



INTRODUCTION

The LaPorte County Commissioners have initiated the study of a transportation corridor between US 35 and State Road (SR) 39. Several alternatives have been identified along the east side of the City of La Porte and are being evaluated as part of this alternatives screening memo.

The Northwestern Indiana Regional Planning Commission (NIRPC) *2040 Comprehensive Regional Plan* identifies an “economic development corridor” route along the east side of the City of La Porte. A 2015 feasibility study confirmed the viability of the corridor which would promote economic vitality and reduce congestion at four major intersections. The *NWI 2050 Plan* was adopted by NIRPC in 2019 (<https://www.nirpc.org/2040-plan/mobility/2050-plan/>) which builds on the *2040 Comprehensive Regional Plan* with additional opportunities to plan for a connected Northwest Indiana (NWI) region. In this updated plan, it calls for vibrant communities with livable urban centers. The plan identifies the need for new roadways to provide a connected NWI to spur land development and connect gaps in the road network.

The 2015 study identified two “broad” corridors that would allow for the development of multiple alternatives. See **Figure 1**. It was found that the corridors studied further east were less viable than those corridors identified closer to the City of La Porte. Based upon the earlier *Economic Development Corridor Feasibility Study (2007)*, the 2015 study considered only corridors to the east of the city.¹ The identified intersections that would benefit from this corridor include US 35 at Boyd Blvd, US 35 at SR 2, SR 2 at SR 4, and US 35 at SR 39. The new corridor would alleviate traffic congestion in downtown La Porte, reduce the number of trucks in SR 2, US 35, and SR 39, increase mobility, and improve access to the Indiana Toll Road.

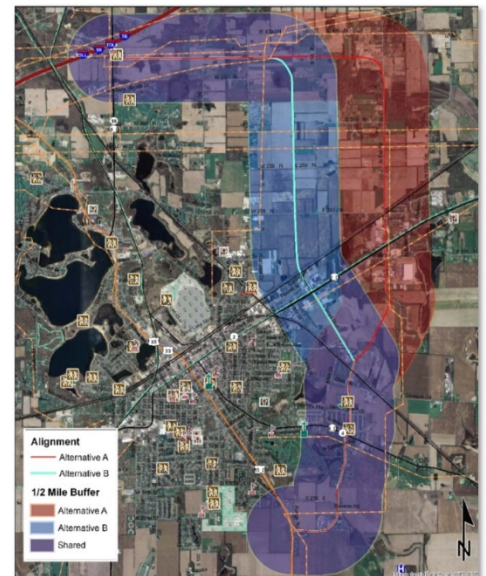


Figure 1: Broad Band Corridors identified in 2015

The development of alternatives was divided into “northern” and “southern” alternatives with the dividing point being SR 2, approximately 0.29 mile east of Boyd Boulevard. Northern alternatives would terminate on the north side of La Porte along SR 39. Southern alternatives would all begin along US 35 on the south side of La Porte. Three northern alternatives and five southern alternatives were developed. The alternatives are briefly described below:

Northern:

- **Severs Road:** This alternative would involve upgrading and widening of the existing roadway facilities from the intersection of SR 39 and Severs Road, east towards CR 200 N, 0.22 mile east of Genesis Dive, and then the alternative curves southeast to tie into SR 2. The estimated length is 2.76 miles.
- **Alternative C1:** This alternative would involve upgrading and widening of the existing roadway facilities from the intersection of SR 39 and CR 300 N, east to 0.36 mile west of CR 100 W. the alternative would then involve new roadway construction east to CR 50 W where it would then curve southeast and tie into SR 2. The estimated length is 3.68 miles.

¹ The 2007 Study recommended study of an eastern bypass as the initial priority among bypasses both to the east and west of downtown LaPorte. See ES p. 12 of the 2007 Study.



- Alternative C2: This alternative would involve new construction starting at SR 39, 0.22 mile south of I-90, east to CR 50 W. this alternative would then curve southeast and continue south to tie into SR 2. The estimated length is approximately 4.45 miles.
- US 35/SR 39 (Upgrade Existing): This alternative would improve existing US 35 and State Road 39 from the intersection with State Road 2 to the Toll Road (I-80). The typical section of this would match the proposed typical sections for both urban and rural segments. The estimated length is approximately 4.06 miles.

Southern:

- Alternative A1: This alternative would involve new construction starting at SR 2, 0.24 mile east of Boyd Boulevard. The new construction will extend southwest for one mile and connect with existing Boyd Boulevard, 0.89 mile southeast of SR 2. This alternative would involve improvements to Boyd Boulevard until it ties into SR 2. The estimated length is 3.43 miles.
- Alternative A2: This alternative would involve new construction starting at SR 2, 0.29 mile east of Boyd Boulevard. The new construction would extend southeast for 1.05 miles and then begin to curve southwest south of Division Road. The new construction would continue southwest for 1.4 miles and connect with existing Boyd Boulevard at the Stevens Road intersection. This alternative would then improve the remainder of Boyd Boulevard until its intersection with US 35. The estimated length of A2 is 3.81 miles.
- Alternative A3: This alternative would involve new construction started at SR 2. The new construction would extend southeast for 0.9 mile and then begin to curve south, north of Division Road. The new construction would extend 1.16 miles south and then begin to curve southwest, 0.25 mile southwest of SR 4. The new construction would extend southwest to connect with US 35, 0.1 mile north of Boyd Boulevard. The estimated length of this alternative is 3.65 miles.
- Alternative A2/A4: This alternative would involve new construction starting at SR 2. The new construction would extend southeast for 1.66 miles and then begin to curve southwest at Division Road. The new construction would extend southwest for 2.37 miles until it connects with US 35. The estimated length of A2/A4 is 4.03 miles.
- Alternative A4: This alternative would involve new construction starting at SR 2. The new construction will extend southeast for 1.6 miles and then begin to curve southwest, 0.19 mile east of CR 150 E. The new construction will extend southwest for 1.7 miles and the begin to curve west, 0.06 mile south of Stevens Road. The project will then extend west until it connects to US 35, 0.37 mile south of Boyd Boulevard. The estimated length of A4 is 4.99 miles.
- US 35 (Upgrade Existing): This alternative would improve the existing US 35 from south of Boyd Blvd north to the intersection of US 35 and State Road 2. The typical section of this would match the proposed typical sections for both urban and rural segments. The estimated length of this alternative is 2.61 miles.

Other Alternative Considered:

- No Build: This alternative involves no improvements to roadways within the City of La Porte or LaPorte County to create a corridor. This alternative eliminates costs and any environmental impacts but does not address the issues and concerns identified as reasons for the project.



The Alternatives Map Appendix to this report has maps of all alternatives. It includes (in order):

- A single map showing all eight alternatives.
- Two maps showing the southern and northern alternatives, respectively.
- Two maps showing environmental resources within and adjacent to the southern and northern alternatives, respectively.
- A single map showing alternatives recommended to be carried forward for detailed study.

