

FHWA-Indiana Environmental Document  
**CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM**  
 GENERAL PROJECT INFORMATION

<b>Road No./County:</b>	I-80/94 Borman Expressway/Lake County, Indiana and Cook County, Illinois
<b>Designation Number(s):</b>	1901643
<b>Project Description/Termini:</b>	The I-80/94 FlexRoad Project will install integrated active traffic management (ATM) and intelligent transportation system (ITS) devices; restore the pavement from the Illinois/Indiana State line to the Cline Avenue Interchange; modify the Broadway Avenue and I-65 Interchanges with I-80/94; install gantries; and improve drainage. The logical termini are the I-80/94/IL-394 Interchange in the west and the I-80/94 and I-65 Interchange in the east.

	<b>Categorical Exclusion, Level 2</b> – Required Signatories: INDOT DE and/or INDOT ESD
	<b>Categorical Exclusion, Level 3</b> – Required Signatories: INDOT ESD
<b>X</b>	<b>Categorical Exclusion, Level 4</b> – Required Signatories: INDOT ESD and FHWA
	<b>Environmental Assessment (EA)</b> – Required Signatories: INDOT ESD and FHWA
	<b>Additional Investigation (AI)</b> – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

**Approval**

N/A _____ INDOT DE Signature and Date <b>Erica Y. Tait</b> <small>Digitally signed by Erica Y. Tait                  Date: 2026.01.22 11:31:16                  -05'00'</small>	 December 22, 2025 _____ INDOT ESD Signature and Date
_____ FHWA Signature and Date	


**Release for Public Involvement**

N/A _____ INDOT DE Initials and Date	 June 12, 2025 _____ INDOT ESD Initials and Date
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**Certification of Public Involvement**

	 8/19/25 _____ INDOT Consultant Services Signature and Date
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**INDOT DE/ESD Reviewer Signature and Date:**

	 December 22, 2025
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**Name and Organization of CE/EA Preparer:**

	_____ Jennifer Graf, Parsons
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*Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.*

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## Part I – Public Involvement

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

Does the project have a historic bridge processed under the Historic Bridges PA*?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then: Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

The Indiana Department of Transportation (INDOT), in cooperation with the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA) initiated the I-80/94 Borman Expressway Planning and Environmental Linkages (PEL) Study in 2020. The PEL Study was a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the planning process. The PEL Study carries the information, analysis, and products developed during planning forward into the National Environmental Policy Act (NEPA) environmental review process. A detailed summary of the PEL Study is provided in the FHWA PEL Questionnaire located in Appendix A-2 to A-13. Public involvement activities were held throughout the PEL Study and continued throughout the NEPA phase of the project as detailed below.

Notice of Entry letters were not mailed to property owners near the project area because with the exception of approximately 0.37 acre, all work will be completed within the existing INDOT and IDOT rights-of-way (ROW). During field reconnaissance, the 0.37 acre was viewed from public ROW.

### **Public Involvement Plan (PIP)**

A PIP was prepared by Parsons for the PEL Study in 2021 and updated in 2024 to present the outreach activities planned for the NEPA process. INDOT approved the PIP in May 2024. The purpose of the PIP is to establish goals and strategies for engaging with the public and key stakeholders in accordance with the current INDOT *Project Development Public Involvement Procedures Manual*. A copy of the PIP is included in Appendix G-1 to G-24.

### **Resource Agency Committee (RAC)**

A RAC was formed during the PEL Study consisting of 20 local, state, and federal agencies (Appendix A-5 and A-6). The purpose of the RAC is to identify environmental resources of concern early in the project development process, provide guidance on minimizing impacts, and assist in the permitting process. Three RAC meetings were held in 2021 during the PEL Study. The RAC meetings resumed on August 15, 2024, during the NEPA process. During this meeting, RAC members were provided a project update, an overview of Transportation Systems Management and Operations (TSMO) strategies, anticipated roadway improvements, and project contact channels. A current list of RAC members, meeting invitation, meeting summary, and presentation slides are provided in Appendix G-26 to G-36.

A RAC meeting was held on July 23, 2025, at the Purdue Northwest Student Union Library Building located at 2233 173rd Street, Hammond, Indiana. A total of 17 participants attended in person and virtually. During the meeting, RAC members were provided overviews of the proposed TSMO strategies, interchange improvements, environmental impacts, public hearings, and next steps for the project. None of the participants had any comments or questions regarding the project. A list of meeting participants, meeting invitation, meeting summary, and presentation slides are provided in Appendix G-37 to G-47.

### **Transportation Management Plan (TMP) Team**

A TMP Team was formed consisting of INDOT, IDOT, and consultant project team members and representatives of key stakeholders. A list of the current TMP Team members is provided in Appendix I-49 to I-51. This team is responsible for contributing to the development of the TMP and coordinating with the contractor throughout construction. The TMP Team meets periodically to discuss construction sequencing, constructability issues, maintenance of traffic (MOT) phasing, and work zone safety. The first TMP Team meeting was held on August 6, 2024. This meeting served as a project overview, project update, an introduction to the TMP, and an explanation of the role of the TMP Team members. A list of meeting participants, meeting summary, and meeting presentation are provided in Appendix G-52 to G-60.

The second TMP Team meeting was held on July 24, 2025, at the Purdue Northwest Student Union Library Building located at 2233 173rd Street, Hammond, Indiana. A total of 38 participants attended in person and virtually. During the meeting, team members were provided overviews of the proposed TSMO strategies, interchange improvements, public hearings, and next steps for the project.

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Details of the traffic control plan during construction were also presented. Participants asked questions about the construction timeline, EMS access, and gantry locations. A list of meeting participants, meeting invitation, meeting summary, and presentation slides are provided in Appendix G-61 to G-71.

### Community Advisory Committee (CAC)

A CAC was formed during the PEL Study, which was comprised of local stakeholders and decision makers. The purpose of the CAC is to distribute project information to the public, identify and resolve local concerns, and build community support. The PEL Study was approved by FHWA in April 2022, and a CAC meeting was held on November 10, 2022. The purpose of the meeting was to provide a project update, share the PEL Study findings, introduce the NEPA phase of the project, offer an opportunity to ask questions, and provide comments. A summary of the CAC meeting, list of participants, comments, and presentation slides are provided in Appendix G-73 to G-83.

A CAC meeting was held on August 6, 2024. The purpose of the meeting was to provide a project update, discuss TSMO strategies, and discuss the role of CAC members. A summary of the CAC meeting, list of participants, comments, and presentation slides are provided in Appendix G-84 to G-91.

A CAC meeting was held on July 23, 2025, at the Purdue Northwest Student Union Library Building located at 2233 173<sup>rd</sup> Street, Hammond, Indiana. A total of 20 participants attended in person and virtually. During the meeting, CAC members were provided overviews of the proposed TSMO strategies, interchange improvements, environmental impacts, public hearings, and next steps for the project. Participants asked questions about adding tolling equipment to gantries and alternate routes for events. A list of meeting participants, meeting invitation, meeting summary, and presentation slides are provided in Appendix G-92 to G-103.

### Public Information Meetings

Following FHWA's approval of the PEL Study, public information meetings were held on November 16 (in-person) and 17 (virtual), 2022. The meetings were advertised via public notices published in the *Times of Northwest Indiana*, *Chicago Tribune*, and *Chicago Crusader*, press releases posted on INDOT's website (<https://www.in.gov/indot/media-room/public-meetings-and-hearings/>), as well as on the project website (<https://indianaflexroad.com/>), emails to those on the project mailing list, and on social media (Appendix G-105 to G-109). The purpose of these meetings was to provide a project update, share the PEL Study findings, introduce the NEPA phase of the project, offer an opportunity to ask questions, and provide comments. The November 16<sup>th</sup> meeting was held at the Purdue Northwest Student Union Library Building, Alumni Hall located at 2200 169<sup>th</sup> Street, Hammond, Indiana. It was an open house meeting format held from 5:30 to 7:00 p.m., with a presentation by members of the project team at 6:00 p.m. A total of nine people attended the meeting. The sign-in sheet from the meeting is provided in Appendix G-110. At the meeting, a presentation, display boards, informational handout, and comment sheets were available, which are provided in Appendix G-111 to G-119. The handout and comment sheets were provided in both English and Spanish. A summary of the meeting is provided in Appendix G-120 to G-122.

The November 17, 2022, meeting was held virtually on Microsoft Teams and was attended by 19 people. The presentation and handout were the same as presented at the in-person meeting held on November 16<sup>th</sup>. Public comments were facilitated through the Microsoft Teams chat feature, and the project team responded as appropriate during meeting. Additionally, the project team further described the various methods in which comments could be submitted following the meeting. A summary of the meeting is provided in Appendix G-123 to G-125.

A total of 15 comments were received during the 30-day comment period, which began on November 16<sup>th</sup> and ended on December 16, 2022. The comments included a variety of viewpoints, which included support for the project, opposition to the project, support for more transit options, and support for separate lanes for cars and trucks. The public comments are provided in Appendix G-126 to G-135.

Public information meetings were held on August 14 and 15, 2024, in Indiana and Illinois, respectively. The meetings were advertised via public notices published in the *Times of Northwest Indiana*, *Chicago Tribune*, and *Chicago Crusader*, press releases posted on INDOT's website (<https://www.in.gov/indot/media-room/public-meetings-and-hearings/>), as well as on the project website (<https://indianaflexroad.com/>), emails to those on the project mailing list, and on social media (Appendix G-136 to G-141). The purpose of these meetings was to provide a project update, present proposed improvements, explain TSMO strategies, discuss next steps, offer an opportunity to ask questions, and provide comments. The August 14<sup>th</sup> meeting was held at the Hammond Sportsplex and Community Center located at 6630 Indianapolis Boulevard, Hammond, Indiana. The August 15<sup>th</sup> meeting was held at the Irwin Community Center located at 18120 Highland Avenue, Homewood, Illinois. Both meetings followed the same format and presented the same information. They were open house meetings held from 5:30 to 7:00 p.m., with a presentation at 6:00 p.m. A total of 23 people attended the Indiana meeting, and a total of 12 people attended the Illinois meeting. Sign-in sheets from the meetings are provided in Appendix G-142 to G-147. At the meetings, a presentation by members of the project team, display boards, informational handout, and comment sheets were available, which are provided in Appendix G-148 to G-165. The handout and comment sheets were provided in both English and Spanish.

A total of four comments were received during the 30-day comment period, which began on August 14<sup>th</sup> and ended on September 16, 2024. The comments included support for the project, concern that the project may not improve congestion, suggestions for additional improvements (i.e., parallel routes to I-80/94, local road expansion, and improved signal timing on local roads), and questions about

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construction (i.e., will construction be 24 hours/ seven days a week, will the contract be design/build, and will there be nightly lane closures). The public comments are provided in Appendix G-166 to G-169.

### Public Hearings

The project met the minimum requirements described in the current *INDOT Project Development Public Involvement Procedures Manual*, which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Following release of the draft environmental document for public involvement on July 12, 2025, the CE was posted on the project website (<https://indianaflexroad.com/>) and paper copies were provided at the following locations for public review:

- Indiana University Northwest Anderson Library | 130 W 35th Ave, Gary, IN
- Borman Expressway Traffic Management Center | 7701 Melton Rd., Gary IN
- Purdue University Northwest Library | 2233 173<sup>rd</sup> St, Hammond, IN
- Homewood Illinois Public Library | 17917 Dixie Hwy, Homewood, IL
- IDOT Region 1 Office | 201 West Center Court, Schaumburg, IL
- Irwin Community Center | 18120 Highland Ave, Homewood, IL

The public hearings were advertised through a variety of means (Appendix G-171 to G-182). An email was sent to elected officials on July 7, 2025, informing them of the public hearings. A press release for the public hearings and a reminder notice were emailed to project stakeholders and regulatory agencies on July 8 and 21, 2025, respectively. A Legal Notice of Public Hearing was published in the *Times of Northwest Indiana* and *Daily Southtown* on July 8 and 16, 2025. The public hearing was also advertised via the project website, emails, posted flyers, newsletter, on social media, and on INDOT's website (<https://www.in.gov/indot/media-room/public-meetings-and-hearings/>). As advertised, the comment period ended on August 8, 2025.

Public hearings were held on July 23 and 24, 2025, in Indiana and Illinois, respectively. The July 23<sup>rd</sup> hearing was held at the Purdue Northwest Student Union Library Building located at 2233 173<sup>rd</sup> Street, Hammond, Indiana. The July 24<sup>th</sup> hearing was held at the Irwin Community Center located at 18120 Highland Avenue, Homewood, Illinois. Both hearings followed the same format and presented the same information. The hearings were held from 5:30 to 7:00 p.m., with a formal presentation at 6:00 p.m. Both hearings were streamed live (<https://www.youtube.com/watch?v=S7dhz0b5JLI> and <https://www.youtube.com/watch?v=q1iHaoMZAcs>) (Appendix G-205 and G-206). The presentation provided overviews of the public hearing process and comment period, project purpose and need, preferred alternative, MOT, environmental impacts, TSMO strategies, and project schedule (Appendix G-199 to G-204). Following the presentation, the meeting was opened for public comments, which were documented for inclusion in the hearing record. A total of 21 people attended the Indiana hearing in person and one person attended via live streaming. No one from the public attended the Illinois hearing either in person or via live streaming. Sign-in sheets from the Indiana hearing are provided in Appendix G-183 and 184. At the hearings, a welcome letter, display boards, informational handout, and comment sheets were available, which are provided in Appendix G-185 to G-198. The handout and comment sheets were provided in both English and Spanish. The public hearing materials were also provided at the following locations:

- Lincoln Community Center | 2450 Lincoln St, Highland, Indiana 46322-1822
- Indiana University Northwest Anderson Library | 130 W 35th Ave, Gary, Indiana 46408-15ND
- Borman Expressway Traffic Management Center | 7701 Melton Rd, Gary, Indiana 46403-3109
- Purdue University Northwest Library | 2233 E 173rd St, Hammond, Indiana 46323-2077
- Lansing Public Library | 2750 Indiana Ave. Lansing, Illinois 60438-2226
- Irwin Community Center | 18120 Highland Ave, Homewood, Illinois 60430-2307
- Homewood Illinois Public Library | 17917 Dixie Hwy, Homewood, Illinois 60430-1703
- IDOT Region 1 Office | 201 W Center Ct, Schaumburg, Illinois 60196-3169

A total of 10 comments were received during the hearing and throughout the comment period (Appendix G-207 to G-210). INDOT's responses to the public hearing comments are provided in Appendix G-211 to G-213.

Three comments inquired how traffic incidents will be detected and how quickly the incidents will be removed from the Borman Expressway. The TSMO strategies will improve incident response times and traffic issues when there are crashes on the Borman Expressway. IDOT and INDOT have traffic management centers (TMC) that monitor and manage the I-80/90 corridor. TMC operators monitor the changes in traffic conditions along the interstate corridor using Advanced Traffic Management Systems. These systems use sensors, cameras, and other technologies to detect incidents quickly and dispatch appropriate resources such as Hoosier Helpers and heavy-duty recovery companies. Traffic condition information and travel times through the corridor are automatically passed through a center-to-center interface between the INDOT and IDOT TMCs. This interface allows TMC operators to update gantries signage with real time incident information and alert motorists.

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One commentor asked for the names of specific cities where TSMO strategies have been implemented. Examples of major metropolitan areas that have implemented TSMO strategies include Minneapolis and Saint Paul, Minnesota, Baltimore Maryland, Cincinnati, Ohio, Vancouver, Washington, Atlanta, Georgia, and New York, New York.

One commentor asked if the gantries could be spaced every 1.0 mile apart instead of every 0.5 mile apart for cost savings. 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 Illinois and Indiana in a coordinated manner to provide queue warning, dynamic lane control, and variable speed information to motorists.

One commentor recommended that drivers are educated on what the gantries mean and how to respond to the gantry messages. Through public outreach, INDOT has been educating the public about the proposed TSMO strategies. The project website (<https://indianaflexroad.com/>) contains information about the different strategies and how they work.

One commentor expressed concern about the elimination of the Broadway Avenue northbound (NB) ramp to I-80/90. The interchange modifications will provide for all the existing interchange movements. Motorists traveling NB on Broadway will access I-80/90 EB by turning left onto the existing loop ramp. This movement will be controlled by traffic signals.

Two comments recommended designating SR 912 as a congestion relief route during construction. Any alternative bypass relief routes will be discussed and if approved by INDOT, appropriate signage will be added to the project plans.

As a result of Executive Order (E.O.) 14148, E.O. 14154, E.O. 14173, and the removal of the Council on Environmental Quality's regulations, all federal environmental justice requirements are revoked and no longer applicable to the federal environmental review process. Accordingly, this CE document does not consider public comments regarding environmental justice.

### Outreach

Several outreach tools have been implemented for the project including a website ([www.indianaflexroad.com](http://www.indianaflexroad.com)), social media pages (i.e. Facebook and X), emails, text alerts, media coverage, and individual meetings upon request. The PIP (Appendix G-1 to G-24) describes these outreach tools in detail. This project has been covered by local media such as television stations and the *Chicago Tribune* and *Indiana Economic Digest*. INDOT's public service website ([www.INDOT4U.com](http://www.INDOT4U.com)) also provides a means for the public to receive information about the project and provide their comments.

INDOT released the Draft CE document for public review and the public hearing on July 8, 2025. Following the public hearing and comment period on August 8, 2025, INDOT certified on August 19, 2025, that the public involvement requirements under the National Environmental Policy Act (NEPA) have been satisfied for this project.

### Public Controversy on Environmental Grounds

*Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.*

At this time, there is no substantive public controversy concerning impacts to the community or to natural resources.

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

Sponsor of the Project: INDOT      INDOT District: LaPorte

Local Name of the Facility: I-80/94 (Borman Expressway in Indiana and Kingery Expressway in Illinois)

Funding Source (mark all that apply):      Federal       State       Local       Other\*

\*If other is selected, please identify the funding source: \_\_\_\_\_

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### PURPOSE AND NEED:

*The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.*

As part of the I-80/94 Borman Expressway Planning and Environmental Linkage Study, 2022, the project's purpose and need were determined and documented in the *Preliminary Purpose and Need/Logical Termini* report dated January 31, 2022. The preliminary purpose and need were approved by FHWA as part of the PEL Study in April 2022. The *Preliminary Purpose and Need/Logical Termini* report is provided in Appendix A-19 to A-30 and summarized below.

#### Need

The need for this project is due to traffic congestion and elevated crash rates on I-80/I-94 between IL 394 in Cook County, Illinois and I-65 in Lake County, Indiana. The project need was determined by evaluating traffic congestion (i.e., travel times, travel speeds, and levels of service) and safety (i.e., crash frequency) within the I-80/94 corridor. Ideally, traveling from end to end through the corridor without delay (free flow) takes 18.0 minutes in the westbound (WB) direction and 16.0 minutes in the eastbound (EB) direction. Estimates for existing (2019\*) conditions show delay in both directions during both the AM and PM peak periods, with the most severe delay in the EB direction during the PM peak period when travel times are 54 percent greater than free-flow speeds. By the year 2040, travel times are estimated to further degrade with additional traffic. The PM peak period delay in the EB direction nearly doubles from 8.7 minutes to 17.0 minutes and the total travel time is double the travel time during free-flow conditions (33.0 minutes compared to 16.0 minutes). Travel time in the I-80/94 corridor also varies which affects travel time reliability. This creates uncertainty for motorists who must plan for additional travel time in order to reach their destinations.

With regard to travel speed, it was determined that free-flow speed in the corridor is 62 miles per hour (mph). Average speeds below 50 mph indicate deteriorating levels of service (LOS). LOS is a term used to qualitatively describe the operating conditions of a road based on several factors such as speed, travel time, delay, and maneuverability. LOS categories range from A (free-flowing conditions) to F (severely congested conditions and low speeds). During a typical weekday in 2019, EB travel during the PM peak-period had the lowest speeds with the slowest area between the Illinois/Indiana state line and I-65. In the year 2040, AM peak-period travel speeds are projected to remain relatively high (50+ mph) in both EB and WB directions, except for a short period of lower speeds (35-45 mph) near the Burr Street interchange in the WB direction. During the 2040 PM peak period, there will be large sections of the I-80/94 corridor with travel speeds below 25 mph in the EB direction due to weaving between Calumet Avenue and Indianapolis Boulevard, Cline Avenue and Burr Street, and Broadway Avenue and I-65. During the 2040 PM peak-period, the slowest travel speeds in the I-80/94 corridor WB direction will be below 25 mph in the area of Burr Street.

