or mini-scopes.

Map depicting potential temporary and/or permanent right-of-way acquisitions. In the email submission to INDOT-CRO, please also include:

- **A GIS polygon shapefile or KMZ file of the project area** (shapefiles are preferred). Shapefiles should use "NAD_1983_UTM" projected coordinate system. In addition, these files should contain the following *text* attribute field: DES_NO. The project designation number should be entered in this field.
- **If the project takes place in undisturbed soils, attach the results of the archaeological investigation, if completed.** *Note: The MPPA Submission Form may be submitted before the archaeology report. INDOT-CRO staff will process the above-ground portion of the form in advance of the archaeological portion of the form. However, a completed determination form will not be returned to the applicant until after the archaeology report has been reviewed and approved by INDOT-CRO.*