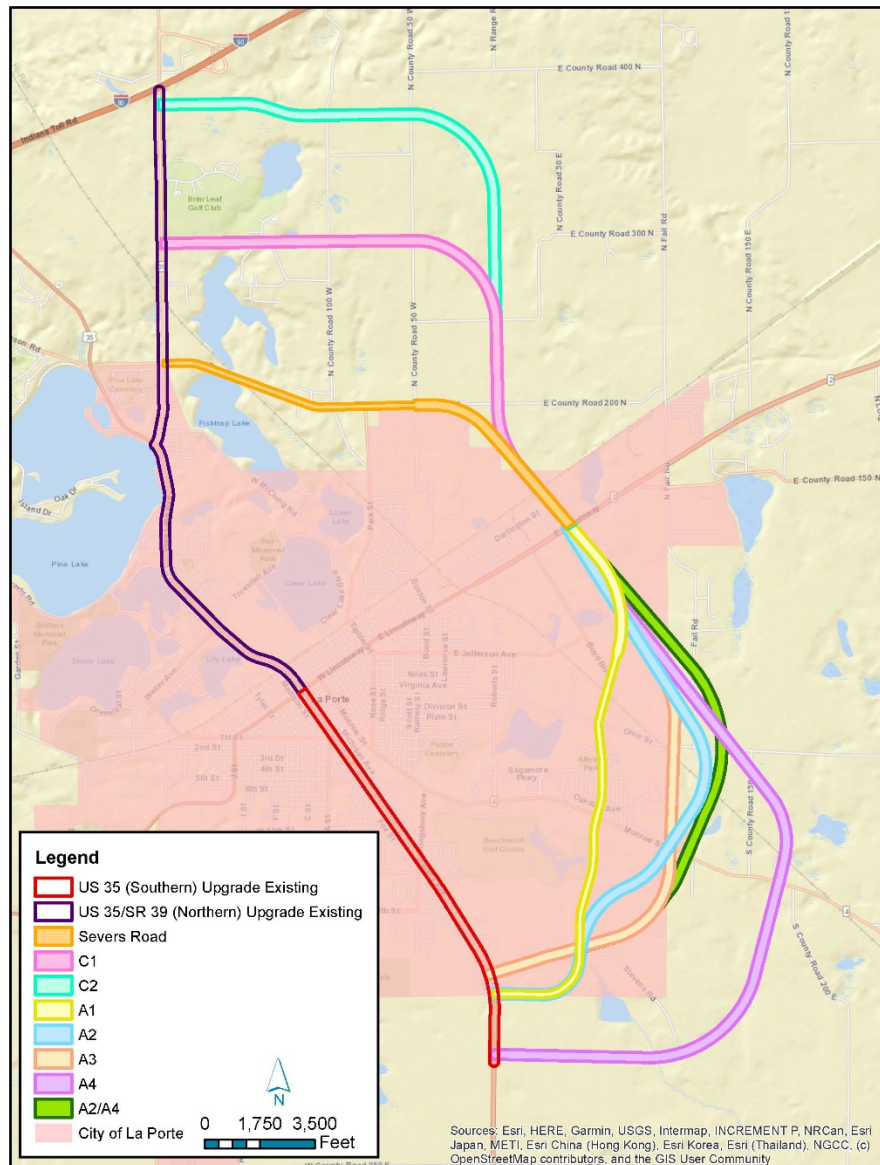


Figure 2: North/South Connector Alternatives



SCREENING APPROACH

Impacts calculations were made for each alternative using the best available GIS datasets for the project study area. This analysis is appropriate for screening preliminary alternatives as it provides the ability to review numerous resources previously identified within the area of the alternatives. The rural typical section for all alternatives consists of four 12-foot travel lanes (two in each direction), two 10-foot outside shoulders, two 4-foot inside shoulders, and a 60-foot median. The urban typical section for all alternatives will consist of four 12-foot travel lanes (two in each direction) and one 12-foot left turn lane. Underdrains and roadside drainage ditches will be constructed on either side of the roadway for both the urban and rural typical sections.

IMPACT EVALUATION BACKGROUND

The following discussion elaborates on the rationale for consideration of impacts to specific resources within ecological, cultural, and community resources. All impacts were based on the most recent geographic information system (GIS) data available at the time of analysis. The information provided by the available data gives a representative overview of known resources within the alternatives and the potential impacts the alternatives may have. The information presented in the Summary of Potential Impacts section below represents those resources with the most potential to influence the selection or elimination of an alternative. A full table representing all resources evaluated can be found in the attachments on pages A11 to A12.

SUMMARY OF POTENTIAL IMPACTS

Ecological Resources

Wetland Resources: A review of the United States Fish and Wildlife Services (USFWS) National Wetland Inventory (NWI) data set provides a relative idea of wetland resources within and adjacent to the alternatives. Field investigations will determine the location of wetlands along the preferred alternatives. A large wetland complex, the Ridgeway Wetlands, is located south of State Road 2 along Boyd Boulevard. This complex has been identified as likely being within the alignment of several southern alternatives.

Stream Resources: A review of the United States Geological Society (USGS) National Hydrography Dataset (NHD) set provides a relative idea of where alternatives cross mapped stream resources. Field investigations will determine the presence and flow regime of any resources along the preferred alternatives. No major streams are mapped within the alternatives. However, two regulated drains, Schurz Ditch and Travis Ditch, would likely be impacted by all alternatives.



Table 1: Wetland and Stream Resources for Southern Alternatives

Category		Units	SOUTHERN ALTERNATIVES						
			No Build	A1	A2	A3	A2/A4	A4	US 35
Wetlands									
	Mapped NWI Wetlands Impacted	No.	0	5	6	5	4	6	4
	Area of Mapped NWI Impacted	Acres	0	18.78	20.39	23.53	9.76	14.23	4.37
	Mapped Open Water Impacted	No.	0	3	2	1	2	1	2
	Area of Mapped Open Water Impacted	Acres	0	0.65	4.91	4.59	0.86	0.18	0.72
	Total	Acres	0	19.43	25.3	28.12	10.62	14.41	5.09
Streams									
	Stream Crossings	No.	0	1	4	4	1	2	0
	Total Length of Impact	Linear Ft.	0	220	1,406	1,457	965	751	0

Table 2: Wetland and Stream Resources for Northern Alternatives

Category		Units	NORTHERN ALTERNATIVES				
			No Build	Severs	C1	C2	US 35/SR 39
Wetlands							
	Mapped NWI Wetlands Impacted	No.	0	1	3	5	9
	Area of Mapped NWI Impacted	Acres	0	0.09	2.64	9.15	3.41
	Mapped Open Water Impacted	No.	0	2	2	4	7
	Area of Mapped Open Water Impacted	Acres	0	0.49	1.05	1.57	4.04
	Total	Acres	0	0.58	3.69	10.72	7.45
Streams							
	Stream Crossings	No.	0	0	1	0	0
	Total Length of Impact	Linear Ft.	0	0	331	0	0

Forest Resources: A review of aerial imagery provides a relative idea of forested areas within and adjacent to the alternatives. Field investigations will determine the presence and species of trees within the preferred alternatives.



Table 3: Forest Resources for Southern Alternatives

Category	Units	SOUTHERN ALTERNATIVES						
		No Build	A1	A2	A3	A2/A4	A4	US 35
Forest								
Area of Impact	Acres	0	17.30	13.52	9.73	14.35	25.51	13.15

Table 4: Forest Resources for Northern Alternatives

Category	Units	NORTHERN ALTERNATIVES				
		No Build	Severs	C1	C2	US 35/SR 39
Forest						
Area of Impact	Acres	0	18.56	25.05	38.17	13.80

Cultural Resources

Historic Properties & Archaeological Sites: Resources available on the Indiana Department of Natural Resources (IDNR) – Division of Historic Preservation and Archaeology’s (DHPA) Indiana Buildings, Bridges, and Cemeteries Map were reviewed for National Register of Historic Places (NRHP) Listed or County Survey Contributing, Notable, or Outstanding resources within 200 feet of the alternatives. The potential for affect to a property was determined based on a review of the aerial and county parcel lines. IDNR – DHPA SHAARD database was reviewed by a qualified professional in order to identify the potential for an alternative to impact a previously recorded archaeological site. While the identification of surveyed resources provides an understanding of where potential Section 106 resources are located, ground surveys will be conducted in order to confirm the presence of any listed, eligible, or potentially eligible above ground resources within the Area of Potential Effect (APE) developed for the preferred alternative.

Table 5: Cultural Resources Along Southern Alternatives

Category	Units	SOUTHERN ALTERNATIVES						
		No Build	A1	A2	A3	A2/A4	A4	US 35
Historic Properties & Archaeological Sites+								
Individual Properties Affected	No.	0	0	0	0	0	1	1
Districts Affected	No.	0	0	0	0	0	0	2
Previously Recorded Archaeological Sites Affected	No.	0	0	1	1	0	0	0

+ NRHP Listed, Contributing, Notable, or Outstanding Resources within 200 feet



Table 6: Cultural Resources Along Northern Alternatives

Category	Units	NORTHERN ALTERNATIVES				
		No Build	Severs	C1	C2	US 35/SR 39
<i>Historic Properties & Archaeological Sites+</i>						
Individual Properties Affected	No.	0	0	1	1	6
Districts Affected	No.	0	0	0	0	1
Previously Recorded Archaeological Sites Affected	No.	0	2	1	1	6

+ NRHP Listed, Contributing, Notable, or Outstanding Resources within 200 feet

Section 4(f) Resources

Recreational Facilities: These resources represent outdoor recreation facilities managed by federal, state, or local agencies as well as non-government organizations, private and commercial entities, and schools. These are only those facilities that are open to the public. Potential impacts to these resources would result in the need for Section 4(f) coordination and/or evaluations.