LOS was calculated for the existing year (2019) and future year (2040) no-build conditions for all mainline segments (37 segments EB and 34 segments WB) in the I-80/94 corridor. LOS D or better is generally considered acceptable for a freeway facility while LOS E or F are considered unacceptable. During the 2019 AM peak-period, two out of 37 segments in the EB direction operated at LOS E or F, while all 34 WB segments operated at LOS D or better. During the PM peak-period, 10 out of 37 segments in the EB direction operated at LOS E or F, including five consecutive segments between the Grant Street interchange and I-65. In the WB direction, only one segment operated at LOS E or F during the PM peak-period. During the 2040 no-build conditions in the AM peak-period, there will be three out of 37 EB segments operating at LOS E or LOS F and none in the WB direction. During the 2040 no-build conditions in the PM peak-period, there will be 11 out of 37 EB segments operating at LOS E or LOS F and two segments in the WB direction.

With regard to safety, two indices were calculated, the Index of Crash Frequency (ICF) and the Index of Crash Cost (ICC), which are measures of frequency and severity, respectively. These indices refer to the number of standard deviations from the statewide average for that particular facility type. INDOT identifies segments with an ICF greater than or equal to 2.0 as high-crash frequency segments. If a segment has an ICF less than 2.0 but has an ICC greater than or equal to 2.0 it is still identified as a high-crash severity location. The I-80/94 corridor was divided into 20 segments in the EB directions of travel and 22 segments in the WB direction of travel for the safety analysis. ICF and ICC were calculated for each segment using crashes from 2017 through 2019. Thirteen of the 20 EB segments were identified as either high-crash frequency (8) or high-crash severity (5) segments (Appendix A-28). Eleven of the 22 WB segments were identified as high-crash frequency (6) or high-crash severity (5) segments.

Based on the assessment of existing and future conditions described above, the needs for this project have been identified as recurring congestion and elevated crash rates within the I-80/94 corridor. Motorists within this corridor experience recurring congestion during weekday peak commuting periods and on Sunday afternoons/evening, especially during the summer. The congestion results in poor travel time reliability and low speeds during peak hours.

*\*2019 data were used for existing conditions because more recent (i.e. 2020-2022) data would reflect traffic conditions during the Covid pandemic, which would not present an accurate account of traffic volumes.*



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Calumet City, South Holland and Lansing in Illinois and Highland, Lake Station, Gary, Hammond, and Munster in Indiana. In Illinois, the project is in the US Geological Survey (USGS) 7.5-minute Calumet City Quadrangle, Section 29 and 30 of Township 36 North, Range 15 East and Section 14, 23, 25, 26, and 27 of Township 36 North, Range 14 East. In Indiana, the project is in the USGS Portage Quadrangle in Section 8, 9, 17, and 18 of Township 36 North, Range 7 West; Gary Quadrangle in Section 13, 14, 15, 16, 17, 18, 21, 22, 23 of Township 36 North, Range 8 West; Highland Quadrangle in Section 13, 14, 15, 16, 17, 18 of Township 36 North, Range 9 West; and Calumet City Quadrangle in Section 13 of Township 36 North, Range 10 West.

### Existing Conditions

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 (Appendix B-3 to B-17).

**I-80/94:** Within the project corridor, I-80/94 is a barrier-divided highway classified as an interstate. Representative photographs are provided in Appendix B-18. There are four 12.0-foot-wide travel lanes in either direction with at least one 12.0-foot-wide 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 10.0 to 14.0 feet wide. There are 10 interchanges, which include two system interchanges (I-294/94/IL-394 and I-65) and eight service interchanges (Torrence Avenue, Calumet Avenue, Indianapolis Boulevard, Kennedy Avenue, Cline Avenue, Burr Street, Grant Street, and Broadway Avenue). Pavement conditions from the Illinois/Indiana state line to the Cline Avenue (SR 912) Interchange are deteriorating from high volumes of truck traffic, poor drainage, and joint distress.

**Drainage:** Stormwater is controlled by a closed drainage system comprised of storm sewers, trunklines, and ditches along the project corridor. In the western section of the project corridor, storm sewers use trunklines to convey water to large culverts or the Little Calumet River. In the eastern section of the project corridor, storm sewers drain to roadside ditches that ultimately outfall to the Little Calumet River.

**Noise Walls:** Existing noise walls are located between I-80/94 and the dense residential development west of the SR 912 interchange. East of the SR 912 interchange is a mix of less dense residential development, undeveloped land, and large tracts of wetlands. There are only a few small areas of residential development along this section of the corridor that have noise barriers.

**Broadway Avenue Interchange:** The Broadway Avenue Interchange is a partial cloverleaf interchange, with 12.0-foot-wide loop ramps that provide left-turn movements from Broadway Avenue to the interstate. The EB entrance ramps provide free flowing access from both northbound (NB) and southbound (SB) Broadway Avenue to the I-80/94 mainline. The ramps merge into one entrance ramp, which becomes an auxiliary lane extending to the I-65 Interchange. The WB entrance ramps provide free flowing access from both NB and SB Broadway Avenue. The ramps merge to form one entrance ramp to the I-80/94 mainline, which becomes a 12.0-foot-wide auxiliary lane extending to the Grant Street interchange. The Broadway Avenue south ramp terminal is signalized. The I-80/94 EB to Broadway Avenue NB movement is accommodated as a left-turn movement at the south ramp terminal intersection via a left-turn lane and is controlled by the traffic signal. The I-80/94 EB to Broadway Avenue SB movement is accommodated as a right-turn movement via the existing right-turn channelization and yield control. The through movements on Broadway Avenue, which has 12.0-foot-wide travel lanes are controlled by the traffic signal.

**Pedestrian Facilities:** Pedestrian facilities are located at the south ramp terminal intersection along the east and west sides of Broadway Avenue. There are three Americans with Disabilities Act (ADA) compliant crossings on the west side; a crossing of the Broadway Avenue SB to the I-80/94 EB loop entrance ramp, a crossing of the I-80/94 EB exit ramp approach to the intersection, and a crossing of the I-80/94 EB exit ramp right-turn channelization, which includes a painted pedestrian refuge island. On the east side, there is one ADA compliant pedestrian crossing of Broadway Avenue NB to the I-80/94 EB diagonal entrance ramp.

**I-65 Interchange:** There are two interchanges that connect I-65 to the I-80/94 mainline with 12.0-foot-wide lanes. The western interchange is a Y-type three-legged interchange that provides connections with I-65 south of the project corridor. This interchange accommodates the I-80/94 EB to I-65 SB movement and the I-65 NB to I-80/94 WB movement. The eastern interchange is a partial cloverleaf interchange that provides connections with I-65 north of the project corridor. Loop ramps provide the I-80/94 EB to I-65 NB movement and the I-65 SB to I-80/94 EB movement. A semi-direct connection provides the I-80/94 WB to I-65 SB movement.

A collector-distributor road system with 12.0-foot-wide lanes is provided between I-65 NB and Central Avenue. In the EB direction, the collector-distributor lanes accommodate EB movements from I-94 EB and I-65 NB. In the WB direction, the collector-distributor lanes begin east of Central Avenue and provide WB movements from I-80/94 WB and Central Avenue that are destined to I-65 NB, I-65 SB, and I-80/94 WB.

**TSMO System:** There are several ITS devices located along the project corridor. There are six weigh-in-motion (WIM) devices, 44 traffic detectors, 33 closed circuit television (CCTV) cameras, eight dynamic message signs (DMS), and three travel time signs (TTS).

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### Preferred Alternative:

The PEL Study recommended four alternatives comprised of a combination of TSMO strategies and interchange geometric design improvements for further analysis in the NEPA process (Appendix A-14). The four recommended alternatives were presented to the CAC on November 10, 2022, and to the public during public information meetings held on November 16 and 17, 2022. Based on the responses from the CAC and the public, and the findings of the PEL Study, Alternative 4 was selected as the preliminary preferred alternative for the project. This alternative will implement integrated ATM and ITS solutions 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. Gantries are metal structures that will extend over the interstate and support the variable speed limit and dynamic message signs (Appendix B-21). Drainage improvements will occur throughout the corridor as needed.

The packaging of all the applicable TSMO strategies coupled with the interchange modifications will provide the greatest benefits due to the complementary benefits related to traffic safety, traffic operations, and reliability as well as the cost savings associated with combining the supporting infrastructure for many TSMO strategies. Travel time savings represent the majority of the traffic operations related benefits that are comprised of reductions in recurring congestion levels, improved reliability, and quicker response times for incidents as compared to the other alternatives. The combined traffic safety benefits from several TSMO strategies also provide a significant proportion of the overall benefits associated with this alternative. Therefore, preliminary preferred alternative (Alternative 4) will satisfy the purpose and need of the I-80/94 FlexRoad project better than the other three alternatives presented in the PEL Study.

The following are descriptions of the TSMO elements and interchange improvements, which comprise the preliminary preferred alternative. Plan sheets of the preliminary preferred alternative are provided in Appendix B-20 to B-138.

**WIM, CCTV Cameras, and TTS:** 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:** This strategy adjusts speed limits based on real-time traffic, roadway incidents, events, work zones, and/or weather conditions. The VSL systems will be located throughout the corridor and in both directions of travel. It will be mounted on gantries and on standalone poles. The VSL messaging will be installed along the corridor between 0.5 mile west of the I-80/94 and IL-394 Interchange in Illinois and 1.4 miles east of the I-80/94 and 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:** 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. 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 dynamic shoulder lanes 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 to the travel lanes. The existing inside and outside shoulders will be utilized as they currently are without any widening or strengthening.

The inside shoulders, which are 10.0 feet wide will 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 EB direction, the dynamic shoulder lane on the inside will begin approximately 500.0 feet west of the Torrence Avenue Interchange in Illinois and end within the I-80/94 and I-65 Interchange in Indiana. In the WB direction, the dynamic shoulder lane on the inside will begin approximately 500.0 feet west of the I-65 entrance ramp in Indiana and end approximately 1,000.0 feet east of the Wentworth Avenue overpass structure in Illinois.

The dynamic shoulder lanes on both outside shoulders will be utilized in response to crashes or other incidents. These lanes will be 10.0 feet wide and 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 will be approximately 2,000.0 feet east of the I-65 NB to I-80/94 WB entrance ramp in Indiana. The western limit of the outside dynamic shoulder lanes will be approximately at the Torrence Avenue overpass in Illinois.

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**Queue Warning:** This strategy involves real-time displays of warning messages (typically on DMS 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 68 gantries will be installed throughout the project corridor, which will support the variable speed limit and dynamic message signs over the interstate. Four gantries will be installed in Illinois and 64 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. A design of the gantries is provided in Appendix B-21.

**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 EB exit ramp. Improvements at Broadway Avenue will provide additional capacity and correct geometric deficiencies of the interchange. An additional 12.0-foot-wide freeway lane will be developed from the Grant Street entrance ramp to EB I-80/94 and extend to the three-lane exit to I-65 SB. Between Broadway Avenue and the exit to I-65 SB, another freeway lane would be created from the median lane, which will be 11.0 feet wide. These additional travel lanes will 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 will provide four travel lanes and three exit lanes to I-65 SB. The third lane will 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.

**Broadway Avenue South Ramp Terminal:** To accommodate the reconfiguration of the I-80/94 EB exit ramp to I-65 SB, the existing Broadway Avenue NB diagonal entrance ramp to I-80/94 EB will be removed. The existing free-flow right-turn movement will be modified as a new NB left-turn movement at the south ramp terminal intersection via a new left-turn lane. The Broadway Avenue SB to I-80/94 EB movement will be made via a new SB right-turn lane and will be controlled by a traffic signal. The I-80/94 EB to Broadway Avenue NB movement will remain as a left-turn movement at the south ramp terminal intersection via a left-turn lane controlled by a traffic signal. The I-80/94 EB to Broadway Avenue SB movement will be made via a new EB right-turn lane controlled by a traffic signal. The through movements along Broadway Avenue will remain the same, controlled by a traffic signal. These improvements will not change the existing lane widths, which will remain 12.0 feet wide.

**Pedestrian Facilities:** Modifications will be made to the sidewalks and crossings at the Broadway Avenue south ramp terminal intersection. These modifications will be ADA compliant. Along the west side of Broadway Avenue, the existing sidewalk north of the loop entrance ramp will be extended along the south approach to the south ramp terminal intersection. The existing pedestrian crossing of the Broadway Avenue SB to I-80/94 EB entrance ramp will be removed. The existing pedestrian crossing of the I-80/94 EB to Broadway Avenue exit ramp approach to the intersection will be extended to cover the exit and entrance ramps of the intersection. The median will provide a pedestrian refuge. The existing painted island and pedestrian crossing provided with the existing right-turn channelization will be removed. A new sidewalk will connect from the ramp terminal intersection to the existing sidewalk south of the existing right-turn channelization.

Along the east side of Broadway Avenue, the existing sidewalk south of the entrance ramp will be extended north to connect to the existing sidewalk just north of the entrance ramp. The existing pedestrian crossing of Broadway Avenue NB to the I-80/94 EB diagonal entrance ramp will be removed.

**Drainage Improvements:** The existing drainage system will be modified to avoid conflicts with the new TSMO system. New storm sewer inlets will be installed and ditch work will be completed in the vicinity of Indianapolis Avenue and Kennedy Avenue to alleviate flooding issues in these areas. New storm sewer inlets and ditches will be installed along Broadway Avenue, south of the interchange with I-80/94.

### Right-of-Way

Acquisition of approximately 0.37 acre of permanent ROW will be required for this project along the south side of the I-80/94 EB exit ramp to Broadway Avenue (Appendix B-19).

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### Maintenance of Traffic

The MOT for the project will be implemented in several phases along the I-80/94 mainline and at the interchanges. There will be no mainline interstate, interchange ramp, or local road closures or required detours. Along the I-80/94 mainline, the work will be completed under shoulder closures, single lane closures, and temporary road closures. All four mainline travel lanes will be open in the WB and EB directions during daytime construction. During nighttime construction, the travel lanes will be reduced to three lanes in the WB and EB directions. Temporary road closures will occur only at night between 9:00 pm and 6:00 am for a maximum of 20 minutes. Several service interchange ramp closures and detours will be required during construction. Interchange ramp closures will be phased so that no two concurrent interchanges will close ramps during the same period. Signed detours will be provided for each ramp closure. The Broadway Avenue and I-65 Interchange improvements will be constructed in phases with lane shifts and lane closures. Advance warning signage will be provided to alert motorists of the upcoming work zone, temporary worksite speed limit, changes in traffic patterns, potential traffic queues, ramp closures, and detours. Advance messaging will be provided using both standard construction signs and Portable Changeable Message Signs (PCMS). An ADA compliant detour will be provided for the sidewalks located through the Broadway Avenue Interchange. The sidewalk along the west side of Broadway Avenue will be closed between 26<sup>th</sup> Avenue and 33rd Avenue. The sidewalk along the east side of Broadway Avenue will remain open for pedestrians. Broadway Avenue crosswalks will be provided at 26th Avenue and 33rd Avenue.

### Environmental Impacts

This project will permanently impact approximately 1.85 acres of wetlands and approximately 10.0 acres of terrestrial habitat. A total of 0.37 acre of permanent ROW will be required. There will be no impacts to streams, threatened and endangered species, cultural resources, or community resources.

### Logical Termini/Independent Utility

Federal requirements for logical termini require project limits that have independent transportation utility. Project limits must be of sufficient size to consider all environmental impacts that will result from the proposed transportation improvements. This requires the termini of the project to have logical end points in the roadway and highway network and that the project limits are of sufficient length and width that common environmental and social concerns can be addressed in a meaningful way. The logical termini for the I-80/94 FlexRoad Project are the I-80/94 and IL-394 Interchange in the west and the I-80/94 and I-65 Interchange in the east. These interchanges were selected as the logical termini for the project because they provide natural breaks to I-80/94. At the western terminus, the I-80/94 traffic fans out to the west on I-80/294 (tolled), to the south on IL-394, and to the north on I-94. At the eastern terminus at I-65, the I-80/94 traffic travels to the south on I-65 and to the east via I-94 and I-80 (tolled). Congestion and safety concerns extend beyond the project termini, but this roadway segment is consistent in character (lane configuration, interchange spacing, development patterns, etc.) and the severity of traffic issues. Traffic volumes decrease significantly beyond these termini. Additionally, beyond the east and west termini, the interstate leaves the jurisdiction of INDOT and IDOT, respectively, and is the responsibility of independent toll authorities. These logical termini create a study corridor with independent utility as improvements in this stretch of I-80/94 would benefit traffic operations whether or not other adjacent projects are completed.

The project limits are of sufficient length to address all environmental impacts associated with design and construction of the project. The preferred alternative has independent utility as it does not create the need for additional work and does not rely on any other project to meet the purpose and need. Therefore, it is a single and complete project.

The preliminary preferred alternative will meet the purpose and need of the project by increasing the operational efficiency of the I-80/94 corridor by reducing travel times and increasing travel time reliability and improving safety in the corridor by reducing crashes.

### OTHER ALTERNATIVES CONSIDERED:

*Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.*

#### I-80/94 Corridor

The 2022 PEL Study considered a variety of strategies for the I-80/94 corridor. During the study, various options were dismissed in the PEL process as they were in general, not applicable, feasible, practicable, and/or would not meet the project's purpose and need. Those strategies can be reviewed in the FHWA PEL Questionnaire located in Appendix A-2 to A-13. The PEL process did develop four feasible alternatives for the I-80/94 corridor comprised of TSMO strategies. The development of these alternatives was based on anticipated traffic operations improvements including reducing congestion levels, safety benefits, and estimated costs. Alternative 1 is considered the base package of improvement strategies and is common or included in the other three alternatives. Appendix A-14 graphically displays the four alternatives. Alternative 4 was identified as the preliminary preferred alternative. Alternatives 1, 2, and 3, and the No Build Alternative are described below.

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**Alternative 1 – Base Package:** Alternative 1 has dynamic shoulder lanes, event management, Broadway Avenue interchange and I-65 interchange modifications, and signing enhancements. The dynamic shoulder lanes add capacity during peak periods and event management combines multiple systems and complementary strategies to manage traffic during maintenance operations or in case of an incident. The Broadway interchange and I-65 interchange modifications complement the TSMO strategies by resolving the bottleneck near the I-80/94 EB exit ramp to I-65 SB. Alternative 1 would have minor environmental impacts because the work would occur within the existing ROW. The installation of gantries for dynamic shoulders would be limited to the median and the Broadway Avenue Interchange improvements would occur in previously disturbed areas. Modifications to the I-65 interchange may have less than 1.0 acre of wetland impacts; no other known sensitive resources are expected to be impacted. Alternative 1 would meet the purpose and need of the project by increasing the operational efficiency of the I-80/94 corridor by reducing travel times and increasing travel time reliability and improving safety in the corridor by reducing crashes. This alternative was dismissed from further consideration because it would provide only minimal improvements to the I-80/94 corridor.

**Alternative 2 – Base Package + Ramp Metering:** Alternative 2 adds ramp metering to the Alternative 1 base package of improvement strategies, which controls the flow of traffic at high volume entrance ramps onto the I-80/94 mainline. Installation of ramp meters would occur within the existing ROW and in previously disturbed areas. Alternative 2, like Alternative 1, may have less than 1.0 acre of wetland impacts; no other known sensitive resources are expected to be impacted. Alternative 2 would meet the purpose and need of the project by increasing the operational efficiency of the I-80/94 corridor by reducing travel times and increasing travel time reliability and improving safety in the corridor by reducing crashes. This alternative was dismissed from further consideration because in comparison, Alternative 3 and the preliminary preferred alternative would provide greater safety benefits to motorists.

**Alternative 3 – Base Package + Mainline Safety:** Alternative 3 adds variable speed limits, lane control, and queue warning to the Alternative 1 base package of improvement strategies. Alternative 3 requires the installation of gantries and dynamic signage across the interstate. These strategies improve safety along the I-80/94 corridor by providing drivers more time to respond and slow down, thus reducing crash frequency and severity. Alternative 3 may have less than 1.0 acre of wetland impacts; no other known sensitive resources are expected to be impacted. Alternative 3 would meet the purpose and need of the project by increasing the operational efficiency of the I-80/94 corridor by reducing travel times and increasing travel time reliability and improving safety in the corridor by reducing crashes. This alternative was dismissed from further consideration because in comparison, the preliminary preferred alternative would provide greater safety benefits to motorists.