Trails: These resources represent trails managed by federal, state, or local entities as well as non-government organizations. It includes public, off-road recreational, and transportation trails. Potential impacts to these resources would result in the need for Section 4(f) coordination and/or evaluations.

Potential 4(f) evaluations during this screening did not include any potential impacts to historic resources that would be considered under Section 4(f) of the U.S. Department of Transportation Act of 1966. This will be considered in future alternative evaluations, once above ground and archaeological investigations are concluded.

Table 7: Section 4(f) Resources Along the Southern Alternatives

Category	Units	SOUTHERN ALTERNATIVES					
		No Build	A1	A2	A3	A2/A4	A4
<i>Section 4(f) Resources</i>							
Recreational Facilities	No.	0	1	0	0	0	0
Trails	No.	0	0	1	1	0	1

Table 8: Section 4(f) Resources Along the Northern Alternatives

Category	Units	NORTHERN ALTERNATIVES				
		No Build	Severs	C1	C2	US 35/SR 39
<i>Section 4(f) Resources</i>						
Recreational Facilities	No.	0	0	0	1	2
Trails	No.	0	2	1	1	2

Community Impacts

Acquisition and relocation of Properties: Using the Indiana Geographic Information Offices 2018 County Parcel data for LaPorte County, parcels with the potential for impact by the alternatives were identified. A review of these parcels with aid from the 2018 aerials for LaPorte County was conducted to identify



whether there was the potential for impacts to structures. Any property with the potential for impacts to structures was considered a total acquisition. An evaluation on whether there would be a loss of access to the property. If it was determined that the construction of a limited access roadway would eliminate access to the property, it was also considered a total acquisition.

Table 9: Affected Parcels for Southern Alternatives

Category		Units	SOUTHERN ALTERNATIVES						
			No Build	A1	A2	A3	A2/A4	A4	US 35
Affected Parcels									
	Relocations	No.	0	36	9	23	9	7	186
	Acquisitions	No.	0	53	25	25	36	21	28
	Total Affected Parcels	No.	0	89	34	48	45	28	214

Table 10: Affected Parcels for Northern Alternatives

Category		Units	NORTHERN ALTERNATIVES				
			No Build	Severs	C1	C2	US 35/SR 39
Affected Parcels							
	Relocations	No.	0	46	30	7	129
	Acquisitions	No.	0	26	29	30	195
	Total Affected Parcels	No.	0	72	59	37	350

Environmental Justice: Potential environmental justice (EJ) impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is LaPorte County. The community that overlaps the project area is called the affected community (AC). In this project, the ACs are census tracts 418, 419, 420, 421, and 422. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data was obtained from the US Census Bureau Website <https://factfinder.census.gov/>. Input from INDOT Environmental Services on whether impacts to these communities would result in a disproportionately high or adverse impact to these communities will be received for the alternatives carried forward. The data, evaluation summary, and mapping can be found in the Attachments, pages A13 to A14.

Table 11: Environmental Justice Populations along the Southern Alternatives

Category		Units	SOUTHERN ALTERNATIVES						
			No Build	A1	A2	A3	A2/A4	A4	US 35
Environmental Justice									
	EJ Populations Present	No.	0	1	1	1	1	1	2
	Minority Blocks Affected	No.	0	0	0	0	0	0	1
	Low Income Blocks Affected	No.	0	1	1	1	1	1	1



Table 12: Environmental Justice Populations along the Northern Alternatives

Category		Units	NORTHERN ALTERNATIVES				
			No Build	Severs	C1	C2	US 35/SR 39
Environmental Justice							
	EJ Populations Present	No.	0	1	1	1	2
	Minority Blocks Affected	No.	0	0	0	0	1
	Low Income Blocks Affected	No.	0	1	1	1	1

Agency Input

Numerous private, local, state, and federal resource agencies received information about the proposed project during the early coordination process. Early coordination letters were distributed on April 11, 2019. Information presented in the letters included descriptions of the project location, the alternatives, and potential environmental red flags. Of the initial 45 agencies that received the letter, 15 agencies provided a response. The responding agencies provided general overview within their areas of expertise and provided recommendations in regards to their areas of responsibility and expertise. While not all agencies provided recommendations for or against any alternative, the input of the agencies is summarized in Figure 3 below. A summary of the responses to early coordination can be found in the Attachments, pages A7 to A10.

Agency	Alternative							
	A1	A2	A3	A2/A4	A4	Severs	C1	C2
Anacostia Rail Holdings Company	✗	—	—	—	—	—	—	—
Environmental Protection Agency	—	—	—	—	—	—	—	—
IDEM	—	—	—	—	—	—	—	—
IDEM, Groundwater Section	—	—	—	—	—	—	—	—
IDNR	—	—	➡	➡	—	➡	➡	—
IGS	—	—	—	—	—	—	—	—
INDOT, Office of Public Involvement	—	—	—	—	—	—	—	—
LaPorte City Council	➡	➡	➡	➡	➡	➡	➡	➡
LaPorte County Conservation Trust, Inc.	✗	✗	✗	➡	✗	—	—	—
LaPorte County Drainage Board	—	—	—	—	—	—	—	—
LaPorte Police Department	—	—	—	—	✗	—	—	—
Marathon Pipe Line	—	—	—	—	—	—	—	—
NRCS	—	—	—	—	—	—	—	—
USACE	—	—	—	—	—	—	—	—
USFWS	—	—	➡	➡	—	➡	➡	—

✗	Recommended against
—	Neutral/No Preference
➡	Recommended

Figure 3: Agency early coordination response summary



Public Input:

A Public Information Meeting was held on January 30, 2018 from 5:30 PM to 8:00 at the LaPorte Civic Auditorium. The meeting consisted of an informal open house and a formal presentation. The opportunity for the public to provide comments was afforded and comments were accepted for 15 days following the meeting. At that Public Information Meeting, 132 people signed in. During the following 15-day comment period, 94 people provided comments. Comments received covered a wide range of topics including disagreement with the purpose and need, environmental and financial concerns, general opposition to the project, and opposition to some or all the proposed alternatives. A petition letter was received from residents along Alternative C1 which follows CR 300 N, particularly those residents in and near the Horseshoe Bend subdivision and the Cha Mar Hills subdivision. It was signed by 53 members of the that community and strongly opposed the northern alternatives. Figure 4 below provides a summary of the general comment topics received and how many persons provided a comment regarding that topic. Some commenters provided more than one comment and/or mentioned several topics in their comment. Those are also captured in the summary below.

Comment Topic	Number of Related Comments Received
Approve of Project	2
Ancillary Resources & Infrastructure	2
Disagree with Purposed & Need	9
Environmental Concerns	32
Financial Concerns	10
General Opposition	2
Additional Information Request	4
Oppose Severs Road	8
Oppose Severs Road and C1	13
Oppose All Proposed Routes	3
Other	1
Petition Signee	37

Figure 4: Public Information Meeting comment summary

PURPOSE AND NEED

The Purpose and Need for the project is in the attachments to this document, beginning on p. A-15. The Purpose and Need document describes the systematic process by which the Purpose and Need for this project was determined. It includes:

- **Statement of Purpose and Need.** This is a summary of the project purposes derived from the Needs Analysis.



- **Needs Analysis.** This identifies regional planning initiatives which the project supports. It also documents technical analyses which identified transportation and economic development needs.
- **Goals and Performance Measures.** These are specific goals and quantitative performance measures which will be used to assess the ability of alternatives to satisfy identified needs.

The project goals include:

- Improve forecasted Levels of Service (LOS) in the City of LaPorte's Central Business District (CBD) to LOS D or better.
- Support the development of the Central City of LaPorte as a Livable Center, as recommended in the NIRPC **2040 Comprehensive Regional Plan**.
- Improve vehicular and pedestrian safety.
- Improve truck access between Kingsbury Industrial Park and I-90.

ALTERNATIVES CARRIED FORWARD FOR DETAILED STUDY

The screening of natural and human resources that would potentially be impacted by the four southern and three northern alternatives provided a board overview of the pros and cons of these alternatives. While some alternatives are likely to have greater impacts on natural resources, others are likely to have increased impacts to the human environment. It is the goal of this document to identify alternatives that provide a balance of human and natural resource impacts while also meeting the purpose and need of the project. These alternatives will be carried forward into further studies that will include specific investigations for water resources, cultural resources, and community impacts. Based on analysis conducted and input from resource agencies received during the early coordination process, two southern alternatives and one northern alternative are recommended to be carried forward. The two recommended southern alternatives are Alternative A3 and Alternative A2/A4. The recommended northern alternative is Alternative C2.

Alternatives A3, A2/A4, and C2 were selected as the recommended alternatives as they are the alternatives that best represent a balanced impact to the natural and human environment. Further evaluation of two southern alternatives will allow the project team to better review detailed impacts and provide a recommendation of a preferred alternative that best serves the purpose and need of the project while minimizing impacts to the human and natural environment to the greatest extent possible. Only one northern alternative has been recommended due to the high impacts on the human environment that are associated with the Severs Road and C1 alternatives. This does not eliminate variations on the C2 alternative from being investigated further during the next phase of the project. Specifically, there may be variations on how C2 ties into State Road 39. The rationale for the elimination of the A1, A2, A4, Severs Road, and C1 are listed below.

- A1 – The use of Boyd Boulevard would limit the ability of the project to design and construct a limited access roadway with a design speed great enough to attract and detour through traffic. This would fail to meet the Purpose and Need of the project and therefore, A1 was eliminated from further consideration.
- A2 – This alternative results in significant impacts to wetland resources, specifically the large wetland complex, Ridgeway Wetlands. In addition, there would be significant impacts to streams. Due to the higher anticipated impacts to wetland and stream resources, this alternative was eliminated from further consideration.
- A3 – Similar to alternative A2, this alternative would result in significant impacts to stream and wetland resources. Therefore, it was eliminated from further consideration.



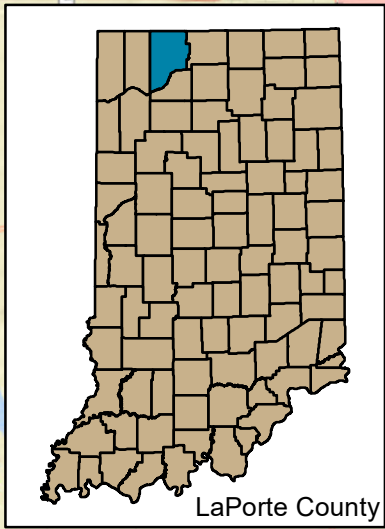
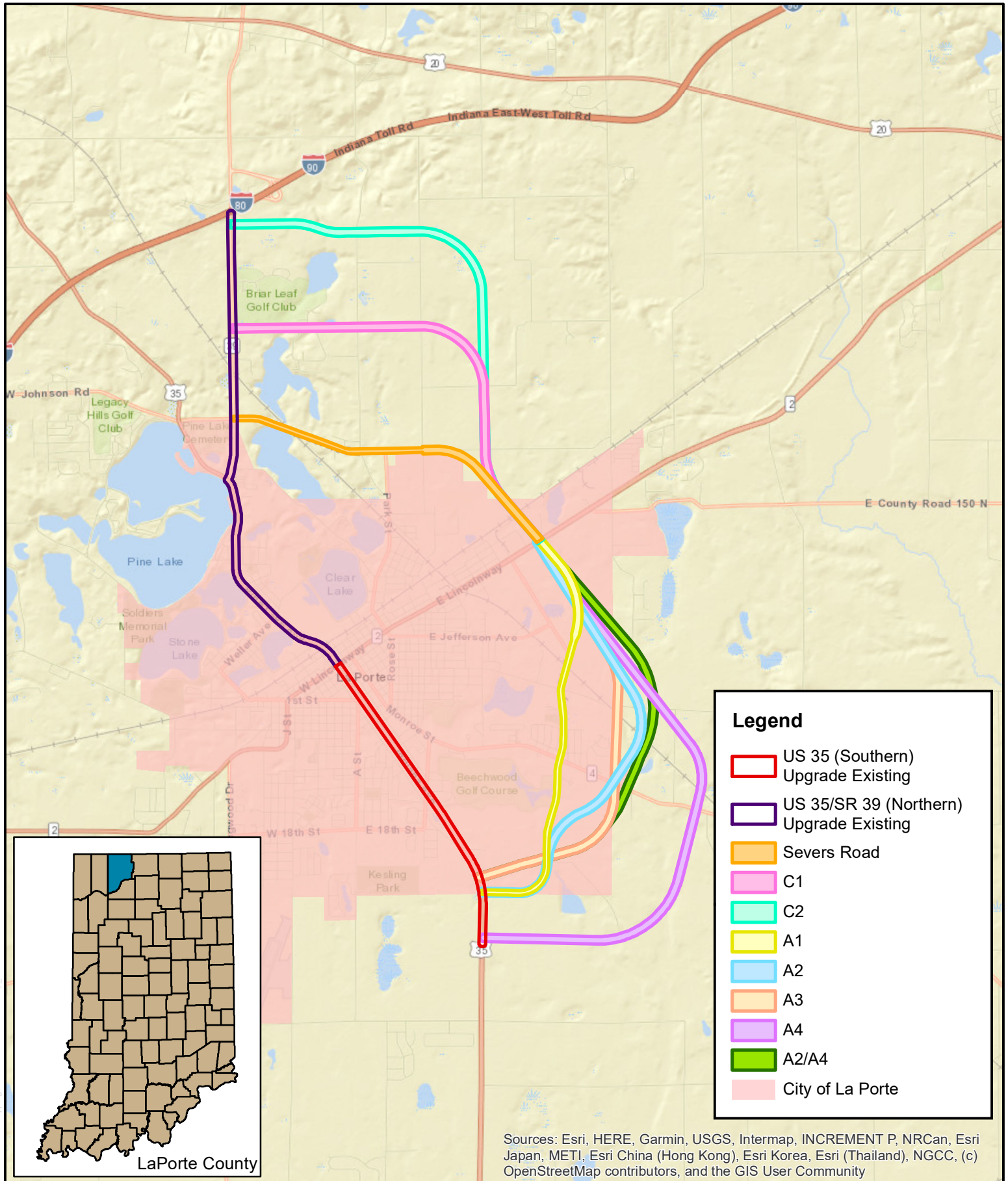
- A4 – The departure from US 35 at a point this far south and the increased travel length would not pull the traffic levels that would meet the Purpose and Need of the project. Therefore, it was eliminated from further consideration.
- Severs Road – This alternative would require the conversion of a full access roadway to a limited access roadway and result in the elimination of access to large number of parcels and require relocations. In addition, there was significant push back on this alternative by the public and local officials. Due to the increased likely number of relocations and public push back, this alternative was eliminated from further consideration.
- C1 – This alternative would result in the elimination of access to several neighborhoods and require numerous relocations. Thirty-seven members of the Cha Mar Hills neighborhood signed a petition against this alternative. Due to the increased number of relocations and public push back, this alternative was eliminated from further consideration.