**No Build Alternative:** For the No Build Alternative, it was assumed that all the transportation projects listed in the NIRPC 2022-2026 and 2024-2028 Transportation Improvement Programs (TIPs) would be implemented except for the improvements associated with the I-80/94 FlexRoad project. It is also assumed that all the transportation projects listed in the Chicago Metropolitan Agency for Planning (CMAP) 2023-2028 TIP would be implemented; to date, no improvements associated with this study have been added to the CMAP TIP. This alternative was dismissed from further consideration because it would not meet the purpose and need for the project. It would not increase the operational efficiency of the corridor by reducing travel times and increasing travel time reliability, and it would not improve safety in the corridor by reducing crashes.

### Broadway Avenue and I-65 Interchanges

Alternatives for resolving the bottleneck near the Broadway Avenue EB exit ramp to I-65 SB were developed and evaluated in the *Draft Broadway/I-65 Alternatives Report for Interstate Access Request* dated November 2024. This report analyzed roadway alternatives for I-80/94 EB in the vicinity of the Broadway Avenue Interchange and the exit ramp to I-65 SB.

**Alternative 2:** This alternative would provide an additional freeway lane developed from the Grant Street entrance ramp to EB I-80/94, which would extend to the three-lane exit ramp to I-65 SB. The third lane would drop at the exit to Ridge Road. Between Broadway Avenue and the exit to I-65 SB, another freeway lane would be created from the center 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. There would be four travel lanes on I-80/94 continuing EB after the exit to I-65 SB. A DSL would extend along the inside shoulder from Grant Street to the exit to I-65 SB. The south ramp terminal of the Broadway Avenue Interchange would be modified to allow NB traffic to access I-80/94 EB through a left movement onto the existing loop ramp. All work for Alternative 2 would be within the existing ROW. There would be no impacts to cultural resources, community resources, or hazardous material sites. Alternative 2 would impact 0.5 acre of a wetland directly adjacent to the exit ramp to I-65 SB. Alternative 2 was eliminated from further consideration because it was anticipated that the additional travel lane created from the center lane would cause driver indecision and/or confusion because there would not be an allocated distinct destination associated with either of the two travel lanes derived from the center lane. The potential for driver indecision/confusion could create safety issues related to late lane-changing behavior upon approaching the three-lane exit to I-65 SB.

**Alternative 4:** This alternative would provide an additional freeway lane developed from the Grant Street entrance ramp, which would extend to the three-lane exit to I-65 SB. The third lane would drop at the exit to Ridge Road. These additional travel lanes would provide five lanes on I-80/94 for approximately 0.5 mile between Broadway Avenue and the exit to I-65 SB. The five lanes

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would provide three 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. There would be three travel lanes on I-80/94 continuing EB after the exit to I-65 SB. A DSL would extend along the inside shoulder from Grant Street to approximately 1.0 mile past the exit to I-65 SB. The south ramp terminal of the Broadway Avenue Interchange would be modified to allow NB traffic to access I-80/94 EB through a left movement onto the existing loop ramp. All work for Alternative 4 would be within the existing ROW. There would be no impacts to cultural resources, community resources, or hazardous material sites. Alternative 4 would impacts 0.5 acre of a wetland directly adjacent to the exit ramp to I-65 SB. Alternative 4 was eliminated from further consideration because it would not provide four travel lanes on I-80/94 EB after the exit to I-65 SB. Based on traffic operations, only three permanent through lanes on I-80/94 is an undesirable scenario because of the heavy EB traffic demand on Fridays and holiday weekends.

**Broadway Avenue South Ramp Terminal**

Alternatives for the Broadway Avenue south ramp terminal intersection were developed and evaluated in the *Draft Broadway/I-65 Alternatives Report for Interstate Access Request* dated November 2024. The preferred alternative and a multi-lane roundabout were the two options analyzed in this report. The Broadway Avenue roundabout would replace the signalized intersection at the south ramp terminal of I-80/94 EB and Broadway Avenue. The multi-lane roundabout would provide two entry lanes on all the north, south and east approaches. Two exit lanes would be provided in each direction of Broadway Avenue, and one exit lane would be provided to the I-80/94 EB loop entrance ramp.

Modifications would be made to the sidewalks and crossings, which would be ADA compliant. Along the west side of Broadway Avenue, the existing sidewalk north of the loop entrance ramp would be extended to the multi-lane roundabout. The existing pedestrian crossing of the Broadway Avenue SB to I-80/94 EB entrance ramp would be removed. The existing painted island and crossing provided at the existing right-turn lane would be removed. A pedestrian crossing would be provided on the east leg of the roundabout. At this location the entry and the exit are separated by a splitter island, which would provide a pedestrian refuge and allow crossings in two stages. A new sidewalk would connect from the east leg of the roundabout to the existing sidewalk south of the existing right-turn channelization.

Along the east side of Broadway Avenue, the existing sidewalk south of the entrance ramp would be extended north to connect to the existing sidewalk north of the roundabout. The existing pedestrian crossing of the diagonal entrance ramp would be removed.

All work for the multi-lane roundabout alternative would be within the existing ROW. This alternative would impact three wetland areas. There would be no impacts to cultural resources, community resources, or hazardous material sites. The roundabout alternative was eliminated from further consideration due to environmental impacts, higher cost, potential utility conflicts, and the potential for re-work in the near future due to a proposed reconstruction project along Broadway Avenue.

**The No Build Alternative is not feasible, prudent or practicable because (Mark all that apply)**

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

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### ROADWAY CHARACTER:

*If the proposed action includes multiple roadways, complete and duplicate for each roadway.*

Roadway improvements will occur only in Indiana between Grant Street and I-65 SB. Existing and proposed characteristics for roadways where improvements will be made are presented below and shown on plan sheets in Appendix B-21 to B-70.

Name of Roadway Broadway Avenue Entrance Ramp to I-80/94 EB  
 Functional Classification: Freeway  
 Current ADT: 2,240 VPD (2020) Design Year ADT: 2,530 VPD (2040)  
 Design Hour Volume (DHV): 544 Truck Percentage (%) 4  
 Designed Speed (mph): 25 Legal Speed (mph): 25

	Existing	Proposed
Number of Lanes:	1	1
Type of Lanes:	Ramp	Ramp
Pavement Width:	16.0 ft.	16.0 ft.
Shoulder Width:	4.0 inside 8.0 outside ft.	4.0 inside 8.0 outside ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

Name of Roadway I-80/94 Borman Expressway EB and WB  
 Functional Classification: Freeway  
 Current ADT: 184,807 VPD (2020) Design Year ADT: 239,767 VPD (2040)  
 Design Hour Volume (DHV): 18,445 Truck Percentage (%) 34  
 Designed Speed (mph): 55 (Travel) Legal Speed (mph): 55 (Travel)  
45 (DSL) 45 (DSL)

	Existing	Proposed
Number of Lanes:	4	5
Type of Lanes:	4 through lanes	4 through lanes and 1 DSL
Pavement Width:	60.0 ft.	69.0 ft.
Shoulder Width:	10.0 EB 8.0 WB ft.	10.0 EB 8.0 WB ft.
Median Width:	10.0 EB 11.0 WB ft.	1.0 EB 1.0 WB ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

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Name of Roadway I-80/94 Exit Ramp to I-65 SB  
 Functional Classification: Freeway

	Design Year		Design Year
Current ADT:	<u>36,798</u>	VPD (2020)	ADT: <u>44,458</u>
Design Hour Volume (DHV):	<u>3,554</u>	Truck Percentage (%)	<u>23</u>
Designed Speed (mph):	<u>50</u>	Legal Speed (mph):	<u>50</u>

	Existing	Proposed
Number of Lanes:	2	3
Type of Lanes:	Exit Ramp	Exit Ramp
Pavement Width:	24.0 ft.	36.0 ft.
Shoulder Width:	4.0 Inside 12.0 outside ft.	4.0 inside 12.0 outside ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

### BRIDGES AND/OR SMALL STRUCTURE(S):

*If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.*

Structure/NBI Number(s): Information provided in Appendix A-15 to A-17. Sufficiency Rating: \_\_\_\_\_  
 (Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:		
Number of Spans:		
Weight Restrictions:	ton	ton
Height Restrictions:	ft.	ft.
Curb to Curb Width:	ft.	ft.
Outside to Outside Width:	ft.	ft.
Shoulder Width:	ft.	ft.

*Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.*

There are 64 bridges and 81 culverts in the project area. Tables describing each of the bridges and culverts are provided in Appendix A-15 to A-17. No work is proposed for any of the bridges or culverts.

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### MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.*

A TMP was developed for the project by a team of state, regional, and local stakeholders. The TMP summarizes the overall MOT strategy to accommodate traffic during construction while minimizing adverse impacts, maximizing safety and mobility, addressing construction contract requirements, and documents key decisions through the project development process. The primary goal of the MOT strategy is to facilitate traffic moving through the work zone as safely and efficiently as possible, while balancing the needs of the Contractor and project stakeholders. The MOT for the project will be implemented in several phases along the I-80/94 mainline and at the interchanges. The Draft TMP dated September 30, 2024, is provided in Appendix I-3 to I-45.

Along the I-80/94 mainline, the work will be completed under shoulder closures, single lane closures, and temporary road closures of 20-minute traffic stoppage. The speed limit within the mainline construction zones will be 45 mph. The MOT will maintain a minimum of 11.0-foot-wide travel lanes, 2.0-foot-wide shoulders, and 2.0-foot-wide lateral offsets where temporary traffic barriers are present. All four mainline travel lanes will be open in the WB and EB directions during daytime construction. During nighttime construction, the travel lanes will be reduced to three lanes in each direction. Temporary road closures will occur only at night between 9:00 pm and 6:00 am for a maximum of 20 minutes. Closures are required for gantry installation and removal of existing ITS devices. A rolling slowdown is the preferred method of temporary closure; however tight interchange spacing through the project corridor will require stoppage to provide a clear time for overhead sign installation and removal.

Short-term (maximum of two weeks) service interchange entrance and exit ramp closures and detours will be required during construction. Interchange ramp closures will be phased so that no two concurrent interchanges will close ramps during the same period. Signed detours will be provided for each ramp closure (Appendix I-28 to I-36). The Broadway Avenue and I-65 Interchange improvements will be constructed in phases with lane shifts and lane closures. Two lanes will be open at all times from I-80/94 EB to I-65 SB. The I-80/94 EB exit ramp to Broadway Avenue is anticipated to be closed for approximately 60 days.

The project team met with the City of Hammond Engineer and Deputy Fire Chief on December 18, 2024, to discuss the scope of the project, construction, local coordination, and MOT. During the meeting, the Festival of the Lakes was discussed, which is Hammond's annual five-day event held in mid-July. The city officials requested that INDOT coordinate Calumet Avenue ramp closures and detour routes with the city that may be scheduled during the week of the festival.

The project team met with the Lansing Village Engineer on December 19, 2024, to discuss the scope of the project, construction, local coordination, and MOT. The Village Engineer requested that the closure period of the Torrence Avenue entrance ramps to I-80/94 be minimized to the extent possible. Approximately 30,000 vehicles per day (VPD) enter the interstate at this location.

The project team met with the Town of Munster Director of Operations and the Utility Foreman on January 16, 2025, to discuss the scope of the project, construction, local coordination, and MOT. The town representatives did not express any concerns regarding the project during the meeting.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses, transit services, and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion. According to the TMP the following are firm mitigation commitments, which are included as environmental commitments in this CE document:

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- An ADA compliant detour will be provided for the sidewalks located through the Broadway Avenue Interchange. The sidewalk along the west side of Broadway Avenue will be closed between 26<sup>th</sup> Avenue and 33rd Avenue. The sidewalk along the east side of Broadway Avenue will remain open for pedestrians. Broadway Avenue crosswalks will be provided at 26<sup>th</sup> Avenue and 33rd Avenue.
- Once the project has been awarded, the Contractor will be required to engage with IDOT, INDOT and other stakeholders whose operations affect, or are affected by, the project's construction and/or maintenance of traffic.
- The Contractor will be responsible for scheduling and holding meetings with the TMP Team, to maintain the established MOT obligations, and to inform the TMP Team of construction activities and potential impacts to traffic operations.
- Concerns and requests provided by stakeholders will be tracked, monitored, and communicated throughout the duration of construction activities to ensure the safety of the public.
- The Contractor will be responsible for coordinating with the Consultant public information team and both IDOT and INDOT Offices of Communications regarding the construction schedule and upcoming activities, especially those that potentially impact traffic operations.
- If work is required for any reason, including emergency repairs, that restricts traffic outside of approved closure periods, the Contractor will be required to provide as much notice as possible to the Consultant public information team and both IDOT and INDOT Offices of Communications.
- Due to high traffic volumes and speeds, advance warning signage will be provided to alert motorists of the upcoming work zone, temporary worksite speed limit, changes in traffic patterns, potential traffic queues, ramp closures, and detours. Advance messaging will be provided using both standard construction signs and PCMS.

### ESTIMATED PROJECT COST AND SCHEDULE

<b>Illinois</b>								
Engineering			Right-of-way		Construction		\$1,500,000	(2025)
							\$34,000,000	(2026)
<b>Indiana</b>								
		(2025)						
	\$5,120,310	Federal						
Engineering	\$568,923	State						
								(2026)
		(2026)			(2026)		\$93,150,000	Federal
	\$18,709,7005	Federal	Right-of-way	\$15,000	State	Construction	\$27,500,000	State
		(2027)						
	\$7,057,800	Federal						(2027)
	\$784,200	State					\$34,334,669	Federal
								(2028)
							\$39,868,078	Federal
							\$4,429,453	State

Anticipated Start Date of Construction: Spring 2026

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### RIGHT-OF-WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.0	0.0
Commercial	0.0	0.0
Agricultural	0.0	0.0
Forest	0.0	0.0
Wetlands	0.37	0.0
Other:	0.0	0.0
Other:	0.0	0.0
<b>TOTAL</b>	<b>0.37</b>	<b>0.0</b>

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

#### Illinois and Indiana

Approximate state-owned ROW limits within the project area range from 120.0 feet to 340.0 feet from the center of the I-80/94 pavement. The existing ROW consists of paved surfaces, noise walls, maintained roadway side slopes, drainage ditches, wetlands, streams, and forested areas.

All work will be completed within existing state-owned ROW limits in Illinois. In Indiana, approximately 0.37 acre of permanent ROW will be required for this project, which is located along the south side of the I-80/94 EB exit ramp to Broadway Avenue (Appendix B-19). No temporary ROW will be required for this project in either Illinois or Indiana.

If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

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

### SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent on January 11, 2023, and December 29, 2023, to Indiana agencies (Appendix C-1 to C-6). IDOT requested that early coordination letters not be sent to Illinois agencies since this activity is not consistent with IDOT's project development process.

Agency	Date Sent	Date Response Received	Appendix
FHWA	January 11, 2023	No response received	N/A
Indiana Geological and Water Survey (IGWS)	January 11, 2023	November 16, 2023	C-7 to C-9
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR-DFW)	December 29, 2023	January 26, 2024	C-10 to C-14
Indiana Department of Environmental Management (IDEM)	January 11, 2023	No response received	N/A
National Park Service	January 11, 2023	No response received	N/A
Natural Resources Conservation Service	January 11, 2023	January 12, 2023, and March 18, 2024	C-15 to C-17
US Department of Housing & Urban Development (US HUD)	January 11, 2023	No response received	N/A
INDOT LaPorte District	January 11, 2023	January 12, 2023	C-18
INDOT Central Office	January 11, 2023	No response received	N/A
INDOT Office of Aviation	January 11, 2023	January 13, 2023	C-19
US Army Corps of Engineers (USACE), Chicago District	January 11, 2023	January 13 and 19, 2023	C-20 and C-21

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Agency	Date Sent	Date Response Received	Appendix
US Fish and Wildlife Service (USFWS)	January 11, 2023	January 19, 2023	C-25 and C-26
Lake County Council	January 11, 2023	No response received	N/A
Lake County Highway Department	January 11, 2023	January 20, 2023	C-22
Lake County Surveyor	January 11, 2023	No response received	N/A
Lake County Commission	January 11, 2023	No response received	N/A
Lake County Soil and Water Conservation District	January 11, 2023	No response received	N/A
Lake County Health Department	January 11, 2023	No response received	N/A
Lake County MS4 Coordinator	January 11, 2023	No response received	N/A
Lake County Plan Commission	January 11, 2023	No response received	N/A
Lake County Economic Development Department	January 11, 2023	No response received	N/A
Lake County Emergency Management and Homeland Security	January 11, 2023	No response received	N/A
Lake County Sheriff's Department	January 11, 2023	No response received	N/A
Lake County Parks and Recreation Department	January 11, 2023	No response received	N/A
Northwestern Indiana Regional Planning Commission (NIRPC)	January 11, 2023	No response received	N/A
City of Gary Mayor's Office	January 11, 2023	No response received	N/A
City of Gary Common Council	January 11, 2023	No response received	N/A
City of Gary Parks, Venues, and Recreation Department	January 11, 2023	No response received	N/A
City of Gary Environmental Affairs Department	January 11, 2023	No response received	N/A
City of Gary Community Development	January 11, 2023	No response received	N/A
City of Gary Chamber of Commerce	January 11, 2023	No response received	N/A
City of Gary Public Works Department	January 11, 2023	No response received	N/A
City of Gary Police Department	January 11, 2023	No response received	N/A
City of Gary Fire Department	January 11, 2023	No response received	N/A
City of Gary Fire Department	January 11, 2023	No response received	N/A
Gary Community School Corporation	January 11, 2023	No response received	N/A
Gary Schools Director of Transportation	January 11, 2023	No response received	N/A
City of Hammond Mayor's Office	January 11, 2023	No response received	N/A
City of Hammond Common Council	January 11, 2023	No response received	N/A
City of Hammond Parks and Recreation Board	January 11, 2023	No response received	N/A
City of Hammond Parks and Recreation Department	January 11, 2023	No response received	N/A
City of Hammond Planning Department	January 11, 2023	No response received	N/A
City of Hammond Development Corporation	January 11, 2023	No response received	N/A
City of Hammond Public Works	January 11, 2023	No response received	N/A
City of Hammond Board of Public Works and Safety	January 11, 2023	No response received	N/A
City of Hammond Planning and Development	January 11, 2023	No response received	N/A
City of Hammond Police Department	January 11, 2023	No response received	N/A
City of Hammond Fire Department	January 11, 2023	January 20, 2023	C-23
City of Hammond Schools Superintendent	January 11, 2023	No response received	N/A
City of Hammond Schools Director of Transportation	January 11, 2023	No response received	N/A
Hammond Hispanic Community Committee	January 11, 2023	No response received	N/A
Munster Town Manager	January 11, 2023	January 26, 2023	C-24
Munster Town Council Members - Wards 1, 2, 3, and 4	January 11, 2023	No response received	N/A
Town of Munster Public Works Department	January 11, 2023	No response received	N/A
Town of Munster Chamber of Commerce	January 11, 2023	No response received	N/A
Town of Munster Fire Department	January 11, 2023	No response received	N/A
Town of Munster Police Department	January 11, 2023	No response received	N/A
Town of Munster Parks and Recreation Department	January 11, 2023	No response received	N/A
Town of Highland Mayor's Office	January 11, 2023	No response received	N/A
Town of Highland Public Works Department	January 11, 2023	No response received	N/A
Town of Highland Town Council	January 11, 2023	No response received	N/A
Town of Highland Economic Development Department	January 11, 2023	No response received	N/A
Highland and Griffith Chamber of Commerce	January 11, 2023	No response received	N/A
Town of Highland Fire Department	January 11, 2023	No response received	N/A
Town of Highland Police Department	January 11, 2023	No response received	N/A

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Agency	Date Sent	Date Response Received	Appendix
Town of Highland Parks and Recreation Department	January 11, 2023	No response received	N/A
Town of Highland School Superintendent	January 11, 2023	No response received	N/A
Town of Highland School Transportation Manager	January 11, 2023	No response received	N/A
Indiana University Northwest-Gary, President's Office	January 11, 2023	No response received	N/A
Purdue University Northwest-Hammond	January 11, 2023	No response received	N/A
Little Calumet River Basin Development Commission	January 11, 2023	No response received	N/A
Shirley Heinze Land Trust	January 11, 2023	No response received	N/A
St. John Baptist Church	January 11, 2023	No response received	N/A
St. Timothy Community Church	January 11, 2023	No response received	N/A
Unity Church of Christ	January 11, 2023	No response received	N/A
Life Point Church	January 11, 2023	No response received	N/A
Riverside Community Church	January 11, 2023	No response received	N/A
Grace Missionary Baptist Church	January 11, 2023	No response received	N/A
Abundant Life Tabernacle	January 11, 2023	No response received	N/A
Greater Saint James African Methodist Episcopal Church	January 11, 2023	No response received	N/A

All applicable recommendations are included in the Environmental Commitments section of this CE document.

### SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features	<u>Presence</u>	<u>Impacts</u>																			
	Yes	Yes	No																		
Federal Wild and Scenic Rivers State Natural, Scenic or Recreational Rivers Nationwide Rivers Inventory (NRI) listed Outstanding Rivers List for Indiana Navigable Waterways	<table border="1" style="width: 100%; height: 100%;"> <tr><td style="text-align: center;"><b>X</b></td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> </table>	<b>X</b>						<table border="1" style="width: 100%; height: 100%;"> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> </table>							<table border="1" style="width: 100%; height: 100%;"> <tr><td style="text-align: center;"><b>X</b></td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> </table>	<b>X</b>					
<b>X</b>																					
<b>X</b>																					

Total streams in project area:	2,501.0	Linear feet (LF)	Total impacted streams:	0.0	LF Illinois and Indiana
	154.0	LF Illinois			
	2,347	LF Indiana			

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
<b>Illinois</b>				
Little Calumet River	Perennial	154.0	0.0	Approximately 1,100.0 feet north of the I-94/US 6 Interchange, flows southeast under I-94, likely a water of the US (Appendix F-19).
<b>Indiana</b>				
Burns Ditch	Perennial	460.0	0.0	Flows northeast under I-80/94, approximately 1,300.0 feet east of Dakota Street. It is likely a water of the US (Appendix F-95).
Little Calumet River	Perennial	1,634.0	0.0	Crosses the project area in three locations; approximately 775.0 feet west of Holman Avenue where it flows south under I-80/94, 450 feet west of Georgia Street where it flows north under I-80/94, and 170 feet west of Dakota Street where it flows east on the north side of I-80/94. It is likely a water of the US (Appendix F-52, F-86, F-94, and F-95).
UNT 1 to Little Calumet River	Intermittent	150.0	0.0	Flows southwest out of the project area, approximately 5.0 feet east of the Kennedy Avenue interchange. It is likely a water of the US (Appendix F-62).

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Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
UNT 2 to Little Calumet River	Intermittent	19.0	0.0	Flows east on the southside of I-80/94, approximately 65.0 feet west of the intersection of Jennings Street and 27th Place. It is likely a water of the US (Appendix F-76).
UNT 3 to Little Calumet River	Perennial	84.0	0.0	Flows north from underneath the I-80/94 WB ramp to I-65 NB, approximately 400.0 feet east of Dakota Street. It is likely a water of the US (Appendix F-94).

*Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

**Illinois**

A Waters of the U.S. (WOTUS) report was prepared for the project for water resources in Illinois. The Illinois WOTUS was approved by IDOT on May 8, 2024. Please refer to Appendix F-6 to F-35 for the WOTUS report. It was determined that there is one river within the Illinois portion of the project area.

The Little Calumet River crosses the project area in both Illinois and Indiana. In Illinois, the river is located approximately 1,100.0 feet north of the I-94/US 6 Interchange and flows southeast under I-94. Approximately 154.0 linear feet of this river lies within the Illinois project area. At this location, the river exhibited an average ordinary high-water mark (OHWM) of 79.44 feet wide and 6.46 feet deep within the project area. No permanent or temporary impacts will occur to this river. The Little Calumet River is listed as a traditionally navigable water (TNW); therefore, it is anticipated that it will be considered a Waters of the US. The USACE makes all final determinations regarding jurisdiction.

**Indiana**

Based on the desktop review, the aerial map of the project area, and the Hybrid Red Flag Investigation (HRFI) report (Appendix E-1 to E-9), there are 133 streams, rivers, watercourses or other jurisdictional features within the 0.5-mile search radius. There are five streams, rivers, watercourse, or other jurisdictional features within or adjacent to the Indiana project area. That number was confirmed by the site visits on September 21 and 22, October 2-4, 17-20, and 23, 2023, and April 22-25, 2024, by Parsons.

A WOTUS report was prepared for the project for water resources in Indiana. The Indiana WOTUS report was approved by the INDOT Ecology and Waterway Permitting and Stormwater Office (EWPSO) on February 17, 2025. Please refer to Appendix F-36 to F-109 for the Indiana WOTUS report. It was determined that there are five streams and rivers within the Indiana portion of the project area. The USACE makes all final determinations regarding jurisdiction.

Burns Ditch flows northeast under I-80/94, approximately 1,300.0 feet east of Dakota Street in Indiana. Approximately 460.0 linear feet of this stream lies within the project area. Burns Ditch exhibited an average OHWM of 80.5 feet wide and 5.1 feet deep within the project area. It is classified as an average quality perennial stream. Burns Ditch is listed on IDEM's 303(d) List of Impaired Waters as impaired for Dissolved Oxygen (DO), *E. coli*, Impaired Biotic Communities (IBC), and polychlorinated biphenyls (PCBs) in fish tissue (Appendix E-7). No permanent or temporary impacts will occur to this stream. It is anticipated that Burns Ditch will be considered a Waters of the US. The USACE makes all final determinations regarding jurisdiction.

The Little Calumet River crosses the Indiana project area in three locations; approximately 775.0 feet west of Holman Avenue where it flows south under I-80/94, 450.0 feet west of Georgia Street where it flows north under I-80/94, and 170 feet west of Dakota Street where it flows east on the north side of I-80/94. The average OHWM of the river in Indiana was 37.1 feet wide and 5.3 feet deep within the project area. A total of approximately 1,634.0 linear feet of the Little Calumet River lies within the Indiana project area. It is classified as a poor-quality perennial stream. No permanent or temporary impacts will occur to this river. The Little Calumet River is listed as a traditionally navigable water (TNW); therefore, it is anticipated that it will be considered a Waters of the US. The USACE makes all final determinations regarding jurisdiction.

UNT 1 to Little Calumet River flows southwest out of the project area, approximately 5.0 feet east of the Kennedy Avenue Interchange in Indiana. Approximately 150.0 linear feet of this stream lies within the project area. UNT 1 to Little Calumet River exhibited an average OHWM of 9.7 feet wide and 0.8 feet deep within the project area. It is classified as a poor-quality intermittent stream. No permanent or temporary impacts will occur to this stream. It is anticipated that UNT 1 to Little Calumet River will be considered a Waters of the US. The USACE makes all final determinations regarding jurisdiction.

UNT 2 to Little Calumet River flows east on the southside of I-80/I94, approximately 65 feet west of the intersection of Jennings Street and 27th Place. Approximately 19.0 linear feet of this stream lies within the project area. UNT 2 to Little Calumet River exhibited an average OHWM of 2.0 feet wide and 0.5 feet deep within the project area. It is classified as a poor-quality intermittent

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stream. No permanent or temporary impacts will occur to this stream. It is anticipated that UNT 2 to Little Calumet River will be considered a Waters of the US. The USACE makes all final determinations regarding jurisdiction.

UNT 3 to Little Calumet River flows north from underneath the I-80/94 WB ramp to I-65 NB, approximately 400.0 feet east of Dakota Street. Approximately 84.0 linear feet of this stream lies within the project area. UNT 3 to Little Calumet River exhibited an average OHWM of 15.4 feet wide and 4.3 feet deep within the project area. It is classified as a poor-quality perennial stream. No permanent or temporary impacts will occur to this stream. It is anticipated that UNT 3 to Little Calumet River will be considered a Waters of the US. The USACE makes all final determinations regarding jurisdiction.

Burns Ditch is a channelized portion of Deep River, which is listed on Indiana's *Register of Outstanding River and Streams*. Deep River is listed as a state-designated canoe/boating route and identified as having outstanding ecological, recreational, or scenic importance. No other streams are identified on the *Outstanding Rivers and Streams* nor the *State Natural, Scenic and Recreational River* lists. None of the documented streams are listed as a *Federal Wild and Scenic River*, nor are they listed in the *Nationwide Rivers Inventory*.

### Non-Jurisdictional Features

There are 19 roadside ditches (RSDs) only within the Indiana section of the project area, totaling approximately 14,952.0 linear feet. No RSDs were identified within the Illinois portion of the project area. The RSDs lacked either an OHWM or wetland characteristics. Therefore, they were considered to be non-jurisdictional features.

Burns Ditch is the only impaired water resource within the project area. The following Best Management Practices (BMPs) are included as commitments in the Environmental Commitments section of this CE document.

- Workers who are working in or near Burns Ditch should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure.
- Exposure to PCBs in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. Workers will be informed. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary.

Little Calumet River, UNTs 1, 2, and 3 to Little Calumet River, and Burns Ditch will be labeled "Do Not Disturb" on design plans and protected onsite with temporary protective resource fencing and prohibitive signing.

The USACE responded to early coordination on January 19, 2023, stating that a jurisdictional determination and/or permit authorizing impacts to waters of the US may be needed before proceeding with the project (Appendix C-20).

In correspondence dated January 19, 2023, USFWS stated that it is imperative that no pollutants of any kind reach roadside ditches, wetlands, and the West Branch Little Calumet River due to this project, including petroleum products or other chemicals that might spill from the machinery/equipment being used. Emergency response equipment and spill containment materials must be maintained at the active work areas and contained fueling and fuel storage areas need to be designated at least 150 feet away from any of the wetlands and waterways (Appendix C-25 and C-26).

The USFWS noted that sections of the levees are also present along the project corridor (Appendix C-25 and C-26). The levees are part of the USACE's Little Calumet River Flood Control Project, which consists of approximately 20 miles of levees and flood walls between the Illinois/Indiana state line and I-65. The project will not permanently or temporarily impact the levees or flood walls.

In correspondence dated January 26, 2024, IDNR-DFW provided recommendations for streams and rivers. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway. Any incidental fallen material or debris in the waterway must be removed within 24 hours using best management practices, particularly lifting material out of the waterway and not dragging it across the streambed whenever possible (Appendix C-10 to C-14).

All applicable recommendations are included in the Environmental Commitments section of this CE document.

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**Open Water Feature(s)**

Reservoirs  
Lakes  
Farm Ponds  
Retention/Detention Basin  
Storm Water Management Facilities  
Other: \_\_\_\_\_

**Presence**

X
X

**Impacts**

Yes	No
	X
	X

Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

**Illinois**

A WOTUS report was prepared for water resources in Illinois. The Illinois WOTUS was approved by IDOT on May 8, 2024. Please refer to Appendix F-6 to F-35 for the WOTUS report. A review of aerial mapping determined that there are five open water features adjacent to the Illinois project area, but there are no open water features within the project area. The USACE makes all final determinations regarding jurisdiction.

The project will not impact any of the five open water features because they are located outside of the IDOT ROW and all work in the vicinity of these resources will occur within the existing ROW limits. Therefore, no impacts are expected.

**Indiana**

Based on the desktop review, the aerial map of the project area, and the HRFI report (Appendix E-1 to E-9) there are 119 open water features within the 0.5-mile search radius. There are 10 open water features adjacent to the project area. That number was confirmed by the site visits on September 21 and 22, October 2-4, 17-20, and 23, 2023, and April 22-25, 2024, by Parsons.

A WOTUS report was prepared for water resources in Indiana. The WOTUS was approved by INDOT EWPSO on February 17, 2025. Please refer to Appendix F-36 to F-109 for the WOTUS report. It was determined that there are no open water features within the project area. The USACE makes all final determinations regarding jurisdiction.

The project will not impact any of the 10 open water features because they are located outside of the INDOT ROW and all work in the vicinity of these resources will occur within the existing ROW limits. Therefore, no impacts are expected.

Agency responses to early coordination did not provide applicable recommendations to open water features.

All applicable recommendations are included in the Environmental Commitments section of this CE document.

**Wetlands**

**Presence**

X
---

**Impacts**

Yes	No
X	

Total wetland area:	37.16 Acres	Total wetland area	00.00 Acre	Illinois
	0.55 Acre Illinois	impacted:	1.85 Acres Permanent	Indiana
	36.61 Acres Indiana		1.14 Acres Temporary	Indiana

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres Permanent/Temporary	Quality	Comments (i.e. location, likely Water of the US, appendix reference)
<b>Illinois</b>					
Wetland 1	Emergent	0.05	0.00/0.00	Poor	Approximately 70.0 feet west of the edge of pavement of I-94 SB and east of Berg Drive. Connects to an open waterbody, likely a water of the State (Appendix F-18).
Wetland 2	Emergent	0.12	0.00/0.00	Poor	Approximately 25.0 feet south of the roadway within the southeast quadrant of the I-80/94/294 Interchange. Likely a water of the State (Appendix F-22).

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Wetland No.	Classification	Total Size (Acres)	Impacted Acres Permanent/Temporary	Quality	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland 3	Emergent	0.10	0.00/0.00	Poor	Approximately 30.0 feet south of the roadway within the southeast quadrant of the I-80/94/294 Interchange. Likely a water of the State (Appendix F-22 and F-23).
Wetland 4	Emergent	0.22	0.00/0.00	Poor	Approximately 35.0 feet south of I-294 EB, north of 175th Street. Likely a water of the State (Appendix F-24).
Wetland 5	Emergent	0.03	0.00/0.00	Poor	Approximately 50.0 feet north of I-80 WB, west of Torrence Avenue. Likely a water of the State (Appendix F-25).
Wetland 6	Emergent	0.03	0.00/0.00	Poor	Approximately 35.0 feet north of I-80 WB, east of Torrence Avenue. Likely a water of the State (Appendix F-25 and F-26).
<b>Indiana</b>					
Wetland 1	Emergent	0.43	0.00/0.00	Poor	Approximately 30.0 feet north of I-80/94 WB within the northwest quadrant of the Indianapolis Boulevard interchange. Likely a water of the State (Appendix F-58).
Wetland 2	Emergent	1.20	0.00/0.00	Poor	Approximately 10.0 feet north of I-80/94 WB within the northeast quadrant of the Indianapolis Boulevard Interchange. Likely a water of the State (Appendix F-58 and F-59).
Wetland 3	Emergent	0.02	0.00/0.00	Poor	Approximately 5.0 feet south of I-80/94 EB within the southeast quadrant of the Indianapolis Boulevard Interchange. Likely a water of the State (Appendix F-59).
Wetland 4	Emergent	0.01	0.00/0.00	Poor	Approximately 55.0 feet north of I-80/94 WB within the northeast quadrant of the Indianapolis Boulevard Interchange. Likely a water of the State (Appendix F-59).
<b>Wetland 5</b>	Emergent	1.25	0.00/0.01	Poor	Approximately 15.0 feet north of I-80/94 WB, east of Woodmar Avenue. Likely a water of the US (Appendix F-59 to F-61).
Wetland 6	Emergent	0.01	0.00/0.00	Poor	Approximately 50.0 feet south of I-80/94 EB within the southwest quadrant of the Kennedy Avenue Interchange. Likely a water of the State (Appendix F-61).
Wetland 7	Emergent	0.06	0.00/0.00	Poor	Approximately 35.0 feet north of I-80/94 WB, west of McCook Avenue. Likely a water of the State (Appendix F-61).
Wetland 8	Emergent	0.61	0.00/0.00	Poor	Approximately 25.0 feet north of I-80/94 WB within the northwest quadrant of the Kennedy Avenue Interchange. Likely a water of the State (Appendix F-61).
Wetland 9	Emergent	0.06	0.00/0.00	Poor	Approximately 5.0 feet north of I-80/94 WB within the northwest quadrant of the Kennedy Avenue Interchange. Likely a water of the US (Appendix F-63 and F-64).
Wetland 10	Emergent	0.50	0.00/0.00	Poor	Approximately 20.0 feet north of I-80/94 WB within the northeast quadrant of the Kennedy Avenue Interchange. Likely a water of the State (Appendix F-62).
<b>Wetland 11</b>	Emergent	1.92	0.00/0.02	Poor	Approximately 50.0 feet south of I-80/94 EB, south of 177th Street. Likely a water of the State (Appendix F-64 to F-66).
Wetland 12	Emergent	0.03	0.00/0.00	Poor	Approximately 5.0 feet south of I-80/94 EB, north of 179th Street. Likely a water of the State (Appendix F-65).
Wetland 13	Emergent	0.12	0.00/0.00	Poor	Approximately 10.0 feet north of I-80/94 WB, south of 177th Place. Likely a water of the State (Appendix F-67).
Wetland 14	Emergent	0.96	0.00/0.00	Poor	Approximately 20.0 feet north of I-80/94 WB within the northwest quadrant of the SR 912 interchange. Likely a water of the State (Appendix F-67 and F-68).
Wetland 15	Emergent	0.05	0.00/0.00	Poor	Approximately 25.0 feet north of I-80/94 WB, east of SR 912. Likely a water of the State (Appendix F-70).

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Wetland No.	Classification	Total Size (Acres)	Impacted Acres Permanent/Temporary	Quality	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland 16	Emergent	0.02	0.00/0.00	Poor	Adjacent to the south of I-80/94 EB, west of Colfax Street. Likely a water of the State (Appendix F-71).
Wetland 17	Emergent	0.05	0.00/0.00	Poor	Approximately 20.0 feet north of I-80/94 WB, west of Burr Street. Likely a water of the State (Appendix F-72).
Wetland 18	Emergent	0.03	0.00/0.00	Poor	Approximately 25.0 feet north of I-80/94 WB within the northwest quadrant of the Burr Street Interchange. Likely a water of the State (Appendix F-72).
<b>Wetland 19</b>	Emergent	2.83	0.00/0.14	Poor	Approximately 30.0 feet north of I-80/94 WB within the northeast quadrant of the Burr Street Interchange. Likely a water of the State (Appendix F-73 to F-76).
Wetland 20	Emergent	0.38	0.00/0.00	Poor	Approximately 30.0 feet north of I-80/94 WB, between Clark Road and Chase Street. Likely a water of the US (Appendix F-75 and 76).
<b>Wetland 21</b>	Emergent	0.83	0.00/0.01	Poor	Approximately 30.0 feet south of I-80/94 EB, west of 27th Place. Likely a water of the US (Appendix F-77 to F-79).
<b>Wetland 22</b>	Emergent	0.28	0.001/0.01	Poor	Approximately 25.0 feet south of I-80/94 EB, east of Chase Street. Likely a water of the State (Appendix F-79).
<b>Wetland 23</b>	Emergent	0.11	0.00/0.004	Poor	Approximately 15.0 feet south of I-80/94 EB, west of the Grant Street interchange. Likely a water of the State (Appendix F-79).
Wetland 24	Emergent	0.10	0.00/0.00	Poor	Approximately 5.0 feet south of I-80/94 EB within the southwest quadrant of the Grant Street Interchange. Likely a water of the State (Appendix F-79).
Wetland 25	Emergent	0.28	0.00/0.00	Poor	Approximately 5.0 feet south of I-80/94 EB within the southwest quadrant of the Grant Street Interchange. Likely a water of the State (Appendix F-79).
Wetland 26	Emergent	0.29	0.00/0.00	Poor	Approximately 20.0 feet north of I-80/94 WB, west of the Grant Street interchange. Likely a water of the US (Appendix F-80).
<b>Wetland 27</b>	Emergent	0.78	0.00/0.04	Poor	Approximately 15.0 feet north of I-80/94 WB within the northwest quadrant of the Grant Street Interchange. Likely a water of the US (Appendix F-80 and F-81).
Wetland 28	Emergent	0.14	0.00/0.00	Poor	Approximately 15.0 feet south of I-80/94 EB within the southeast quadrant of the Grant Street Interchange. Likely a water of the State (Appendix F-80).
Wetland 29	Emergent	0.42	0.00/0.00	Poor	Approximately 5.0 feet south of I-80/94 EB, between the Grant Street Interchange and Harrison Street. Likely a water of the State (Appendix F-80).
<b>Wetland 30</b>	Forested	1.36	0.00/0.03	Poor	Approximately 15.0 feet north of I-80/94 WB within the northeast quadrant of the Grant Street Interchange. Likely a water of the US (Appendix F-80 and F-81).
<b>Wetland 31</b>	Emergent	1.00	0.78/0.00	Poor	Approximately 30.0 feet north of I-80/94 WB within the northeast quadrant of the Grant Street Interchange. Likely a water of the US (Appendix F-82 to F-84).
<b>Wetland 32</b>	Forested	0.68	0.00/0.07	Poor	Approximately 15.0 feet north of I-80/94 WB, east of the Grant Street Interchange. Likely a water of the State (Appendix F-82 and F-84).
Wetland 33	Emergent	0.17	0.00/0.00	Poor	Approximately 5.0 feet south of I-80/94 EB, west of the Broadway Avenue Interchange. Likely a water of the State (Appendix F-82).
Wetland 34	Emergent	0.02	0.00/0.00	Poor	Approximately 10.0 feet south of I-80/94 EB within the southwest quadrant of the Broadway Avenue Interchange. Likely a water of the State (Appendix F-82).