ATTACHMENTS:

1. Alternatives Mapping – Pages A1 to A6
2. Early Coordination Response Summary – Pages A7 to A10
3. Alternatives Evaluation Matrix – Pages A11 to A12
4. Environmental Justice Evaluation and Mapping – Pages A13 to A14



ATTACHMENTS



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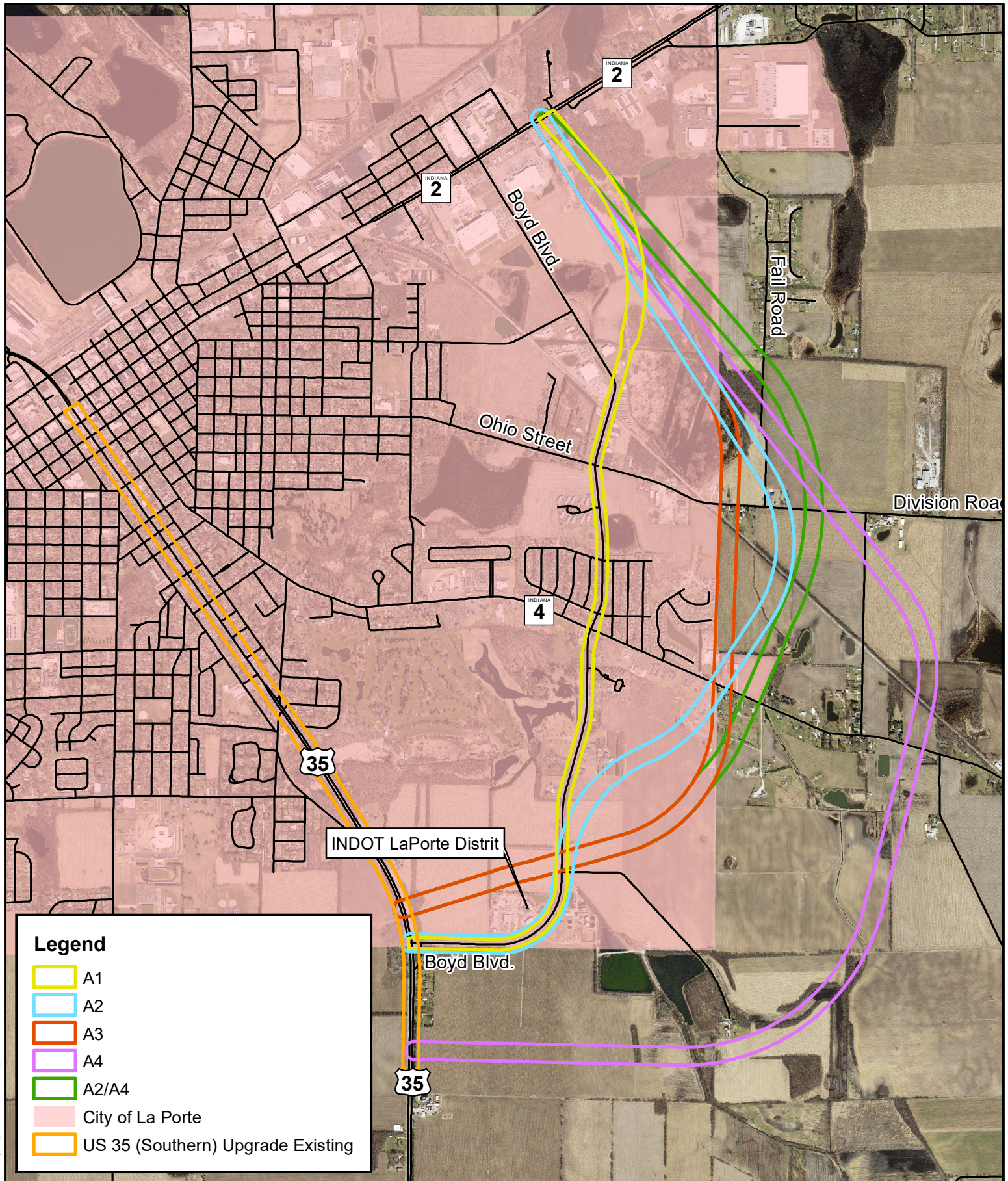
Alternatives Overview Map
Des. No. 1592338
Alternatives Analysis

0 0.5 1 Miles

North Arrow

County: LaPorte
Township: Center, Kankakee, Scipio & Pleasant
State: Indiana

LaPorte North-South Connector
US 35 to SR 39
Created: 9/11/2020, R. Hook



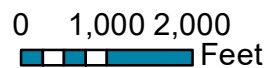
Legend

- A1
- A2
- A3
- A4
- A2/A4
- City of La Porte
- US 35 (Southern) Upgrade Existing

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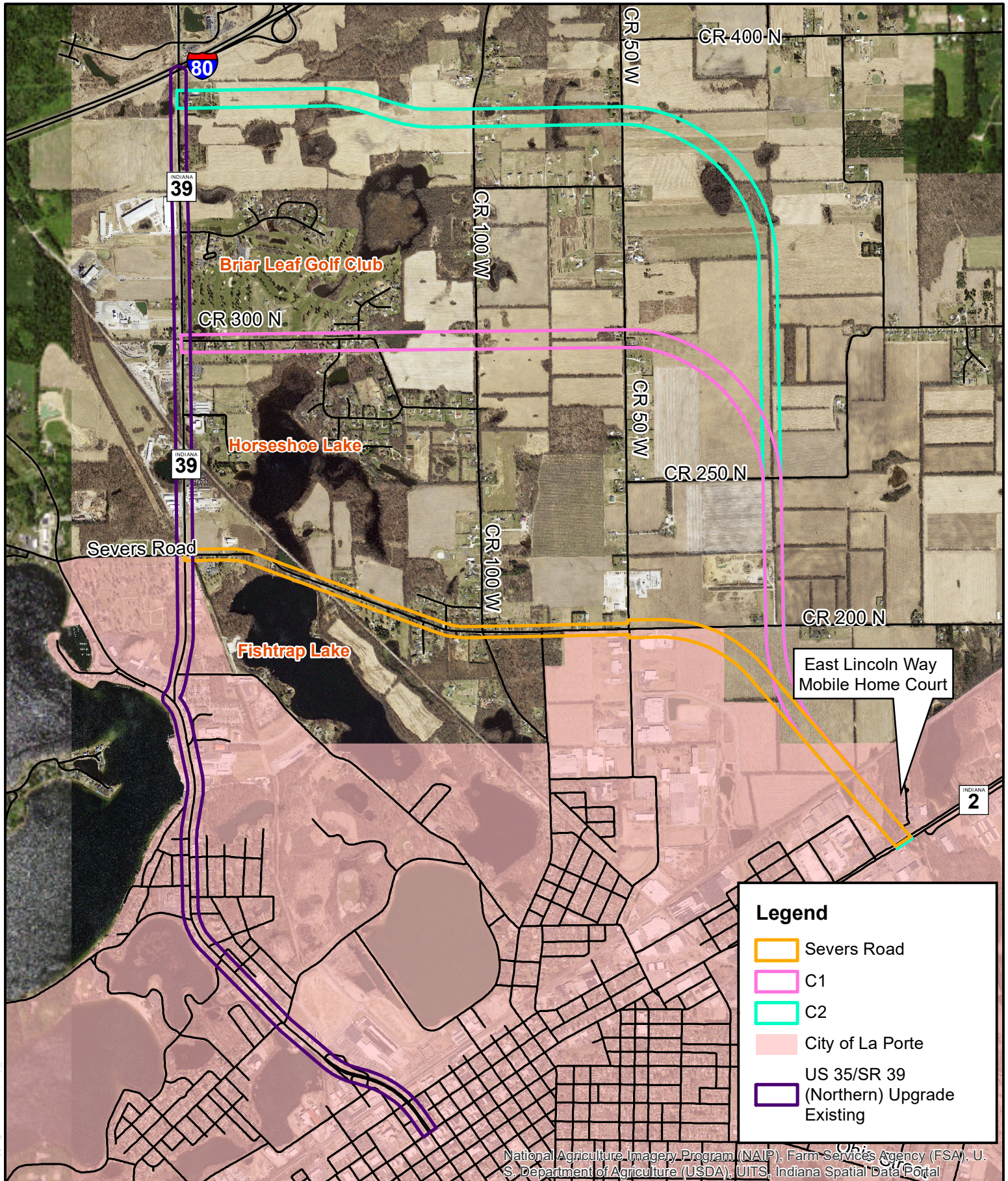
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Southern Alternatives Map
Des. No. 1592338
Alternatives Analysis



County: LaPorte
Township: Center, Kankakee, Scipio & Pleasant
State: Indiana

LaPorte North-South Connector
US 35 to SR 39
Created: 9/11/2020, SBeaupre



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National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U.S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal

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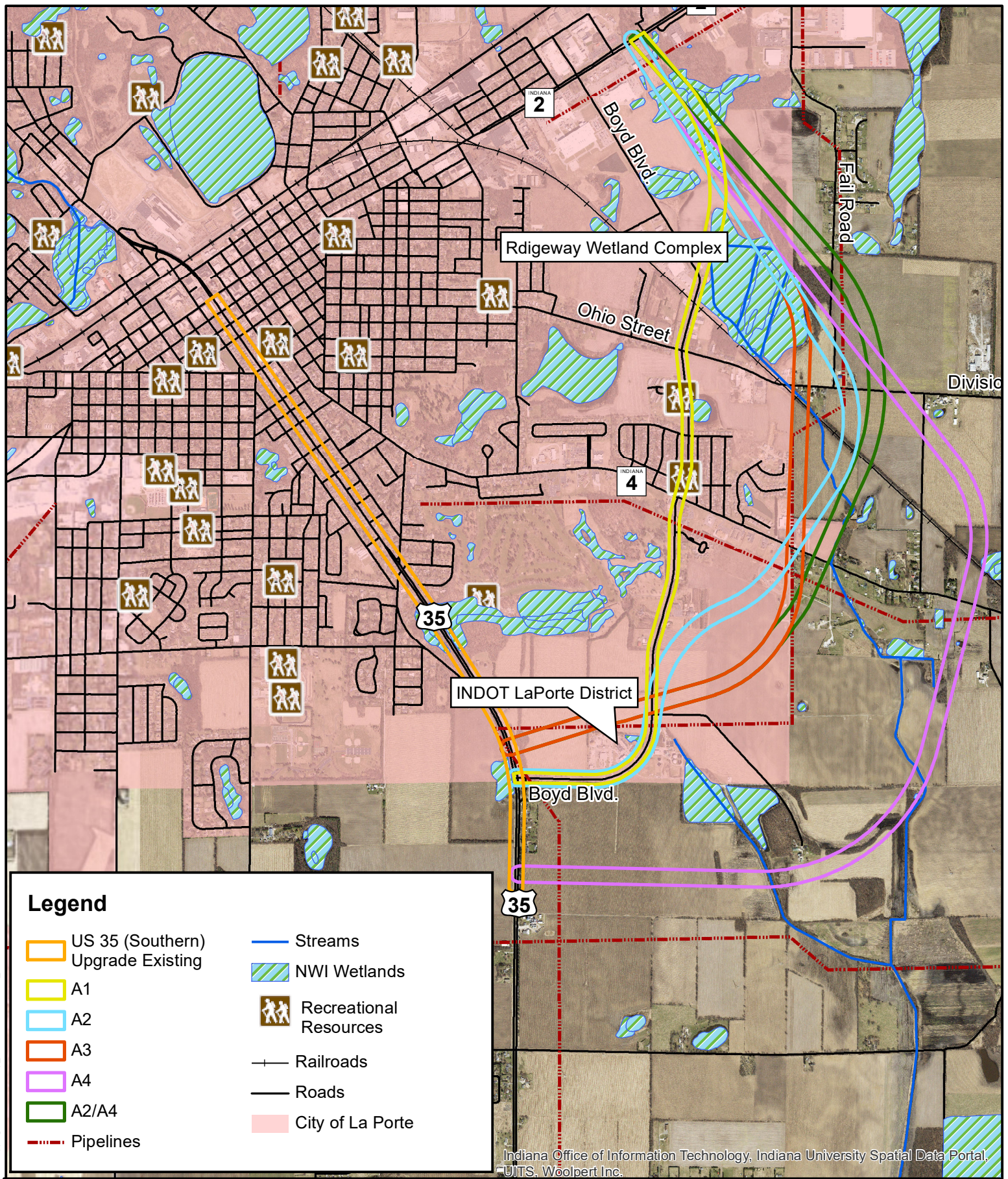
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Northern Alternatives Map
Des. No. 1592338
Alternatives Analysis

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Feet

County: LaPorte
Township: Center, Kankakee, Scipio & Pleasant
State: Indiana

LaPorte North-South Connector
US 35 to SR 39
Created: 9/11/2020, SBeaupre



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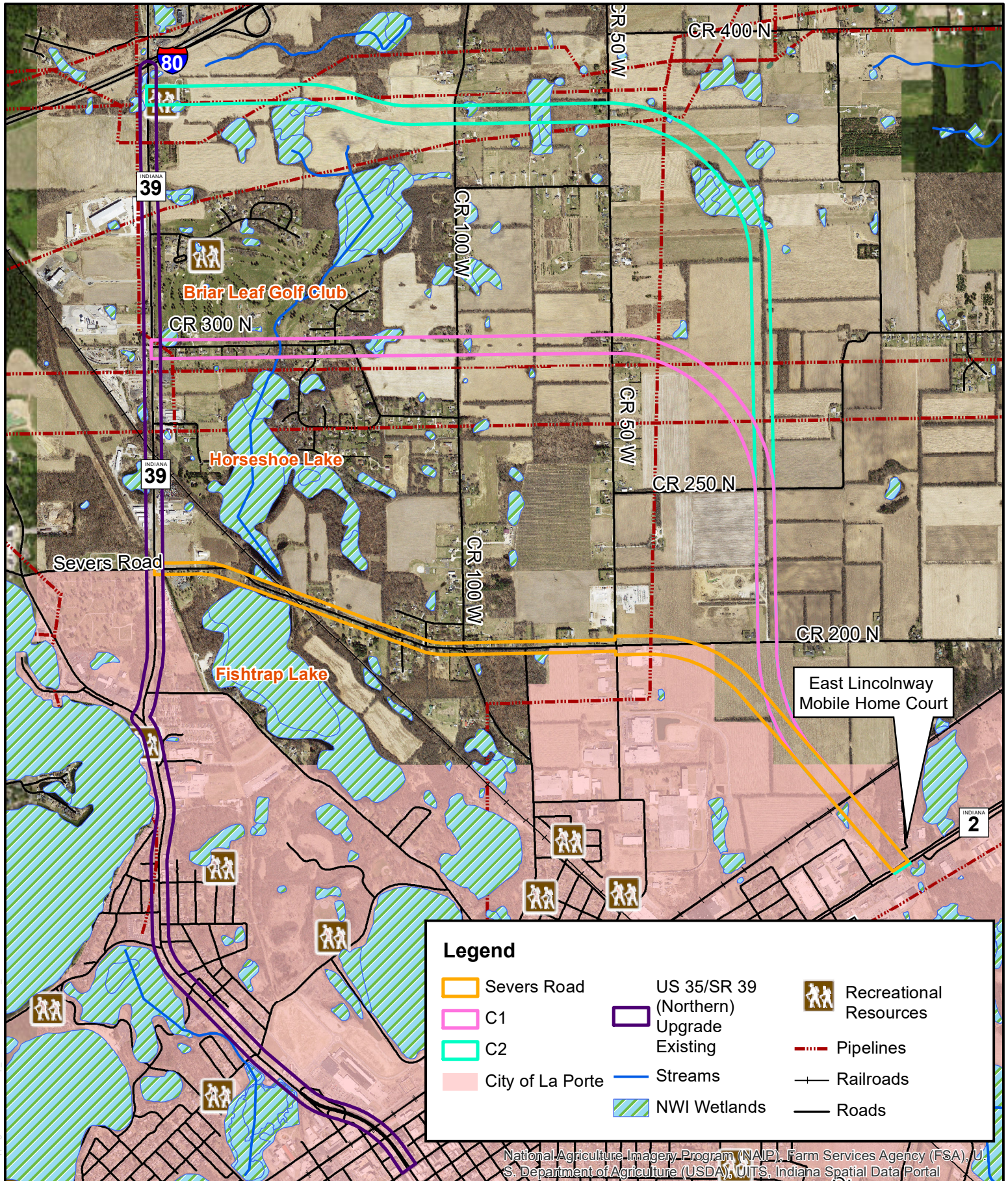
Southern Alternatives Map
 Des. No. 1592338
 Alternatives Analysis

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County: LaPorte
 Township: Center, Kankakee, Scipio & Pleasant
 State: Indiana

LaPorte North-South Connector
 US 35 to SR 39
 Created: 9/11/2020, SBeaupre



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U.S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal