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Wetland No.	Classification	Total Size (Acres)	Impacted Acres Permanent/Temporary	Quality	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland 35	Emergent	0.28	0.00/0.00	Poor	Approximately 5.0 feet north of I-80/94 WB, west of the Broadway Avenue Interchange. Likely a water of the State (Appendix F-82).
<b>Wetland 36</b>	Emergent	0.04	0.04/0.00	Poor	Approximately 45.0 feet north of I-80/94 WB, west of the Broadway Avenue Interchange. Likely a water of the State (Appendix F-83).
<b>Wetland 37</b>	Emergent	0.20	0.12/0.00	Poor	Approximately 10.0 feet north of I-80/94 WB, west of the Broadway Avenue Interchange. Likely a water of the State (Appendix F-83).
Wetland 38	Emergent	0.20	0.00/0.00	Poor	Approximately 15.0 feet east of Broadway Avenue, south of the I-80/94 Interchange. Likely a water of the State (Appendix F-84).
Wetland 39	Emergent	0.22	0.00/0.00	Poor	Approximately 30.0 feet east of Broadway Avenue, south of the I-80/94 Interchange. Likely a water of the US (Appendix F-84).
<b>Wetland 40</b>	Emergent	1.46	0.05/0.02	Poor	Approximately 10.0 feet south of I-80/94 EB within the southwest quadrant of the Broadway Avenue Interchange. Likely a water of the US (Appendix F-84 and F-85).
Wetland 41	Emergent	0.31	0.00/0.00	Poor	Approximately 10.0 feet south of I-80/94 EB within the southeast quadrant of the Broadway Avenue Interchange. Likely a water of the State (Appendix F-84).
Wetland 42	Emergent	0.06	0.00/0.00	Poor	Approximately 20.0 feet south of I-80/94 EB, between the Broadway Avenue Interchange and Georgia Street. Likely a water of the State (Appendix F-84).
Wetland 43	Emergent	0.36	0.00/0.00	Poor	Approximately 10.0 feet north of I-80/94 WB within the northwest quadrant of the Broadway Avenue Interchange. Likely a water of the State (Appendix F-84).
<b>Wetland 44</b>	Emergent	1.00	0.00/0.04	Poor	Approximately 10.0 feet north of I-80/94 WB within the northeast quadrant of the Broadway Avenue Interchange. Likely a water of the US (Appendix F-84 and F-85).
<b>Wetland 45</b>	Emergent	0.27	0.02/0.00	Poor	Approximately 30.0 feet north of I-80/94 WB within the northeast quadrant of the Broadway Avenue Interchange. Likely a water of the US (Appendix F-85 and F-86).
<b>Wetland 46</b>	Emergent	0.42	0.00/0.10	Poor	Approximately 20.0 feet north of I-80/94 WB, between the Broadway Avenue Interchange and Georgia Street. Likely a water of the US (Appendix F-85 and F-86).
<b>Wetland 47</b>	Emergent	1.15	0.03/0.02	Poor	Approximately 20.0 feet south of I-80/94 EB, east of Georgia Street. Likely a water of the US (Appendix F-86 and F-87).
<b>Wetland 48</b>	Emergent	1.23	0.00/0.05	Poor	Approximately 10.0 feet north of I-80/94 WB, east of Georgia Street. Likely a water of the US (Appendix F-86 and F-87).
<b>Wetland 49</b>	Emergent	2.05	0.01/0.50	Poor	Approximately 15.0 feet south of I-80/94 EB, between Georgia Street and Martin Luther King Drive. Likely a water of the US (Appendix F-87 to F-91).
Wetland 50	Emergent	0.03	0.00/0.00	Poor	Approximately 10.0 feet north of I-80/94 WB, between Georgia Street and Martin Luther King Drive. Likely a water of the US (Appendix F-87).
<b>Wetland 51</b>	Emergent	0.45	0.00/0.03	Poor	Approximately 25.0 feet south of I-80/94 EB, west of the I-65 Interchange. Likely a water of the State (Appendix F-87).
<b>Wetland 52</b>	Emergent	0.80	0.80/0.00	Poor	Approximately 10.0 feet north of I-80/94 WB, east of Martin Luther King Drive. Likely a water of the State (Appendix F-87).

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Wetland 53	Emergent	0.02	0.00/0.00	Poor	Approximately 20.0 feet north of I-80/94 WB, east of Martin Luther King Drive. Likely a water of the State (Appendix F-88).
Wetland 54	Emergent	0.19	0.00/0.00	Poor	Approximately 30.0 feet north of I-80/94 WB, east of Martin Luther King Drive. Likely a water of the State (Appendix F-88 and F-92).
Wetland 55	Emergent	0.50	0.00/0.00	Poor	Approximately 10.0 feet south of I-80/94 EB, east of the exit ramp to I-65. Likely a water of the State (Appendix F-90).
Wetland 56	Emergent	0.12	0.00/0.00	Poor	Approximately 40.0 feet north of I-80/94 WB, north of the I-65 Interchange. Likely a water of the State (Appendix F-92).
Wetland 57	Emergent	0.13	0.00/0.00	Poor	Approximately 25.0 feet northwest of I-65 SB within the southern quadrant of the I-65 Interchange. Likely a water of the State (Appendix F-93).
Wetland 58	Emergent	0.02	0.00/0.00	Poor	Approximately 10.0 feet south of I-80/94 EB within the central infield of the I-65 Interchange. Likely a water of the State (Appendix F-93).
Wetland 59	Emergent	0.23	0.00/0.00	Poor	Approximately 5.0 feet south of I-80/94 EB within the southeast quadrant of the I-65 Interchange. Likely a water of the State (Appendix F-94).
Wetland 60	Emergent	0.32	0.00/0.00	Poor	Approximately 25.0 feet south of I-80/94 EB within the southeast quadrant of the I-65 Interchange. Likely a water of the State (Appendix F-95).
Wetland 61	Emergent	0.22	0.00/0.00	Poor	Approximately 30.0 feet north of I-80/94 WB within the northeast quadrant of the I-65 Interchange. Likely a water of the State (Appendix F-96).
Wetland 62	Emergent	0.15	0.00/0.00	Poor	Approximately 10.0 feet north of I-80/94 WB, northwest of the Central Avenue Interchange. Likely a water of the US (Appendix F-96).
Wetland 63	Emergent	0.55	0.00/0.00	Poor	Approximately 55.0 feet south of I-80/94 EB within the infield of the Central Avenue Interchange. Likely a water of the US (Appendix F-96 and F-97).
<b>Wetland 64</b>	Emergent	0.50	0.00/0.01	Poor	Approximately 20.0 feet south of I-80/94 EB within the infield of the Central Avenue Interchange. Likely a water of the State (Appendix F-97 and F-98).
<b>Wetland 65</b>	Emergent	4.02	0.00/0.02	Poor	Approximately 20.0 feet south of I-80/94 EB, west of Clay Street. Likely a water of the US (Appendix F-98 to F-104).
Wetland 66	Emergent	0.08	0.00/0.00	Poor	Approximately 5.0 feet south of I-80/94 EB, east of Clay Street. Likely a water of the US (Appendix F-97).
Wetland 67	Emergent	0.02	0.00/0.00	Poor	Approximately 10.0 feet north of I-80/94 WB, east of Clay Street. Likely a water of the State (Appendix F-98).
Wetland 68	Emergent	0.05	0.00/0.00	Poor	Approximately 20.0 feet north of I-80/94 WB, between Clay Street and the Ripley Street Interchange. Likely a water of the State (Appendix F-104).
Wetland 69	Emergent	0.12	0.00/0.00	Poor	Approximately 20.0 feet south of I-80/94 EB, west of Newton Street. Likely a water of the State (Appendix F-104).
Wetland 70	Emergent	1.17	0.00/0.00	Poor	Approximately 10.0 feet south of I-80/94 EB within the southwest quadrant of the Ripley Street Interchange. Likely a water of the State (Appendix F-53 and F-54).
Wetland 71	Emergent	0.03	0.00/0.00	Poor	Approximately 20.0 feet north of I-80/94 WB within the northwest quadrant of the Ripley Street Interchange. Likely a water of the State (Appendix F-54).

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Wetland 72	Emergent	0.04	0.00/0.00	Poor	Approximately 20.0 feet south of I-80/94 EB and 1,200.0 feet east of the I-80/94 and Indianapolis Boulevard Interchange. Likely a water of the US (Appendix F-60).
Wetland 73	Emergent	0.16	0.00/0.00	Poor	Within the southeast quadrant of the I-80/94 and Kennedy Avenue Interchange. Likely a water of the State (Appendix F-62).
<b>Wetland 74</b>	Emergent	0.05	0.001/0.01	Poor	Adjacent to the north side of I-80/94 WB, south of Dowling Park. Likely a water of the State (Appendix F-63).
<b>Wetland 75</b>	Emergent	0.05	0.00/0.01	Poor	Adjacent to the north side of I-80/94 WB, approximately 100.0 feet west of Kentucky Avenue. Likely a water of the State (Appendix F-64).
Wetland 76	Emergent	0.17	0.00/0.00	Poor	Within the southeast quadrant of the I-80/94 and SR 912 Interchange. Likely a water of the US (Appendix F-67).
Wetland 77	Emergent	0.17	0.00/0.00	Poor	Approximately 20.0 feet south of I-80/94 EB, and 50.0 feet west of Chase Street. Likely a water of the State (Appendix F-76).

### Documentation

### ESD Approval Dates

**Wetlands (Mark all that apply)**

Wetland Determination  
 Wetland Delineation  
 USACE Isolated Waters Determination

X
X

<b>February 17, 2025.</b>
<b>February 17, 2025.</b>

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

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

X
X

*Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

**Illinois**  
 A WOTUS report was prepared for water resources in Illinois. The Illinois WOTUS was approved by IDOT on May 8, 2024. Please refer to Appendix F-6 to F-35 for the WOTUS report. It was determined that there are six wetlands in Illinois within the project area. Based on the field investigations, all six wetlands are likely jurisdictional waters of the State. These wetlands were delineated for a total of 0.55 acre. The USACE makes all final determinations regarding jurisdiction. The project will not have permanent or temporary impacts to any of the six wetlands.

IDOT completed a Natural Resources Review (NRR) for the project, which noted that none of the delineated resources are high-quality wetlands (Appendix C-55 to C-57).

Wetlands 1, 2, 3, 4, 5, and 6 will be labeled on the plans as "Do Not Disturb - Environmentally Sensitive Area" and protected onsite with temporary protective resource fencing and prohibitive signing. No impacts are expected (Appendix B-22 to B-35 and B-90 to B-95. This is included as a firm commitment in the Environmental Commitments section of this CE document.

**Indiana**  
 Based on the desktop review, the aerial map of the project area, and the HRFI report (Appendix E-1 to E-9) there are 566 wetlands within the 0.5-mile search radius. There are 210 wetlands within or adjacent to the project area. That number was updated to 77 during the site visits on September 21 and 22, October 2-4, 17-20, and 23, 2023, and April 22-25, 2024, by Parsons.

A WOTUS report was prepared for wetland resources in Indiana. The WOTUS was approved by INDOT EWPSO on February 17, 2025. Please refer to Appendix F-36 to F-109 for the WOTUS report. Field investigations identified 77 likely jurisdictional wetlands



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	<u>Presence</u>	<u>Impacts</u>	
<b>Terrestrial Habitat</b>	<input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Total terrestrial habitat in project area: 230.0 Acre(s)      Total tree clearing: 0.0 Acre(s)

*Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

**Illinois and Indiana**  
 Based on a desktop review, site visits on September 21 and 22, October 2-4, 17-20, and 23, 2023, and April 22-25, 2024, by Parsons, the aerial map of the project area (Appendix B-3 to B-17), terrestrial habitats within the study area mainly consisted of maintained grassy ROW and large tracts of wetlands. Wetlands are primarily dominated by common reed (*Phragmites australis*). Other non-dominate early successional herbaceous species noted within the wetlands were tapertip flatsedge (*Cyperus acuminatus*), purple loosestrife (*Lythrum salicaria*), broadleaf cattail (*Typha latifolia*), smooth pigweed (*Amaranthus hybridus*), and tall false rye grass (*Schedonorus arundinaceus*). No species in the tree, sapling/shrub, or woody vine stratum were recorded.

Evidence of wildlife passages were observed above the OHWM along the banks of Little Calumet River, UNT to 1 Little Calumet River, and Burns Ditch.

Total terrestrial habitat within the project area is approximately 230.0 acres. Approximately 10.0 acres of terrestrial habitat will be impacted by the installation of new gantries, standalone poles, sidewalks, drainage structures, and improvements to the Broadway Avenue and I-65 interchanges. Avoiding impacts to terrestrial habitat is not feasible because it is present within the state-owned ROW along the north and south sides of I-80/94 and within the interchanges. No tree clearing/trimming will occur; therefore, no tree mitigation is anticipated.

In correspondence dated January 26, 2024, IDNR-DFW provided recommendations to maintain or improve wildlife passages at existing and proposed crossings to reduce wildlife mortality along roadways; revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges and wildflowers native to Northern Indiana as soon as possible; and implement erosion and sediment control measures until disturbed area are stabilized (Appendix C-10 to C-14).

All applicable recommendations are included in the Environmental Commitments section of this CE document.

**Protected Species**  
**Federally Listed Bats**

	<b>Yes</b>	<b>No</b>
Information for Planning and Consultation (IPaC) determination key completed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 7 informal consultation completed (IPaC cannot be completed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 7 formal consultation Biological Assessment (BA) required	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Determination Received for Listed Bats from USFWS:      NE <input type="checkbox"/> NLAA <input checked="" type="checkbox"/> LAA <input type="checkbox"/>		

**Other Species not included in IPaC**

	<b>Yes</b>	<b>No</b>
Additional federal species found in project area (based on IPaC species list)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
State species (not bird) found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Migratory Birds**

	<b>Yes</b>	<b>No</b>
Known usage or presence of birds (i.e. nests)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
State bird species based upon coordination with IDNR	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.*

**Illinois**  
 The IDOT NRR provided by EcoCAT identified protected resources that may be in the vicinity of the proposed project (C-55 to C-57). The Illinois Natural Heritage Database has records of the state endangered Blanding's turtle (*Emydoidea blandingii*) within 0.75 mile east of the project limits. The state endangered Kalm's St. Johnswort (*Hypericum kalmianum*) has been documented within the Volbretch Woods Nature Preserve adjacent to the project area. The state endangered and federally threatened Eastern massasauga (*Sistrurus catenatus*) has been documented within 0.6 mile of the project area. The NRR noted that there are no suitable habitats for these species within the

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project area therefore, the project will not adversely impact these species. The Illinois Department of Natural Resources (DNR) concurred with the findings of the NRR, that adverse effects to natural resources are unlikely (Appendix C-58).

### Indiana

Based on a desktop review and the HRFI report (Appendix E-1 to E-9), completed by Parsons on April 11, 2024, the IDNR Lake County Endangered, Threatened and Rare (ETR) Species List was checked. According to the IDNR-DFW early coordination response letter dated January 26, 2024 (Appendix C-10 to C-14), the Natural Heritage Program's Database was reviewed, and 10 bird species have been documented within the 0.5 mile of the project area. These species include the state endangered American bittern (*Botaurus lentiginosus*), black-crowned night-heron (*Nycticorax nycticorax*), common gallinule (*Gallinula galeata*), least bittern (*Ixobrychus exilis*), marsh wren (*Cistothorus palustris*), Virginia rail (*Rallus limicola*), yellow-headed blackbird (*Xanthocephalus xanthocephalus*); and the state special concern great egret (*Ardea alba*), osprey (*Pandion haliaetus*), and bald eagle (*Haliaeetus leucocephalus*). IDNR-DFW stated in their early coordination response that since all proposed work will occur along the highway, which is not suitable habitat for the above-listed birds, no significant negative effects are expected to these species due to this project.

The IDNR-DFW early coordination response letter also identified four state threatened plants that have been documented within 0.5 mile of the project area. These plants include the northern catalpa (*Catalpa speciosa*), ostrich fern (*Matteuccia struthiopteris*), prairie gray sedge (*Carex conoidea*), and wolf's spike-rush (*Eleocharis wolfii*). IDNR-DFW stated that they do not anticipate any significant effects to these species due to the FlexRoad project.

An INDOT 0.5-mile bat review occurred on October 30, 2025. The review did not indicate the presence of threatened or endangered bat species in or within 0.5 mile of the project area in Indiana. None of the bridges inspected for bats during the site visits on September 21 and 22, October 2-4, 17-20, and 23, 2023, and April 22-25, 2024, by Parsons, showed any evidence of use.

### USFWS (Federal)

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C-27 to C-43). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and northern long-eared bat (NLEB) (*Myotis septentrionalis*). The list includes the tricolored bat (*Perimyotis subflavus*), which has a listing status of "Proposed Endangered"; therefore, it is not a listed species protected under Section 7 of the Endangered Species Act. However, it is anticipated that the likelihood of impacts will align with the effect determination for the Indiana Bat and the NLEB.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana Bat and NLEB*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on January 12, 2024, and based on the responses provided, the project was found to "*May Affect - Not Likely to Adversely Affect*" the Indiana bat and/or the NLEB (Appendix C-44 to C-55). INDOT reviewed and verified the effect finding on January 12, 2024, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) for this project include Lighting AMM1 and General AMM 1. They are included as firm commitments in the Environmental Commitments section of this document.

IDOT completed an IPaC effect determination key and determined that the project is within the scope of the programmatic biological opinion and is "*Not Likely to Adversely Affect*" the Indiana bat or NLEB provided the following conservation measures are implemented (Appendix C-58):

- Trees 3 inches in diameter at breast height shall not be cleared from April 1st through October 31st of any given year.
- Should the project require temporary or permanent lighting, all lighting shall be installed in accordance with FHWA's guide for bats, which recommends that lighting does not increase illumination above ambient conditions and that incorporates full cut off, downward facing lights directed away.

These measures are included as firm commitments in the Environmental Commitments section of this CE document.

The official species list generated from IPaC indicated five other species present within the project area, the federally threatened Rufa red knot (*Calidris canutus rufa*), eastern massasauga (*Sistrurus catenatus*), and eastern prairie fringed orchid (*Platanthera leucophaea*); the federally endangered Hine's emerald dragonfly (*Somatochlora hineana*), and leafy prairie-clover (*Dalea foliosa*); and the proposed threatened species monarch butterfly (*Danaus plexippus*) and western regal fritillary (*Argynnis idalia occidentalis*). There is no critical habitat for these species in the project vicinity, and the project will not jeopardize their continued existence. Based on the rationales provided in the following table, the project will have No Effect on the five federally listed species. The Illinois DNR determined that adverse effects to these species are unlikely (Appendix C-59).

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Name	Federal Listing	Determination	Rationale
Rufa red knot	Threatened	<b>No Effect</b>	This species is known or believed to occur in Cook and Lake Counties. The No Effect determination is based on the habitat requirements for this species. Although there is proposed critical habitat for this species, none occurs within the project area. The Rufa red knot is a long-distance migratory shorebird. The Rufa red knots using the Mississippi Flyway rely on wetland and lake features for feeding during their migrations. The wetlands within the project area are low quality dominated by common reed ( <i>Phragmites australis</i> ) along busy interstate roadways. No lake features are present within the project area. Based the lack of suitable habitat within the project area, this project will have No Effect on the Rufa red knot.
Eastern massasauga	Threatened	<b>No Effect</b>	There is no known critical habitat for this species in the project vicinity. The No Effect determination is based on the habitat requirements for this species. The eastern massasauga has been found in a variety of wetland habitats, including bogs, fens, shrub swamps, wet meadows, marshes, and floodplain forests. The wetlands within the project area are low quality dominated by common reed, which is not the preferred habitat for this species.
Eastern prairie fringed orchid	Threatened	<b>No Effect</b>	There is no known critical habitat for this species in the project vicinity. The No Effect determination is based on the habitat requirements for this species. The eastern prairie fringed orchid occurs in wetland habitats in full sun such are prairies and sedge meadows. The wetlands within the project area are low quality dominated by common reed, which is not the preferred habitat for this species.
Hine's emerald dragonfly	Endangered	<b>No Effect</b>	There is no known critical habitat for this species in the project vicinity. The No Effect determination is based on the habitat requirements for this species. This species occurs in wet meadows and marshes, which are groundwater fed and have slowly flowing water through grass-like plants. The wetlands within the project area are low quality dominated by common reed, which is not the preferred habitat for this species.
Leafy prairie-clover	Endangered	<b>No Effect</b>	There is no known critical habitat for this species in the project vicinity. In Illinois, this species is only known to occur in Will County. It has not been observed in Indiana. The No Effect determination is based on the habitat requirements for this species. The leafy prairie-clover occurs in prairies with limestone substrates and rocky riverbanks. These habitats are not found within the project area.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

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**Geological and Mineral Resources**

	Yes	No
Project located within the Indiana Karst Region	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Karst features identified within or adjacent to the project area	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Oil/gas or exploration/abandoned wells identified in the project area	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): \_\_\_\_\_

*Discuss if project is located in the Indiana Karst Region and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)*

**Illinois**  
The Thornton Quarry is located adjacent to the west end of the project area (Appendix B-3). It is one of the largest commercial stone quarries in the world. This quarry produces aggregates, stone, sand, and several other products. No impacts to the quarry are expected. Based on a desktop review of the Illinois State Geological Survey's maps of Coal Mines and Industrial Mineral Mines and Karst Areas, there are no karst areas or active mineral resources extraction sites in the project area. Therefore, no impacts are expected.