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Northern Alternatives Map

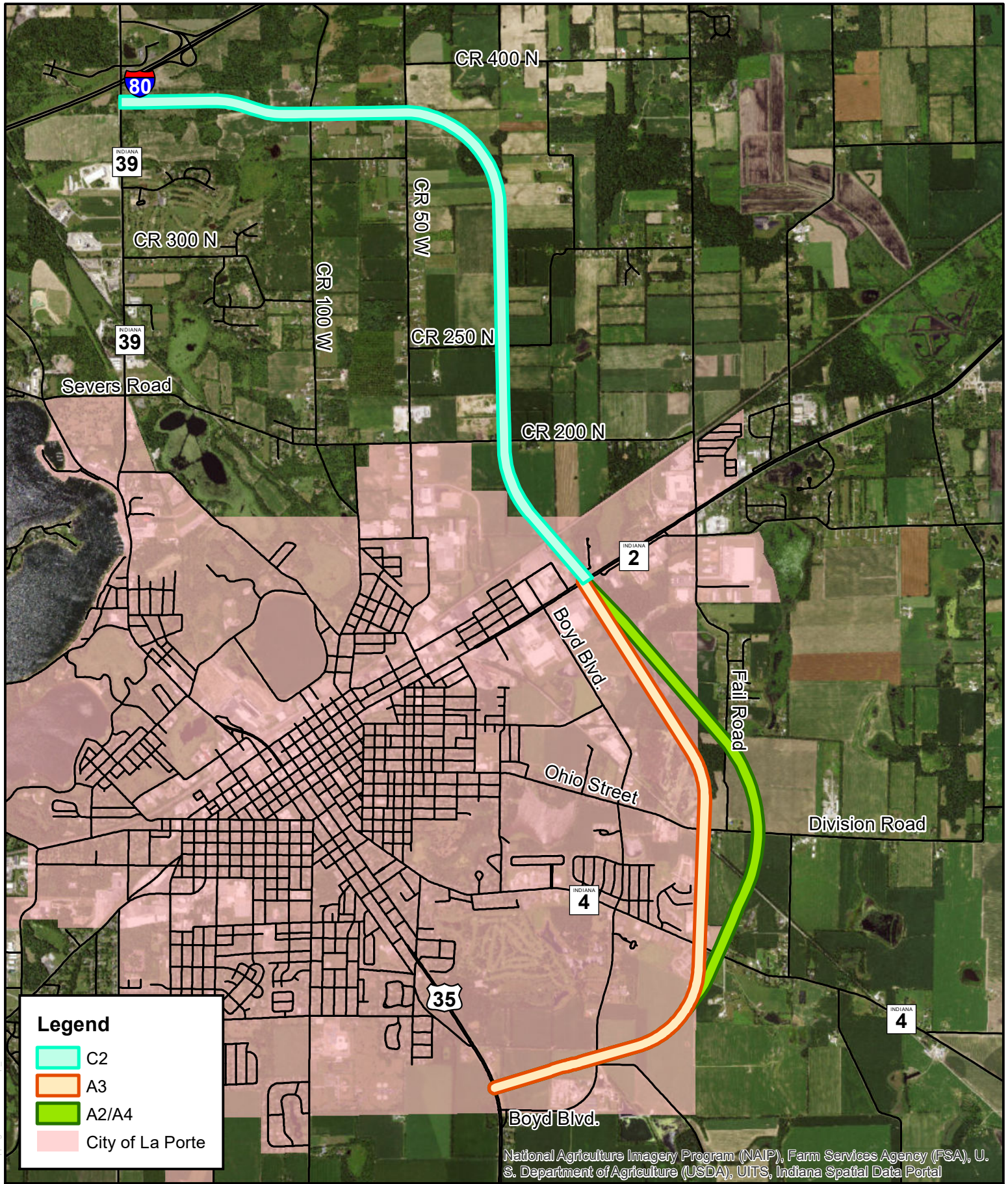
Des. No. 1592338
Alternatives Analysis

0 1,500 3,000
Feet



County: LaPorte
Township: Center, Kankakee, Scipio & Pleasant
State: Indiana

LaPorte North-South Connector
US 35 to SR 39
Created: 9/11/2020, SBeaupre



Legend

- C2
- A3
- A2/A4
- City of LaPorte

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Recommended Alternatives

Des. No. 1592338
Alternatives Analysis

0 1,750 3,500

Feet

County: LaPorte
 Township: Center, Kankakee, Scipio & Pleasant
 State: Indiana

LaPorte North-South Connector
 US 35 to SR 39
 Created: 6/15/2020, SBeaupre

Summary of Agency Responses to Early Coordination Letter*

Name/Organization/ Comment Date	Comment
<p>Todd Bjornstad Anacostia Rail Holdings Company</p> <p>May 14, 2019</p>	<ol style="list-style-type: none"> 1. Any alternative that would involve the addition of grade crossings for vehicles to cross Chicago South Shore & South Bend (CSS & SB) railroad track would need to be grade separated. 2. If alternative A1 cuts through the Bakery property at Boyd Avenue, design must not interfere with the possible addition of a future new spur/siding at this location. 3. Alternative C2 appears to end near CSS & SB property by the Toll Road. If this alternative is chosen, CSS & SB would want to confirm that it doesn't impact future business development on this property.
<p>Kenneth Westlake Environmental Protection Agency</p> <p>May 9, 2019</p>	<ol style="list-style-type: none"> 1. The EPA recommends identifying and substantiating the purpose and need as soon as possible, identifying alternatives that meet the purpose and need, providing justification for eliminating alternatives, and explaining why no preliminary routes are proposed on the west side of the City. The NEPA document should discuss the justification for selecting the preferred alternative. 2. Coordination with USACE and IDEM should occur now due to the proposed wetland impacts. 3. Early in the environmental study, resource agencies should be provided with wetland delineations, wetland and stream quality assessment for each alternative, and convene an all resource agencies meeting with field visit to view the alternatives and associated resources. 4. The environmental study and NEPA document should identify and assess potential for adverse impacts to drinking water supplies. 5. Identify water bodies located in or near the study area that would receive roadway runoff and whether they are listed as 303(d) Listed Impaired Waters. 6. The environmental review should identify any existing flooding issues, including inundated farm fields. 7. Identify and discuss how roadway stormwater and accidental hazardous material spills will be managed. Identify potential retention/detention areas. 8. Complete Phase I Environmental Site Assessments and identify the sites recommended for Phase II soil and groundwater sampling. Include the results of assessments in the NEPA document and identify mitigation and measures to protect surface and groundwater resources. 9. EPA recommends communicating with communities regarding noise impacts and mitigations. 10. The NEPA document should identify and discuss the potential impacts to air quality from construction activities and identify measures that will be implemented to reduce construction related air quality impacts. 11. EPA recommends involving public and Environmental Justice communities in project decision making and the NEPA document should document that the project would not have a disproportionately high and adverse human health or environmental effects on minority and/or low-income populations.

*Agencies were asked to respond to any project information provided in the ECL

Summary of Agency Responses to Early Coordination Letter*

	<ul style="list-style-type: none"> 12. Seek input from community and evaluate impacts to human health, particularly for vulnerable communities. 13. Coordinate with USFWS to determine if there will be impacts to threatened and endangered species and if mitigation is needed. 14. Identify impacts to forested land. 15. Discuss the results of Section 106 consultation.
<p>IDEM</p> <p>April 12, 2019</p>	<ul style="list-style-type: none"> 1. Determine impacts to water resources and coordinate with appropriate agencies. Avoid or minimize impacts to water resources when possible. 2. Minimize any impact on ambient air quality in, or near, the project area. 3. If solid or hazardous waste sites are identified, coordinate with the appropriate agency. Dispose of all waste and contaminated soil/water properly.
<p>Alisha Turnbow IDEM, Groundwater Section</p> <p>April 17, 2019</p>	<ul style="list-style-type: none"> 1. The proposed project is located within a wellhead protection area.
<p>Christie Stanifer IDNR</p> <p>May 10, 2019</p>	<ul style="list-style-type: none"> 1. Portions of the project may require approval from IDNR under the Flood Control Act, Lake Preservation Act, and Lowering of the Ten Acre Lake Act. 2. All three northern alternatives are likely to impact several high quality communities and state endangered, threatened, and rare species. <ul style="list-style-type: none"> a. Circumneutral Bog b. 6 plant species c. 3 bird species d. Blanding's turtle e. Star-nosed mole 3. Of the proposed northern alternatives, Severs Road and C1 appear to result in fewer impacts to fish, wildlife, and botanical resources. Of the southern alternatives, Alternatives A3 and A2/A4 appear to result in fewer impacts. 4. Several recommendations to avoid or minimize impacts to specific species, stream crossings, riparian habitat, and wetland habitat. <ul style="list-style-type: none"> a. Including avoiding and minimizing wetland impacts, avoiding bird nesting season, establishing wildlife crossings, utilizing existing roadways when possible, etc.
IGS	<ul style="list-style-type: none"> 1. High liquefaction potential