**Indiana**  
Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topographical map of the project area (Appendix B-2) and the HRFI report (Appendix E-1 to E-9), there are no karst features identified within or adjacent to the project area. There is one petroleum well within the 0.5-mile search radius. According to the HRFI, no mining and mineral exploration resources were identified that will have an impact on the project area.

In the early coordination response dated November 16, 2023, IGWS did not indicate that karst features exist in the project area (Appendix C-7 to C-9). The response noted that the project area has a high liquefaction potential, a high potential for bedrock resources, a low potential for sand and gravel resources, a floodway, and that there are no documented active mineral resources extraction sites in the project area. Response from IGWS has been communicated with the designer on March 19, 2024. No impacts are expected.

**SECTION C – OTHER RESOURCES**

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Drinking Water Resources</b>			
Wellhead Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source Water Protection Area(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Well(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urbanized Area Boundary	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Water System(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, is the FHWA/EPA SSA MOU Applicable?		<input type="checkbox"/>	<input type="checkbox"/>
If Yes, is a Groundwater Assessment Required?		<input type="checkbox"/>	<input type="checkbox"/>

*Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.*

**Illinois**  
According to the U.S. Environmental Protection Agency (USEPA) map of Sole Source Aquifers, there are no sole source aquifers in the project area. A detailed groundwater assessment is not needed, and no impacts are expected.

The Illinois State Geological Survey's Water and Related Wells Map (ILWATER) website (<https://www.arcgis.com/apps/webappviewer/index.html?id=e06b64ae0c814ef3a4e43a191cb57f87/>) was accessed on May 14, 2024, by Parsons. There are two water wells adjacent to the project area. One well is located on the north side of I-80/94 on the west side of the I-80/94 and IL-394 Interchange. The second well is located south of the I-80/94 and Torrence Avenue Interchange. The project will not impact either water well because they are located outside of the IDOT ROW and all work in the vicinity of these wells

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will occur within the existing ROW limits. Therefore, no impacts are expected.

This project is located where there are public water systems. Based on a desktop review of the Drinking Water Branch Water Systems list on the Illinois EPA website (<https://water.epa.state.il.us/dww/JSP/WaterSystems.jsp?PointOfContactType=none&number=&name=&county=Cook>), three public water systems were identified within the project area, South Holland, Calumet City, and Lansing. Lake Michigan is the water source for other municipalities within the project area. The Project team, in conjunction with the IDOT Region 1 Area Utility Coordinator have ongoing utility engineering and coordination meetings, which includes the Metropolitan Water Reclamation District of Chicago (Appendix I-2). A Spill Prevention, Control, and Counter-Measure Plan (SPCCP) will be developed for the project and maintained throughout construction. The SPCCP will at a minimum comply with IDOT Standard Specifications. Therefore, no impacts are expected to the public water systems.

### Indiana

The project is located in Lake County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

The IDEM's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on December 12, 2023, by Parsons. This project is not located within a Wellhead Protection Area. No impacts are expected. The project is within a Source Water Area (SSA), which extends east of the I-80/94 and Kennedy Avenue Interchange to the eastern project terminus. A SPCCP will be developed for the project and maintained throughout construction. The SPCCP will at a minimum comply with INDOT Standard Specifications. Therefore, no impacts are expected to the SSA.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on March 22, 2023, by Parsons. There are five water wells along I-80/94 in Indiana located; south of I-80/94 on State Line Avenue, along the north side of I-80/94 between the I-80/94 and Kennedy Avenue Interchange and Parrish Avenue, at the Jean Sheperd Community Center, south of the Cline Avenue entrance ramp to I-80/94 EB, and on the northside of I-80/94 at the I-65 Interchange. These wells will not be affected because all work will be in INDOT's ROW. Therefore, no impacts are expected. Should it be determined during the ROW phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) and the Indiana Map website (<https://maps.indiana.edu>) by Parsons on April 12, 2024, this project is located in an Urban Area Boundary (UAB). Early coordination letters were sent on January 11, 2023, to the Lake County MS4 Coordinator, Town of Munster Public Works Department, and Town of Highland Public Works Department (Appendix C-1 to C-6). The MS4 coordinator and Public Works Departments did not respond within the 30-day time frame. The preferred alternative will improve the MS4. Storm sewer and ditch work will be completed in the vicinity of Indianapolis Avenue and Kennedy Avenue to alleviate flooding issues in these areas. New storm sewers and ditches will be installed along Broadway Avenue, south of the interchange with I-80/94.

Based on a desktop review, site visits on September 21 and 22, October 2-4, 17-20, and 23, 2023, and April 22-25, 2024, by Parsons, the aerial map of the project area (Appendix B-8 to B-17), coordination with municipal utility departments and private water companies, this project is located where there is a public water system. Lake Michigan is the water source for municipalities within the project area. The Project team, in conjunction with the INDOT Utilities and Rail Office have ongoing utility engineering and coordination meetings, which includes Hammond Water, Indiana American Water, Town of Munster Public Works Department, and Town of New Chicago Waterworks (Appendix I-2). The public water systems will not be affected because all work will be in INDOT's ROW. Early coordination letters were sent on January 11, 2023, to Public Works Departments in Hammond, Highland, Munster, and Gary (Appendix C-1 to C-6). None of these departments responded within the 30-day time frame.

A SPCCP will be developed for the project and maintained throughout construction. The SPCCP will at a minimum comply with INDOT Standard Specifications. Therefore, no impacts are expected to the public water systems.

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<b>Floodplains</b>	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Project located within a regulated floodplain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Longitudinal encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transverse encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

If applicable, indicate the Floodplain Level?

Level 1       Level 2       Level 3       Level 4       Level 5

*Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.*

**Illinois**

Based on a desktop review of The Illinois Resource Management Mapping Service website (<https://www.rmms.illinois.edu/>) by Parsons on April 23, 2024, this project is located in a regulatory floodplain as determined from Illinois floodplain maps (Appendix F-3). At the request of IDOT, early coordination was not conducted with the floodplain administrators in Illinois. The floodplain impacts of this project in Illinois will not be substantial because the work involves the installation of TSMO devices, which will not affect flood heights or floodplain limits.

**Indiana**

Based on a desktop review of the IDNR Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by Parsons on November 15, 2023, and the HRFI (Appendix E-1 to E-9), this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F-3 to F-5). An early coordination letter was sent on January 11, 2023, to local floodplain administrators (Appendix C-1 to C-6). The floodplain administrators did not respond within the 30-day time frame. This project qualifies as Category 3 per the current INDOT CE Manual, which states:

The modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. The existing drainage system will be modified to avoid conflicts with the new TSMO system. New storm sewer inlets will be installed and ditch work will be completed in the vicinity of Indianapolis Avenue and Kennedy Avenue to alleviate flooding issues in these areas. New storm sewer inlets and ditches will be installed along Broadway Avenue, south of the interchange with I-80/94. These changes will not cause a minimal increase in flood heights and flood limits. They will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency services or emergency routes; therefore, it has been determined that this encroachment is not substantial.

<b>Farmland</b>	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Agricultural Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Total Points (from Section VII of CPA-106/AD-1006*) _____			
<i>*If 160 or greater, see CE Manual for guidance.</i>			

*Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.*

**Illinois and Indiana**

Based on a desktop review, site visits on September 21 and 22, October 2-4, 17-20, and 23, 2023, and April 22-25, 2024, by Parsons, the aerial map of the project area (Appendix B-3 to B-17), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on January 11, 2023, to NRCS. In correspondence dated March 18, 2024, NRCS stated the proposed project will not cause conversion of prime farmland (Appendix C-17).

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### SECTION D – CULTURAL RESOURCES

**Minor Projects PA**      **Categories and Types** Category B, Types 2, 3, 9, and 16      **INDOT Approval Date(s)** May 15, 2024      **N/A**

**Full 106 Effect Finding**  
 No Historic Properties Affected       No Adverse Effect       Adverse Effect

**Eligible and/or Listed Resources Present**  
 NRHP Building/Site/District(s)       Archaeology       NRHP Bridge(s)

Documentation Prepared (mark all that apply)	ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	<input type="checkbox"/>	<input type="checkbox"/>
800.11 Documentation	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties Report or Short Report	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Records Check and Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ia Survey Report	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>
Memorandum of Agreement (MOA)	<input type="checkbox"/>	<input type="checkbox"/>
	<b>MOA Signature Dates (List all signatories)</b>	
	<input style="width: 100%; height: 20px;" type="text"/>	

*If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.*

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider the effects of their actions on cultural resources that are listed, or eligible for listing in the National Register of Historic Places (NRHP) in consultation with the State Historic Preservation Officer (SHPO) and other consulting parties to share their findings with the public.

**Illinois**

On August 3, 2021, IDOT conducted a Review of Known Resources in Illinois for the PEL study (Appendix D-1). 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 (Historic and Architectural Resources Geographic Information System (HARGIS) and National Park Service websites, found no known historic architectural resources in the Environmental Survey Request (ESR) limits for the project. A preliminary review of Google Street View and historic aerial photos identified one property, the Thornton Quarry (circa 1834) that warrants NRHP consideration under Criteria A, C, and D (Appendix D-1). The Thornton Quarry is located beyond the western end of the project area; therefore, no impact is expected (Appendix B-3).

A database review of the Illinois Inventory of Archaeological Sites identified 12 previously recorded sites within or adjacent to the ESR limits. One site, 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 (Appendix D-1). The Hoxie site is located outside the project area; therefore, no impact is expected.

**Indiana**

On May 15, 2024, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Types 2, 3, 9, and 16 under the Minor Projects Programmatic Agreement (MPPA) (Appendix D-2 to D-12).

- Category B-2: Installation of new lighting, signals, signage, and other traffic control devices under the specified conditions.
- 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 specified conditions.
- Category B-9: Installation, replacement, repair, lining, or extension of culverts and other drainage structures under the specified conditions.

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- Category B-16: Installation of mechanically stabilized earth (MSE) walls, retaining walls and noise barriers (including earth berms, ground mounted noise walls and structure mounted noise walls) not exceeding 30.0 feet in height within the Interstate ROW under the specified conditions.

The project is occurring within previously disturbed soils. 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. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled. If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction in the immediate area of the find will be stopped and the INDOT CRO and the IDNR Division of Historic Preservation and Archaeology (IDNR-DHPA) will be notified immediately.

### SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	<u>Presence</u>	<u>Use</u>	
		<u>Yes</u>	<u>No</u>
<b>Parks and Other Recreational Land</b>			
Publicly owned park	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Publicly owned recreation area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Wildlife and Waterfowl Refuges</b>			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Historic Properties</b>			
Site eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b><u>Evaluations Prepared</u></b>			
Programmatic Section 4(f)	<input type="checkbox"/>		
"De minimis" Impact	<input type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>		
Any exception included in 23 CFR 774.13	<input type="checkbox"/>		

*Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.*

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

#### Illinois

Based on a desktop review, the aerial map of the project area (Appendix B-3 to B-17), Section 106 documentation (Appendix D-1 to D-12), six Section 4(f) resources presented in the following table are located within or adjacent to the project area in Illinois. No roadway improvements or gantries will be constructed within or adjacent to any of the six parks in Illinois. No ROW, temporary or permanent, will be acquired from these properties.

Facility Name	Address/Location	Owner	Characteristics
Thornwood Park	East 173 <sup>rd</sup> Street and Indian Avenue South Holland	City of South Holland	1.24 acres; one baseball field (Appendix B-3)
Vollbrecht Park	East 172 <sup>nd</sup> Street South Holland	City of South Holland	2.2 acres; playground area and swings (Appendix B-6)

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Facility Name	Address/Location	Owner	Characteristics
Wampum Lake Nature Preserve	South Holland	The Forest Preserve District of Cook County	412 acres; lake; fishing; picnic shelters; nature preserve; and hiking trails (Appendix B-6)
Thorn Creek Greenway	East 175 <sup>th</sup> Street and Vollbrecht Road South Holland	The Forest Preserve District of Cook County	23 miles of walking and bicycle trails; and nature preserve (Appendix B-6)
Burnham Greenway	Torrence Avenue, north of 159 <sup>th</sup> Street/Oaks Drive Calumet City	The Forest Preserve District of Cook County	11.5 miles of paved trail on a former railroad right of way (Appendix B-7)
Bock Park	3001 175 <sup>th</sup> Street Lansing	Lan-Oak Park District	7.5 acres: fishing, lakes, nature preserve, walking trails; and dog park; playground area; picnic shelters (Appendix B-7)

IDOT completed a NRR for the project, which included a review of the Illinois Natural Heritage Database (Appendix C-55 to C-57). The database identified the Wampum Lake Nature Preserve, the Wampum Lake Seepage Area Illinois Natural Area Inventory (INAI) site, and the Vollbrecht Road Woods INAI site as adjacent to the project area. The NRR noted that the project will not adversely impact these sites.

The project will not acquire permanent or temporary ROW from any of the six resources. It will not indirectly use the resources in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no Section 4(f) use is expected.

### Indiana

Based on a desktop review, the aerial map of the project area (Appendix B-8 to B-17), Section 106 documentation (Appendix D-1 to D-12), and the HRFI report (Appendix E-1 to E-9), there are 102 potential Section 4(f) resources located within the 0.5-mile search radius. According to additional research and by the site visits on September 21 and 22, October 2-4, 17-20, and 23, 2023, and April 22-25, 2024, by Parsons, there are 13 Section 4(f) resources located within or adjacent to the project area.

Thirteen Section 4(f) resources presented in the following table are located within or adjacent to the project area in Indiana. One gantry will be installed adjacent to Dowling Park over I-80/94 WB. One gantry will be installed adjacent to Carlson Oxbow Park over I-80/94 EB. These two gantries will not directly or indirectly impact either park, as they will be located within the existing state-owned ROW.

Facility Name	Address/Location	Owner	Characteristics
River's Edge Disc Golf Course	1 River Drive Munster	Town of Munster	4.1-acre park; 19-hole disc golf course; and open space (Appendix B-8)
Monon Trail	5925 Calumet Avenue Hammond	City of Hammond	4.4 miles paved shared-use path between Munster and Hammond on a former railroad right of way (Appendix B-8)
Rich's Park	177 <sup>th</sup> Street and Harrison Avenue Hammond	City of Hammond	1.0-acre playground area (Appendix B-8)
Riverside Park	Calumet Avenue and River Drive North Hammond	City of Hammond	56.0 acres; 2 ball fields; cross country skiing; 18-hole disc golf course; hiking trail; playground area; restrooms; rugby field; and dog park (Appendix B-8 and B-9)
Optimist Park Youth Sports Complex	River Drive and Columbia Avenue Hammond	City of Hammond	18.6 acres; restrooms; concessions; 5 ball fields; playground; and paved pathway (Appendix B-9)
Erie Trail Linear Park	Sibley Street Hammond	City of Hammond	16.9 miles paved shared-use path between Hammond and Crown Point on a former railroad right of way (Appendix B-9)
Dowling Park	175 <sup>th</sup> Street and Parrish Avenue Hammond	City of Hammond	51.0 acres; football field; dog park; paved paths, playground area, fishing; Jean Shepard Community Center; and Dowling Athletic Complex (Appendix B-10)

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Facility Name	Address/Location	Owner	Characteristics
Carlson Oxbow Park	177 <sup>th</sup> Street Hammond	City of Hammond	88.7 acres; nature park (Appendix B-10)
Three Rivers County Park and Bellaboo's Play and Discovery Center	2800 Colorado Street Lake Station	Lake County	95.9 acres; fishing docks; picnic shelters; walking and bike trail; education center; and playground area (Appendix B-17)
Grand Boulevard Lake Recreation Area	2410 Grand Boulevard Lake Station	City of Lake Station	5.0 acres; lake; boat ramp; and 1.1 miles walking trail (Appendix B-17)
Lake Station Skate Park (formerly Four Winds Park)	2350 Morgan Street Lake Station	City of Lake Station	26.0 acres; skateboarding ramps and playground equipment (Appendix B-17)
Thomas A. Edison Junior Senior High School	3304 Parkside Avenue Lake Station	Lake Station Community School Corporation	14.0 acres; ballfields, running track, tennis courts (Appendix B-17)
Miller Park	20 <sup>th</sup> Avenue Lake Station	City of Lake Station	1.0-acre; basketball court and playground equipment (Appendix B-17)

There has been coordination with the municipalities and none of them has expressed concerns about project impacts to Section 4(f) resources.

The project will not use these resources by taking permanent right of way and will not indirectly use the resources in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no Section 4(f) use is expected.

**Section 6(f) Involvement**

**Presence**

**Use**

**Section 6(f) Property**

Yes

No

*Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.*

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

**Illinois**

A review of the LWCF website (<https://lwcf.tplgis.org/mappast/>) identified 145 properties in Cook County, Illinois. None of the properties are located within or adjacent to the project area. Therefore, there will be no impacts to Section 6(f) resources.

**Indiana**

A review of Section 6(f) properties on the INDOT ESD website revealed a total of 49 properties in Lake County, Indiana (Appendix I-1). Two Section 6(f) properties, Dowling Park and Grand Boulevard Lake Recreation Area are located within or adjacent to the project area.

Dowling Park is a 51-acre public park which includes a football field, dog park, paved paths, playground area, fishing area, the Jean Shepard Community Center, and the Dowling Athletic Complex (Appendix B-10). It is located on JF Mahoney Drive adjacent to the east side of the I-80/94/Kennedy Avenue Interchange on the north side of I-80/94. One gantry will be installed adjacent to Dowling Park over I-80/94 WB. The project will not acquire permanent or temporary ROW from the park. The gantry will not directly or indirectly impact the park since it will be located within the existing state-owned ROW.

Grand Boulevard Lake Recreation Area is a city park located on Grand Boulevard in Lake Station, Indiana (Appendix B-17). This park is adjacent to the south side of I-80/94 between the I-80/94 and I-65 Interchange and the I-80/94 and Ripley Street Interchange. It has a lake, a boat ramp, and a 1.1-mile walking trail. This park is located east of the construction limits and the project will not require permanent or temporary ROW from this property. Therefore, the project will not impact the Grand Boulevard Lake Recreation Area.

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### SECTION F – Air Quality

**STIP/TIP and Conformity Status of the Project**

- Is the project in the most current STIP/TIP?
- Is the project located in an MPO Area?
- Is the project in an air quality non-attainment or maintenance area?
- If Yes, then:
  - Is the project in the most current MPO TIP?
  - Is the project exempt from conformity?
- If No, then:
  - Is the project in the Transportation Plan (TP)?
  - Is a hot spot analysis required (CO/PM)?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Location in STIP:

The project is incorporated by reference into the Fiscal Year (FY) 2026-2030 INDOT STIP.

Name of MPO (if applicable):

Chicago Metropolitan Agency for Planning (CMAP) Northwestern Indiana Regional Planning Commission (NIRPC)

Location in TIP (if applicable):

CMAP TIP Document 25-03  
NIRPC FY 2026-2030 TIP Adopted May 15, 2025,  
page 54 of 146

Level of MSAT Analysis required?

Level 1a  Level 1b  Level 2  Level 3  Level 4  Level 5

*Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.*

The National Ambient Air Quality Standards (NAAQS), established by the US Environmental Protection Agency (USEPA), set maximum allowable concentration limits for six criteria air pollutants. Areas in which air pollution levels persistently exceed the NAAQS may be designated as “nonattainment.” States where a nonattainment area is located must develop and implement a State Implementation Plan (SIP) containing policies and regulations that will bring about attainment of the NAAQS. Areas that had been designated as nonattainment, but that have attained the NAAQS for the criteria pollutant(s) associated with the nonattainment designation, will be designated as maintenance areas.

**Illinois**

All areas of Illinois currently are in attainment of the standards for five of the six criteria pollutants: particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. For the eight-hour ozone, Cook, DuPage, Kane, Lake, McHenry, and Will Counties, as well as Aux Sable and Goose Lake Townships in Grundy County and Oswego Township in Kendall County, have been designated as marginal nonattainment areas.

This project is included in the Fiscal Year (FY) 2025-2029 Transportation Improvement Program (TIP) endorsed by the Metropolitan Planning Organization Policy Committee of CMAP for the region in which the project is located (Appendix H-3 and H-4). Projects in the TIP are considered to be consistent with the updated 2026 Regional Transportation Plan endorsed by CMAP. The project is within the fiscally constrained portion of the plan. On January 9, 2025, the FHWA and the FTA determined that the TIP also conforms with the SIP and the Clean Air Act Amendments (Appendix H-5).

These findings were in accordance with Determining Conformity of Federal Actions to State or Federal Implementation Plans 40 CFR Part 93. The project’s design concept and scope are consistent with the project information used for the TIP conformity analysis. Therefore, this project conforms to the existing SIP and the transportation related requirements of the 1990 Clean Air Act Amendments.

The TIP number for this project is 07-25-0002.

**Indiana**

This project is included in the FY 2026-2030 NIRPC TIP (Appendix H-6). The project is incorporated by reference into the FY 2026-2030 INDOT State Transportation Implementation Plan (STIP) (Appendix H-7 to H-10).

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This project is located in Lake County, Indiana, which is currently a nonattainment area for Ozone, under the 2015 Ozone 8-hour standard (Calumet, North, and Hobart Townships) and a maintenance area for the 2008 Ozone 8-hour standard. The project is also located in a maintenance area for the 1997 Ozone 8-hour standard, but the standard was revoked in 2015. The project's design concept and scope are accurately reflected in both the NIRPC TP and the TIP and both conform to the SIP. Therefore, the conformity requirements of 40 CFR 93 have been met.

This project is located in Lake County, Indiana, which is currently in attainment for the 2012 PM 2.5 standard. On February 7, 2024, the USEPA strengthened PM 2.5 standard; however, the USEPA has yet to promulgate final area designations. The project's design concept and scope are accurately reflected in both the NIRPC TP and the TIP and both conform to the SIP. Therefore, the conformity requirements of 40 CFR 93 have been met.

This project is located in Lake County, Indiana, which is partially a maintenance area for carbon monoxide (CO), under the 1971 CO Standard. Only a portion of Lake County bounded by Columbus Drive on the north, the Indiana Harbor Canal railroad on the west, 148<sup>th</sup> Street if extended, on the south, and Euclid Avenue on the east. The project is located entirely outside the area that is designated as a maintenance area. Therefore, the project is located in an attainment area for CO.

Lake County is in attainment for all other transportation related criteria pollutants according to the USEPA's *Green Book*. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

### **Mobile Source Air Toxics (MSAT)**

The purpose of this project is to increase the operational efficiency of the corridor by reducing travel times and increasing travel time reliability and improve safety in the corridor by reducing crashes. The project will add capacity by allowing dynamic shoulder lanes and dynamic lane control within the corridor. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the No Build Alternative.

Moreover, USEPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES3 model forecasts a combined reduction of over 76.0 percent in the total annual emissions rate for the priority MSAT from 2020 to 2060 while vehicle-miles of travel are projected to increase by 31.0 percent (*Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents*, FHWA, January 18, 2023). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

### **Hot Spot Analysis (PM2.5)**

A hot spot analysis is defined in 40 CFR 93.101 as an estimation of likely future localized PM2.5 pollutant concentrations and a comparison of those concentrations to the relevant air quality standards. This project is a nonexempt project. The project is located in Cook County, Illinois and Lake County, Indiana, which are identified as attainment areas for PM2.5 based on the 2012 PM2.5 NAAQS. On February 7, 2024, the USEPA strengthened PM 2.5 standard; however, the USEPA has yet to promulgate final area designations. Therefore, no hot spot analysis is required.

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### SECTION G - NOISE

<b>Noise</b>	<b>Yes</b>	<b>No</b>
Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Draft Noise Analysis was approved/technically sufficient by IDOT: August 1, 2024  
Date Noise Analysis was approved/technically sufficient by INDOT ESD: June 4, 2025

*Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.*

The addition of travel lanes classifies the proposed project as a Type I project. Therefore, in accordance with FHWA noise regulations (23 CFR 772), INDOT's *Traffic Noise Analysis Procedure* (2022), IDOT's *Highway Traffic Noise Assessment Manual* (2017), and the Illinois State Toll Highway Authority (ISTHA) *Traffic Noise Study and Abatement Policy* (2012), this action requires a traffic noise analysis. Two traffic noise analyses were prepared, one for the project section in Illinois and one for the project section in Indiana. Both noise analyses are provided in Appendix J.

#### Illinois

Noise measurements were taken at nine locations along the project corridor on March 21, 2023 (Appendix J-64 to J-71). The FHWA Traffic Noise Model (TNM) Version 2.5 was used to predict existing (2019) and future design (2040). A total of 422 receivers were evaluated to represent 472 receptors (residential units and other noise sensitive uses) which were modeled in the existing and proposed conditions.

Existing noise levels ranged from 60 to 73 decibels (dB(A)). Under the future build conditions, the predicted noise levels ranged from 57 to 72 dB(A). Predicted noise level increased under the build conditions typically increase slightly (less than 1 dB(A)). IDOT's *Highway Traffic Noise Assessment Manual* (2017) and ISTHA's *Traffic Noise Study and Abatement Policy* (2012) both state that noise impacts occur when predicted levels approach or exceed FHWA's Noise Abatement Criteria (NAC) or when predicted noise levels substantially exceed existing noise levels (by 15.0 or more dB(A)). Noise impacts were identified for 129 receptors. All noise impacts resulted from the predicted noise levels approaching or exceeding FHWA's NAC. Therefore, traffic noise impacts were predicted to occur within the project area, and noise abatement was under consideration.

Twelve existing and five proposed noise barriers were modeled at the following 17 locations within the project area where future noise impacts were identified. The 17 locations are also shown on figures in Appendix J-17 to J-62.

- ILExisting1 Barrier: North of I-80/294, west of Chicago Road
- ILExisting2 Barrier: South of I-80/294, west of Chicago Road
- ILExisting3 Barrier: South of I-80/294, west of Chicago Southland Lincoln Oasis
- ILExisting4 Barrier: North of I-80/294, west of Chicago Southland Lincoln Oasis
- ILExisting5 Barrier: Northeast corner of the IL-394 interchange
- ILExisting6 Barrier: West of I-94 between US 6 and 170<sup>th</sup> Street
- ILExisting7 Barrier: South of I-80/94, between the IL-394 interchange and Torrence Avenue
- ILExisting8 Barrier: South of I-80/94, east of Torrence Avenue
- ILExisting9 Barrier: North of I-80/94, between Torrence Avenue and Wentworth Avenue
- ILExisting10 Barrier: South of I-80/94, between Torrence Avenue and Wentworth Avenue
- ILExisting13 Barrier: North of I-80/94, east of Wentworth Avenue
- ILExisting14 Barrier: South of I-80/94, east of Wentworth Avenue
- ILNew1 Barrier: North of I-80/294, between Chicago Road and the Chicago Southland Lincoln Oasis
- ILNew3 Barrier: Northeast of the IL-394 interchange
- ILNew4 Barrier: West of I-94, north of the 159<sup>th</sup> Street/ US 6 Interchange
- ILNew6 Barrier: South of I-80/94, east of the IL-394 Interchange
- ILNew7 Barrier: North of I-80/94, east of Torrence Avenue

Of the 17 noise barriers analyzed, two met IDOT's feasibility and reasonableness criteria, ILNew3 and ILNew4. Neither of the two barriers are within the Illinois State Toll Highway Authority's jurisdiction.

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IDOT's feasibility and reasonableness criteria include:

- Noise barriers shall be evaluated to address the identified traffic noise impacts;
- Noise barriers shall be feasible (can be built and can achieve the traffic noise reduction feasibility criterion of at least 5.0 dB(A) for at least two impacted receptors);
- Noise barriers shall achieve the noise reduction design goal of at least 8.0 dB(A) for at least one benefited receptor (Reasonableness Criterion 1);
- Noise barriers shall be cost effective (i.e., may not exceed the allowable noise abatement cost) (Reasonableness Criterion 2); and
- Noise barriers shall be deemed desired by the benefited receptors (Reasonableness Criterion 3).

Proposed Barrier	CNE	Length (Feet)	Avg Height (Feet)	Square Footage	Benefited Receptors	Total Cost	Cost per Benefited Receptor	Allowable Cost per Benefited Receptor	Cost Effective?	Feasibility Criteria Met?	Reasonableness Criteria Met?*
ILNew3	B-4	773	13.26	10,247	12	\$307,412	\$25,618	\$30,000	Yes	Yes	Yes
ILNew4	B-30, C-20	3,227	14.31	46,167	106	\$1,385,019	\$13,066	\$30,462	Yes	Yes	Yes

\*Viewpoint solicitation is still needed for all Reasonableness Criteria to be met.

The 12 existing noise walls were not recommended for modifications (i.e., increasing the noise barrier height to 30 feet). ILExisting 1, 2, 7, 10, 13, and 14 did not meet ISTHA's noise reduction goal to be considered feasible. Noise impacts were not predicted at ILExisting 3, 4, 5, 6, 8, and 9, therefore modifications to these noise barriers were not required.

Three of the five proposed new noise barriers were not recommended due to cost or lack of noise reduction. ILNew 1 was not recommended because it was not reasonable based on the cost-effectiveness criterion set by ISTHA. This noise barrier was estimated to cost \$68,752 per benefited receptor, which exceeds the allowable cost of \$30,000. ILNew 6 and 7 were not recommended because these noise barriers did not provide a 5 dB(A) noise level reduction for at least two impacted receptors.

On August 1, 2024, IDOT approved the *Draft Noise Analysis Technical Report* dated July 2024 (Appendix J-72). The noise barriers were determined to meet the feasibility criteria, the noise reduction design goal, and the cost effectiveness criteria. In order to determine if these noise barriers will be implemented, viewpoints solicitation still needs to occur. Viewpoints solicitation will occur after the project's final design is approved. If the project's final design is different from the preliminary design, IDOT will determine if revisions to the traffic noise analysis are necessary. A final decision on noise abatement will not be made until the project's final design is approved and the public involvement process is complete.

### Indiana

Noise measurements were taken at 16 locations along the project corridor on March 21, 22, and 23, 2023 (Appendix J-105 to J-117). TNM 2.5 was used to predict existing (2019) and future year (2040) noise levels. A total of 1,358 receivers were evaluated to represent 1,360 receptors (residential units and other noise sensitive uses), which were modeled in existing and proposed conditions.

Existing noise levels ranged from 52.7 to 75.5 dB(A). Under the future build conditions, the predicted noise levels range from 52.6 to 75.6 dB(A). Predicted noise level increased under the build conditions typically increase slightly (less than 1 dB(A)). INDOT's *Traffic Noise Analysis Procedure* (2022) states that noise impacts occur when predicted levels approach or exceed FHWA's Noise Abatement Criteria (NAC) or when predicted noise levels substantially exceed existing noise levels (by 15.0 or more dB(A)). Noise impacts were identified for 53 receptors. Predicted noise level increases under the future build conditions generally increased slightly (less than 1 dB(A)). No predicted noise level increases exceeded 15 dB(A). Therefore, traffic noise impacts were predicted to occur within the project area, and noise abatement was under consideration.

Within the project area, there are 17 existing noise barriers that will not be physically impacted by the project. No noise impacts were identified behind these barriers in the future build condition. Therefore, no further evaluation of the existing noise barriers was required.

Proposed noise barriers were modeled at the following seven locations within the project area where future noise impacts were identified. The seven locations are also shown on figures in Appendix J-85 to J-101.

- INNew3 Barrier: North of I-80/94, between Colfax Street and the Burr Street interchange
- INNew4 Barrier: North of I-80/94, between Burr Street and Clark Road
- INNew5 Barrier: North of I-80/94, between Clark Road and Chase Street
- INNew6 Barrier: South of I-80/94, between Clark Road and Chase Street

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- INNew7 Barrier: North of I-80/94, between Grant Street and Harrison Street
- INNew9 Barrier: North of I-80/94, between I-65 and Central Avenue
- INNew10 Barrier: South of I-80/94, along the I-80/94 EB entrance ramp from I-65

None of the seven noise barriers analyzed met INDOT's feasibility and reasonableness criteria, which include:

- Acoustic Feasibility: At least a 5.0 dB(A) reduction at a majority of the impacted receptors.
- Engineering Feasibility: Considers environmental, drainage, safety, and construction issues.
- Maximum Square Footage: A barrier's total square footage must be less than or equal to 1,000 square feet per benefited receptor. If a majority of nearby receptors were constructed prior to the roadway being constructed, the allowable maximum square footage per benefited receptor is increased to 1,250 square feet.
- INDOT's Design Goal: The barrier must provide a substantial noise reduction (at least 7.0 dB(A)) for a majority of first-row receptors.
- Consideration and Obtaining Views of Residents and Property Owners: A survey will be mailed to each benefited receptor to consider the views of residents and property owners. The concerns and opinions of the property owners and residents will be balanced with other considerations in determining whether a barrier is appropriate for a given location.

The noise barriers did not meet INDOT's feasibility and reasonableness criteria. INNew 3, INNew5, INNew6, INNew9, and INNew10 did not meet the maximum square footage of abatement criterion. INNew7 did not meet the reasonable criteria for maximum square footage or the noise reduction goal of at least 7 dB(A) for a majority of the benefited first row receptors. INNew4 did not meet the engineering feasibility criterion. This noise barrier had design and construction challenges due to its location. The area between West 27th Avenue and I-80/94 ranges from approximately 3.0 to 7.0 feet wide. Within this area is a drainage swale. Constructing a noise barrier at this location would require extensive drainage changes with new structures and flow patterns. The existing gantry foundation for the Burr Street exit is installed on a retaining wall. A gap in a noise barrier would be required to accommodate this gantry, which would reduce its effectiveness. A noise barrier would need to be constructed on a custom moment slab and retaining wall system that would require the removal of the existing retaining wall and additional work on I-80/94.

Based on the studies completed to date, INDOT has not identified any locations where noise abatement is likely. Noise abatement at these locations is based upon preliminary design criteria. For the existing noise barriers where impacts are predicted, these noise barriers were evaluated and found to be feasible and reasonable as built. Noise abatement at new locations was not found to be reasonable within the maximum allowable square feet per benefited receptor criterion, and at some locations, the noise reduction goal could not be met either. A reevaluation of the noise analysis will occur during final design. If during final design it is determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

On June 4, 2025, INDOT approved the *Noise Analysis Technical Report* dated May 2025 (Appendix J-118). The approval included a firm project commitment "Upon completion of the environmental document phase, the noise study will be provided directly to the county's planning unit by the environmental preparer and/or member of the project team. If the project is in a municipality that has a planning unit, a noise study will also be provided to the municipality's planning unit. INDOT ESD shall be copied on this correspondence."

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## SECTION H – COMMUNITY IMPACTS

### Regional, Community & Neighborhood Factors

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

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.*

### Illinois and Indiana

The I-80/94 FlexRoad Project complies with local and regional development plans including NIRPC's NWI 2050+ Metropolitan Transportation Plan for Northwest Indiana (<https://www.in.gov/nirpc/files/NWI-2050-Plus-Final-Adopted.pdf>); NIRPC's MOVE NWI Congestion Management Process (<https://www.in.gov/nirpc/files/Move-NWI-Congestion-Management-Process.pdf>), CMAP's On To 2050 Update (<https://cmap.illinois.gov/regional-plan/plan-update/>), and Cook County's Long Range Transportation Plan for 2040, Connecting Cook County [https://www.connectingcookcounty.org/pdf/CookCounty\\_LRTP\\_FINAL\\_WebVersion.pdf](https://www.connectingcookcounty.org/pdf/CookCounty_LRTP_FINAL_WebVersion.pdf). The preliminary preferred alternative will support the local and regional transportation and development goals presented in these plans by improving the local and regional roadway network and alleviating congestion. Local road improvements include adding ramp metering to alleviate traffic backups onto municipal streets and improvements to Broadway Avenue as part of the interchange modifications.

The preliminary preferred alternative will not result in substantial impacts to community cohesion because it involves improvements to existing I-80/94, and the Broadway Avenue and I-65 Interchanges all within the existing IDOT and INDOT ROW. There will be no change in access to surrounding properties. As discussed in the MOT Section, impacts during construction will be minimized to the greatest extent possible. Access for all residences and businesses will be maintained throughout construction. The MOT plan will include input obtained from meetings with TMP stakeholders to ensure impacts to the public transit, schools, and community events are minimized. All applicable commitments are included in the Environmental Commitments Section of this document.

The project will comply with the Cook County Department of Transportation and Highways ADA Transition Plan [https://ccdodhadatransitionplan.com/wp-content/uploads/2024/01/CCDOTH-ADA-Transition-Plan-20240115\\_PF\\_508\\_1.pdf](https://ccdodhadatransitionplan.com/wp-content/uploads/2024/01/CCDOTH-ADA-Transition-Plan-20240115_PF_508_1.pdf) and the Lake County ADA Transition Plan. The only sidewalks and pedestrian crossings affected by the project are located in Indiana at the Broadway Avenue south ramp terminal intersection. Modifications to these pedestrian facilities will be ADA compliant.

The project team met with the City of Hammond Engineer and Deputy Fire Chief on December 18, 2024, to discuss the scope of the project, construction, local coordination, and MOT. During the meeting, the Festival of the Lakes was discussed, which is Hammond's annual five-day event held in mid-July. The city officials requested that INDOT coordinate Calumet Avenue ramp closures and detour routes with the city that may be scheduled during the week of the festival. This request is included in the Environmental Commitments section of this CE document.

The project team met with the Lansing Village Engineer on December 19, 2024, to discuss the scope of the project, construction, local coordination, and MOT. The Village Engineer requested that the closure period of the Torrence Avenue entrance ramps to I-80/94 be minimized to the extent possible. Approximately 30,000 VPD enter the interstate at this location. This request is included in the Environmental Commitments section of this CE document.

The project team met with the Town of Munster Director of Operations and the Utility Foreman on January 16, 2025, to discuss the scope of the project, construction, local coordination, and MOT. The town representatives did not express any concerns regarding the project during the meeting. It was requested that general permitting for the project will be coordinated with the Director of Operations. This request is included in the Environmental Commitments section of this CE document.

The City of Hammond Fire Department responded to early coordination on January 20, 2023, with a request to be advised of traffic pattern changes as the project progresses (Appendix C-23). The Lake County Highway Department responded to early coordination on January 20, 2023, with a request to be kept informed of the project as it would relate to any construction overflow of traffic using local routes involving Lake County maintained bridge structures and Ridge Road from Colfax Street to Grant Street (Appendix C-22). These requests are included in the Environmental Commitments section of this CE document. Representatives from the City of Hammond and Lake County are invited to TMP meetings for the project (Appendix G-38 to G-40).

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### Public Facilities and Services

*Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.*

#### Illinois

Based on a desktop review and aerial map of the project area, there are no religious institutions, emergency medical services, hospitals, or schools adjacent to the project area. Therefore, no impacts are expected.

There are four parks and two paved greenway trails within or adjacent to the project area (Appendix B-3, B-6, and B-7). See the Section 4(f) Resources section of this document for details of each recreational facility. All work in the vicinity of the parks and greenways will occur within the existing ROW limits. Access to all properties will be maintained during construction. Therefore, no impacts are expected.

Utilities in the project area include private and public telecommunications, ITS, electric, gas, water, and sewer (Appendix I-2). There are two railroad crossings through the project area, which pass under I-80/94. The Union Pacific Railroad Company and CSX Transportation Railroad lines pass through the project area on the west side of the I-94/IL-394 Interchange (Appendix B-3 and B-6).

The Project team, in conjunction with the IDOT Region 1 Area Utility Coordinator have ongoing utility engineering and coordination meetings. There will be no disruption in utility services, therefore, no impacts are expected. The Project team has ongoing communication with the railroad companies and is coordinating required railroad permits with each company. Since the railroad lines cross under the I-80/94, no impacts are expected.

#### Indiana

Based on a desktop review, the aerial map of the project area, and the HRFI report (Appendix E-1 to E-9), there are 45 religious facilities, one hospital, nine schools, 50 recreational facilities, 36 pipelines, 13 railroads, 31 trails, and 21 managed lands located within the 0.5 mile of the project area. Those numbers were updated to one school, 10 parks, two trails, and four railroads by the site visits on September 21 and 22, October 2-4, 17-20, and 23, 2023, and April 22-25, 2024, by Parsons.

There are no religious institutions, emergency medical services, or hospitals adjacent to the project area. Therefore, no impacts are expected. One school, Thomas A. Edison Junior Senior High School, is located adjacent to the project area (Appendix B-17). All work in the vicinity of the school will occur within the existing state-owned ROW limits. There will be no change in access to the school. Therefore, no impacts are expected.

Although not located within the 0.5-mile search radius, three public-use airports, Gary/Chicago International Airport, Griffith-Merrillville Airport, and Lansing Municipal Airport, are located within 3.8 miles (20,000) feet of the project area. The Gary/Chicago International Airport is located approximately 2.7 miles north of the project area. The Griffith-Merrillville Airport is approximately 3.3 miles south and Lansing Municipal Airport is located approximately 2.65 miles south of the project area. An early coordination letter was sent to INDOT Aviation on January 11, 2023. In their response dated January 13, 2023, INDOT Aviation stated that any structure or equipment over 150 feet in height may require a tall structure permit (Appendix C-19). This statement has been added to the Environmental Commitments section of this CE document.

Utilities in the project area include telecommunications, ITS, electric, gas, petroleum pipelines, water, and sewer (Appendix I-2). The Project team, in conjunction with the INDOT Utilities and Rail Office, have ongoing utility engineering and coordination meetings. There will be no disruption in services. Therefore, no impacts are expected.

Railroad lines operated by CSX Transportation, Norfolk Southern, Indiana Harbor Belt, Wisconsin Central, and Chicago, Fort Wayne, & Eastern (CFE) cross the project area under I-80/94 at the following locations (Appendix B-10, B-11, B-15, and B-16):

- Indiana Harbor Belt tracks cross on the west side of the I-80/94 and Kennedy Avenue Interchange.
- Norfolk Southern and Wisconsin Central tracks cross between the I-80/94 and SR 912 Interchange.
- CFE tracks cross at the I-80/94 and I-65 Interchange.
- CSX Transportation tracks cross adjacent to the east side of Central Avenue

The Project team has ongoing communication with the railroad companies and is coordinating required railroad permits with each company. Since the railroad lines cross under the I-80/94, no impacts are expected.

There are 10 parks within or adjacent to the project area (Appendix B-8 to B-10, B-15 and B-17). See the Section 4(f) Resources section of this document for details of each recreational facility. All work in the vicinity of the parks will occur within the existing state-owned ROW limits. One gantry will be installed adjacent to Dowling Park over I-80/94 WB. One gantry will be installed adjacent to Carlson Oxbow Park over I-80/94 EB. These two gantries will not directly or indirectly impact either park, they will be located within the existing state-owned ROW. Access to all properties will be maintained during construction. Therefore, no impacts are expected

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Pedestrian and bicycle facilities in the project area are the Monon Trail, Erie Trail Linear Park, and sidewalks at the Broadway Avenue south ramp terminal intersection. All work in the vicinity of the trails will occur within the existing state-owned ROW limits. Therefore, no impacts are expected.

Modifications will be made to the sidewalks and crossings at the Broadway Avenue south ramp terminal intersection. These modifications will be ADA compliant. Along the west side of Broadway Avenue, the existing sidewalk north of the loop entrance ramp will be extended along the south approach to the south ramp terminal intersection. The existing pedestrian crossing of the Broadway Avenue SB to I-80/94 EB entrance ramp will be removed. The existing pedestrian crossing of the I-80/94 EB to Broadway Avenue exit ramp approach to the intersection will be extended to cover the exit and entrance ramps of the intersection. The median will provide a pedestrian refuge. The existing painted island and pedestrian crossing provided with the existing right-turn channelization will be removed. A new sidewalk will connect from the ramp terminal intersection to the existing sidewalk south of the existing right-turn channelization. Along the east side of Broadway Avenue, the existing sidewalk south of the entrance ramp will be extended north to connect to the existing sidewalk just north of the entrance ramp. The existing pedestrian crossing of Broadway Avenue NB to the I-80/94 EB diagonal entrance ramp will be removed. An ADA compliant detour will be provided for the sidewalks located through the Broadway Avenue Interchange. The sidewalk along the west side of Broadway Avenue will be closed between 26<sup>th</sup> Avenue and 33<sup>rd</sup> Avenue. The sidewalk along the east side of Broadway Avenue will remain open for pedestrians. Broadway Avenue crosswalks will be provided at 26<sup>th</sup> Avenue and 33<sup>rd</sup> Avenue.

The preferred alternative will not result in substantial impacts to public facilities because it involves improvements to existing I-80/94, and the Broadway Avenue and I-65 interchanges. There will be no change in access to surrounding properties. As discussed in the MOT section of this CE document, impacts during construction will be minimized to the greatest extent possible. Access to all public facilities will be maintained throughout construction. The MOT plan will include input obtained from meetings with TMP stakeholders to ensure impacts to the public facilities and services are minimized. Therefore, no impacts are expected. All applicable commitments are included in the Environmental Commitments Section of this CE document.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?  
Is a BIS or CSRS required?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Number of relocations:      Residences:   0        Businesses:   0        Farms:   0        Other:   0  

*Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.*

No relocations of people, businesses, or farms will take place as a result of this project.

### SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

**Hazardous Materials & Regulated Substances** (Mark all that apply)

- Hybrid Red Flag Investigation
- Phase I Environmental Site Assessment (Phase I ESA)
- Phase II Environmental Site Assessment (Phase II ESA)
- Design/Specifications for Remediation required?

**Documentation**

<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Date HRFI concurrence by INDOT SAM (if applicable): April 12, 2024

*Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.*

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### Illinois

The Illinois SGS prepared a Preliminary Environmental Site Assessment (PESA) for the project area for the PEL Study in 2022 (Appendix E-10 to E-26). According to IDOT, the findings of the PESA remain applicable to this project. The PESA identified sites that were determined to contain recognized environmental conditions (RECs), which include releases or potential releases of hazardous substances on, at, in, or to the site. There are 12 sites which contain RECs immediately adjacent to the project area in Illinois. Details and locations of the 12 sites are provided in Appendix E-10 to E-26. A preliminary site investigation will be required if any of these sites involves new ROW or easement, excavation, or subsurface utility relocation on existing ROW adjoining a site containing RECs. This is included as a firm commitment in the Environmental Commitments section of this CE document.

### Indiana

A Limited Red Flag Investigation (LRFI) was prepared during the PEL Study in 2021. Based on coordination with INDOT Site Assessment and Management (SAM), it was determined that a HRFI was appropriate for updating the environmental resource data for the Indiana section of the preliminary preferred alternative. The 2021 LRFI was used as the base document and the discussions for each resource section focused on resources that could impact the project area.

Based on a review of GIS and available public records, the HRFI was completed on April 11, 2024, by Parsons and INDOT SAM provided their concurrence on April 12, 2024 (Appendix E-1 to E-9). One Superfund site, 17 Resource Conservation and Recovery Act (RCRA) generator/ treatment, storage, and disposal (TSD) sites, five state cleanup sites, 30 underground storage tank (UST) sites, three voluntary remediation program sites, one construction demolition waste site, two solid landfill sites, 48 leaking UST (LUST) sites, one open dump waste site, one tire waste site, three landfill boundaries, nine Brownfield sites, 94 institutional control sites, 56 National Pollutant Discharge Elimination System (NPDES) facilities, and 16 NPDES pipe locations were identified within 0.5 mile of the project area. The HRFI identified the following five hazardous material sites that could affect the project area:

The Superfund site and also an institutional control facility is Lake Sandy Jo M&M Landfill located at 3615 West 25th Avenue in Gary, Indiana. The Agency Interest Identification (AID) number is 20154. Lake Sandy Jo M&M Landfill is located between the intersections of West 25th Avenue with Wright Street and Jennings Street. Mapped boundaries of this site extend into the interstate ROW. This former landfill was listed on the National Priority List (aka Superfund) in 1983 and is currently in the monitoring phase. This site had a Declaration of Restriction filed with Lake County, Indiana on September 6, 1995, that restricts on-site residential and groundwater uses and has excavation requirements. It also has multiple Institutional Controls (ICs), including onsite engineering controls as well as aquifer use restrictions. Coordination will be conducted with the IDEM Project Manager, Justin Hodgson, [jhodgson@idem.in.gov](mailto:jhodgson@idem.in.gov), before Ready for Contracts (RFC). If required, a Phase II Environmental Site Assessment (ESA) will be conducted prior to any ground disturbance investigation activities at this site. A scope of work plan for the Phase II ESA will be prepared and submitted to INDOT SAM for review and approval. These measures are included as firm commitments in the Environmental Commitments section of this CE document.

Four NPDES facilities are adjacent to the project area.

- Oxbow Landing Second Addition is located on Carlson Drive in Hammond Indiana. It is adjacent to the southeast quadrant of the I-80/94 and Kennedy Avenue Interchange and has an active permit. Permit Number INR10J907 was issued April 15, 2020, and is scheduled to terminate on April 14, 2025. Coordination with the permit owner will occur before RFC.
- West Lake Corridor – Site M-01 is located on Garfield Avenue on the southside of I-80/94 in Hammond, Indiana. It has an active permit, Permit Number INRA09136 (M-01), which was issued on February 14, 2022, and is scheduled to terminate on February 13, 2027. Coordination with the permit owner will occur before RFC.
- West Lake Corridor – Site S-06 is located on Garfield Avenue on the northside of I-80/94 in Munster, Indiana. It has an active permit, Permit Number INRA09523 (S-06), which was issued on April 18, 2022, and is scheduled to terminate on April 17, 2027. Coordination with the permit owner will occur before RFC.
- Hammond Street Reconstruction is located between 177<sup>th</sup> Street and Carlson Drive in Hammond Indiana. It is adjacent to the southeast quadrant of the I-80/94 and Kennedy Avenue Interchange and has an active permit. Permit Number INRA09297 was issued on March 14, 2022, and is scheduled to terminate on March 13, 2027. Coordination with the permit owner will occur before RFC.

Coordination with the permit owners is included as a firm commitment in the Environmental Commitments section of this CE document.

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### Part IV – Permits and Commitments

**PERMITS CHECKLIST**

**Permits** (mark all that apply)

**Likely Required**

**Army Corps of Engineers (404/Section10 Permit)**

Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

**IN Department of Environmental Management (401/Rule 5)**

Nationwide Permit (NWP)	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>

**IN Department of Natural Resources**

Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>

**Mitigation Required**

**US Coast Guard Section 9 Bridge Permit**

**Others (Please discuss in the discussion below)**

<input checked="" type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

*List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."*

**Illinois**  
Project work in Illinois will not require any permits. There are no impacts to streams, wetlands, or floodways.

**Indiana**  
This project will disturb greater than 1.0 acre of land; therefore, an IDEM Construction Stormwater General permit (formerly Rule 5) is required.  
An IDEM 401 Water Quality Certification and an USACE Section 404 Nationwide Permit will be required for permanent and temporary impacts to wetlands. Mitigation for wetland impacts will be in accordance with the in-lieu fee program.  
If any object will exceed 150 feet in height, regardless of location, a tall structure permit will need to be acquired prior to construction and further coordination will be required with INDOT Aviation.  
Applicable recommendations provided by resource agencies are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations. It is the responsibility of the project sponsor to identify and obtain all required permits.

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### ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

#### Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT LaPorte District Environmental Section will be contacted immediately. (INDOT ESD and INDOT LaPorte District)
2. An ADA compliant detour will be provided for the sidewalks located through the Broadway Avenue Interchange. The sidewalk along the west side of Broadway Avenue will be closed between 26<sup>th</sup> Avenue and 33<sup>rd</sup> Avenue. The sidewalk along the east side of Broadway Avenue will remain open for pedestrians. Broadway Avenue crosswalks will be provided at 26<sup>th</sup> Avenue and 33<sup>rd</sup> Avenue. (INDOT ESD)
3. Access to all public facilities will be maintained throughout construction. (INDOT ESD)
4. Once the project has been awarded, the Contractor will be required to engage with IDOT, INDOT and other stakeholders whose operations affect, or are affected by, the project's construction and/or maintenance of traffic. (INDOT ESD)
5. The Contractor will be responsible for scheduling and holding meetings with the TMP Team, to maintain the established MOT obligations, and to inform the TMP Team of construction activities and potential impacts to traffic operations. (INDOT ESD)
6. Concerns and requests provided by stakeholders will be tracked via INDOT4U. The Consultant public information team will monitor and communicate stakeholders' concerns and requests throughout the duration of construction activities to ensure the safety of the public. (INDOT ESD)
7. The Contractor will be responsible for coordinating with the Consultant public information team and both IDOT and INDOT Offices of Communications regarding the construction schedule and upcoming activities, especially those that potentially impact traffic operations. (INDOT ESD)
8. INDOT will coordinate with the City of Hammond any scheduled Calumet Avenue ramp closures and detour routes that may occur during the Festival of the Lakes in mid-July. (INDOT ESD)
9. The Contractor will minimize to the extent possible, the closure period of the Torrence Avenue entrance ramps to I-80/94. (INDOT ESD)
10. If work is required for any reason, including emergency repairs, that restricts traffic outside of approved closure periods, the Contractor will be required to provide as much notice as possible to the Consultant public information team and both IDOT and INDOT Offices of Communications. (INDOT ESD)
11. Due to high traffic volumes and speeds, advance warning signage will be provided to alert motorists of the upcoming work zone, temporary worksite speed limit, changes in traffic patterns, potential traffic queues, ramp closures, and detours. Advance messaging will be provided using both standard construction signs and Portable Changeable Message Signs. (INDOT ESD)
12. Interchange ramp closures will be phased so that no two concurrent interchanges will close ramps during the same period. Signed detours will be provided for each ramp closure. (INDOT ESD)
13. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
14. Little Calumet River, UNTs 1, 2, and 3 to Little Calumet River, and Burns Ditch will be labeled "Do Not Disturb" on design plans and protected onsite with temporary protective resource fencing and prohibitive signing. (INDOT EWPSO)
15. Any work in a wetland area within INDOT's ROW or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (INDOT EWSP0)
16. No pollutants of any kind should enter roadside ditches, wetlands, and the West Branch Little Calumet River during construction. Emergency response equipment and spill containment materials must be maintained at the active work areas, and contained fueling and fuel storage areas need to be designated at least 150 feet away from any of the wetlands and waterways. (USFWS)
17. Illinois Wetlands 1-6 will be labeled on the plans as "Do Not Disturb-Environmentally Sensitive Area". (IDOT)

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18. To minimize impacts, Wetlands 1-4, 6-10, 12-18, 20, 24-26, 28, 29, 33-35, 38, 39, 41-43, 50, 53-73, 76, 77, and sections of wetlands outside the construction limits that will not be impacted, will be labeled on the plans as "Do Not Disturb - Environmentally Sensitive Area" and protected onsite with temporary protective resource fencing and prohibitive signing. (INDOT EWSP0)
19. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
20. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
21. Trees 3 inches in diameter at breast height shall not be cleared from April 1st through October 31st of any given year. (USFWS)
22. Should the project require temporary or permanent lighting, all lighting shall be installed in accordance with FHWA's guide for bats, which recommends that lighting does not increase illumination above ambient conditions and that incorporates full cut off, downward facing lights directed away. (USFWS)
23. If any object will exceed 150 feet in height, regardless of location, a tall structure permit will need to be acquired prior to construction and further coordination will be required with INDOT Aviation. (INDOT Aviation)
24. A SPCCP will be developed for the project and maintained throughout construction. The SPCCP will at a minimum comply with INDOT 's and IDOT's Standard Specifications. (IDEM)
25. There are five water wells along I-80/94 in Indiana located; south of I-80/94 on State Line Avenue, along the north side of I-80/94 between the I-80/94 and Kennedy Avenue Interchange and Parrish Avenue, at the Jean Sheperd Community Center, south of the Cline Avenue entrance ramp to I-80/94 EB, and on the northside of I-80/94 at the I-65 Interchange. Should it be determined during the ROW phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells. (INDOT ESD)
26. The City of Hammond Fire Department will be informed of traffic pattern changes as the project progresses. (INDOT ESD)
27. The Lake County Highway Department will be kept informed of the project as it would relate to any construction overflow of traffic using local routes involving Lake County maintained bridge structures and Ridge Road from Colfax Street to Grant Street. (INDOT ESD)
28. General permitting for the project will be coordinated with the Town of Munster Director of Operations. (INDOT ESD)
29. The Preliminary Environmental Site Assessment identified sites that were determined to contain recognized environmental conditions (RECs), which include releases or potential releases of hazardous substances on, at, in, or to the site. There are 12 sites which contain RECs immediately adjacent to the project area in Illinois. A preliminary site investigation will be required if any of these sites involves new ROW or easement, excavation, or subsurface utility relocation on existing ROW adjoining a site containing RECs. (IDOT)
30. Lake Sandy Jo M&M Landfill located at 3615 West 25th Avenue in Gary, Indiana is a Superfund site and institutional control facility. Mapped boundaries of this site extend into the interstate ROW in an area where gantries will be placed. This site had a Declaration of Restriction filed with Lake County, Indiana on September 6, 1995, that restricts on-site residential and groundwater uses and has excavation requirements. It also has multiple Institutional Controls (ICs), including onsite engineering controls as well as aquifer use restrictions. Coordination will be conducted with the IDEM Project Manager, Justin Hodgson, [jhodgson@idem.in.gov](mailto:jhodgson@idem.in.gov), before Ready for Contracts (RFC). A Phase II Environmental Site Assessment (ESA) will be conducted by the contractor prior to any ground disturbance investigation activities at this site. A scope of work plan for the Phase II ESA will be prepared by the contractor and submitted to INDOT SAM for review and approval. (INDOT SAM)
31. Oxbow Landing Second Addition is located on Carlson Drive in Hammond Indiana and has an active NPDES permit. Permit Number INR10J907 was issued April 15, 2020, and is scheduled to terminate on April 14, 2025. The environmental consultant for the project will coordinate with the permit owner ATG Real Estate Development, LLC, before RFC. (INDOT SAM)
32. West Lake Corridor – Site M-01 is located on Garfield Avenue on the southside of I-80/94 in Hammond, Indiana and has an active NPDES permit. Permit Number INRA09136 (M-01) was issued on February 14, 2022, and is scheduled to terminate on February 13, 2027. The environmental consultant for the project will coordinate with the permit owner Northern Indiana Commuter Transportation District before RFC. (INDOT SAM).
33. West Lake Corridor – Site S-06 is located on Garfield Avenue on the northside of I-80/94 in Munster, Indiana and has an active NPDES permit. Permit Number INRA09523 (S-06) was issued on April 18, 2022, and is scheduled to terminate on April 17, 2027. The environmental consultant for the project will coordinate with the permit owner Northern Indiana Commuter Transportation District before RFC. (INDOT SAM).

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34. Hammond Street Reconstruction is located between 177<sup>th</sup> Street and Carlson Drive in Hammond Indiana and has an active NPDES permit. Permit Number INRA09297 was issued on March 14, 2022, and is scheduled to terminate on March 13, 2027. The environmental consultant for the project will coordinate with the City Engineer of Hammond, Indiana before RFC. (INDOT SAM).
35. A reevaluation of the traffic noise analysis would occur during final design, should changes warrant a reevaluation. If a new noise analysis is required, the most current INDOT and/or IDOT (depending on the piece of roadway in their respective borders) noise policy that is approved by FHWA and in place at that time, will be used for the new noise analysis and final design noise barrier decisions. Noise barriers need to meet both feasible and reasonable criteria. The final decision regarding installation of the noise abatement measures would be made upon completion of the project's final design and the public involvement processes.
36. Upon completion of the environmental document phase, the INDOT noise study will be provided directly to the county's planning unit by the environmental preparer and/or member of the project team. If the project is in a municipality that has a planning unit, a noise study will also be provided to the municipality's planning unit. INDOT ESD shall be copied on this correspondence. (INDOT ESD)

**For Further Consideration:**

37. Maintain or improve wildlife passages at existing and proposed crossings to reduce wildlife mortality along roadways. (IDNR-DFW)
38. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges and wildflowers native to Northern Indiana as soon as possible. (IDNR-DFW)
39. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. (IDNR-DFW)
40. Implement erosion and sediment control measures until disturbed areas are stabilized. (IDNR-DFW)
41. Workers who are working in or near Burns Ditch should take care to wear appropriate personal protective equipment (PPE), observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)
42. Exposure to PCBs in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. Workers will be informed. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary. (INDOT SAM)