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Summary of Agency Responses to Early Coordination Letter*

April 12, 2019	<ol style="list-style-type: none"> 2. 1% annual chance flood hazard 3. Moderate potential bedrock resource 4. High potential sand and gravel resource 5. Petroleum exploration wells present
Mary Wright INDOT, PI April 12, 2019	<ol style="list-style-type: none"> 1. The appropriate Public Involvement Plan should be developed.
Joe Mrozinske LaPorte City Council April 11, 2019	<ol style="list-style-type: none"> 1. This project will help with economic development and revitalizing downtown LaPorte.
Robert Boklund LaPorte County Conservation Trust, Inc. June 8, 2019	<ol style="list-style-type: none"> 1. All but one of the 5 southern alternatives impacts the Ridgway Wetlands, owned by the LaPorte County Conservation Trust, Inc. (LPCCT). Alternative A2/A4 does not impact this property, but does impact the upstream watershed. 2. State rare and state special concern species have been observed at Ridgway Wetlands. 3. Ridgway Wetlands is valuable for floodwater storage. 4. This project will negatively impact Ridgway Wetlands due to stormwater runoff, noise pollution, and air pollution. The route should be farther from the wetlands than any of the currently approved alternatives in order to address these impacts. 5. LCCT requests to be involved in any site meetings involving Ridgway Wetlands and to be on the mailing lists for future documents.
Christine Keil LaPorte County Drainage Board April 12, 2019	<ol style="list-style-type: none"> 1. All of the proposed routes will impact the Schurz Drain and the Travis Ditch, both regulated drains under La Porte County Drainage Board jurisdiction. An application to the Drainage Board will be required.
Thomas Owens LaPorte Police Department April 15, 2019	<ol style="list-style-type: none"> 1. Requested that the A4 alternative not be considered because a Police Shooting Range is being built on Stevens Road, east of Boyd Boulevard.
Landon Morris Marathon Pipe Line	<ol style="list-style-type: none"> 1. The current proposed routes will not impact Marathon's petroleum products pipeline.

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Summary of Agency Responses to Early Coordination Letter*

April 15, 2019	
Jerry Raynor NRCS	1. The proposed project will cause a conversion of prime farmland.
May 17, 2019	
Paul Allerding, Charles Uhlarik, and Ryan Cassidy USACE	1. The project may require a Section 404 and/or Section 10 USACE permit.
April 12, 2019 May 15, 2019 June 21, 2019	
Scott Pruitt USFWS May 20, 2019	<ol style="list-style-type: none"> 1. Several wetland complexes are located within the footprint of the project alternatives. 2. The Ridgeway Wetlands complex is in the path of four of the five southern alternatives. 3. The Severs Road alignment has the fewest wetland and forest impacts of the northern alternatives. The A2/A4 alignment has the fewest wetland impacts for the southern portion and A3 has the fewest forest impacts. 4. The proposed project is within the range of the federally endangered Indiana bat (<i>Myotis sodalis</i>) and the federally threatened northern long-eared bat (<i>Myotis septentrionalis</i>). There is suitable summer habitat for both of these species present throughout the area surrounding the project site, including wooded areas within the project alternatives. Reforestation is recommended due to the amount of cumulative forest impacts. 5. Consideration should be given to avoid creating barriers and obstacles between existing natural areas and wetlands. We request pretreatment of any runoff water (both during construction and once the road is operational) before it is allowed to enter any wetlands, including the Ridgeway Wetlands and the Head Creek Wetlands. (The Head Creek Wetlands are just southeast of the city's wastewater treatment plant, north of alternative 4). 6. The alternative with the fewest impacts should be chosen. The USFWS is concerned with the amount of wetland impacts and request further refinement in order to avoid and/or minimize these impacts. 7. Several additional recommendations to minimize impacts to habitat and water resources were included.

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Category	SOUTHERN ALTERNATIVES							
	Units	No Build	A1	A2	A3	A2/A4	A4	US 35
Roadway Type		Urban	Urban	Rural	Rural	Rural	Rural	Urban
Total Length	mi.	0	3.43	3.81	3.65	4.03	4.99	2.6
Preliminary Costs	\$	0	48,596,000	46,445,700	44,821,600	49,886,000	58,799,600	
Affected Parcels								
Total Affected Parcels	No.	0	111	42	50	38	33	214
Land Use								
Agricultural**	Acres	0	18.46	78.64	91.63	110.93	135.98	9.03
Church	Acres	0	2.23	4.22	0	0	0	0.53
Commercial / Industrial	Acres	0	18.7	30.64	29.9	17.14	18.44	4.52
Residential	Acres	0	6.7	1.26	3.62	6.06	0.43	23.1
Public / Non-Profit/ Exempt	Acres	0	43.55	27.13	10.84	8.96	21.57	5.71
Railroad	Acres	0	0.54	0.85	0.97	0.79	0.85	0
Utility	Acres	0	0.12	0	0	0	0	0
Total	Acres	0	90.4	142.75	136.95	143.87	177.27	42.89
Historic Properties & Archaeological Sites+								
Individual Properties Affected	No.	0	0	0	0	0	1	1
Districts Affected	No.	0	0	0	0	0	0	2
Previously Recorded Archaeological Sites Affected	No.	0	0	1	1	0	0	0
Section 4(f) Resources								
Recreational Facilities	No.	0	1	0	0	0	0	0
Trails			0	1	1	0	1	0
Environmental Justice								
EJ Populations Present	No.	0	1	1	1	1	1	2
Minority Blocks Affected	No.	0	0	0	0	0	0	1
Low Income Blocks Affected	No.	0	1	1	1	1	1	1
Drinking Water								
Wellhead Protection Areas (WPAs) Affected	No.	0	1	1	1	1	1	2
Source Water Areas Affected	No.	0	0	0	0	0	0	1
Wetlands*								
Mapped NWI Wetlands Impacted	No.	0	5	6	5	4	6	4
Area of Mapped NWI Impacted	Acres	0	18.78	20.39	23.53	9.76	14.23	4.37
Mapped Open Water Impacted	No.	0	3	2	1	2	1	2
Area of Mapped Open Water Impacted	Acres	0	0.65	4.91	4.59	0.86	0.18	0.72
Total	Acres	0	19.43	25.3	28.12	10.62	14.41	5.09
Floodplain								
Floodplains Impacted	No.	0	0	0	0	0	0	0
Area of Impact	Acres	0	0	0	0	0	0	0
Streams***								
Stream Crossings	No.	0	1	4	4	1	2	0
Total Length of Impact	Linear Ft.	0	220	1,406	1,457	965	751	0
Forest								
Area of Impact	Acres	0	17.30	13.52	9.73	14.35	25.51	13.15
Mining/Mineral Exploration								
Petroleum Wells	No.	0	0	0	0	1	0	0
Hazardous Materials								
Underground Storage Tanks	No.	0	3	1	0	0	0	1
Leaking Underground Storage Tanks	No.	0	0	0	0	0	1	0
NPDES Facilities	No.	0	0	2	2	0	0	0
RCRA Generator/TSD	No.	0	1	1	0	0	0	0
Additional Red Flags								
Pipelines	No.	0	3	3	3	3	3	1
Railroads	No.	0	1	1	1	1	1	0
The information in this table was tabulated using conceptual design information. It should be considered preliminary and subject to change.								
* - Wetland impacts were calculated using USFWS National Wetland Inventory GIS data								
** - Farmland either of State & Local Importance or considered Prime & Unique is quantified by the NRCS based solely on soil type and whether the land is developed or undeveloped. As such, the resulting quantity will differ slightly from quantities identified as "agricultural" in the land use analysis.								
*** - Streams data is taken from the USGS NHD GIS layers, these data are not field verified. Hydrologic regime is based on values from USGS Topographic map "bluelines"								

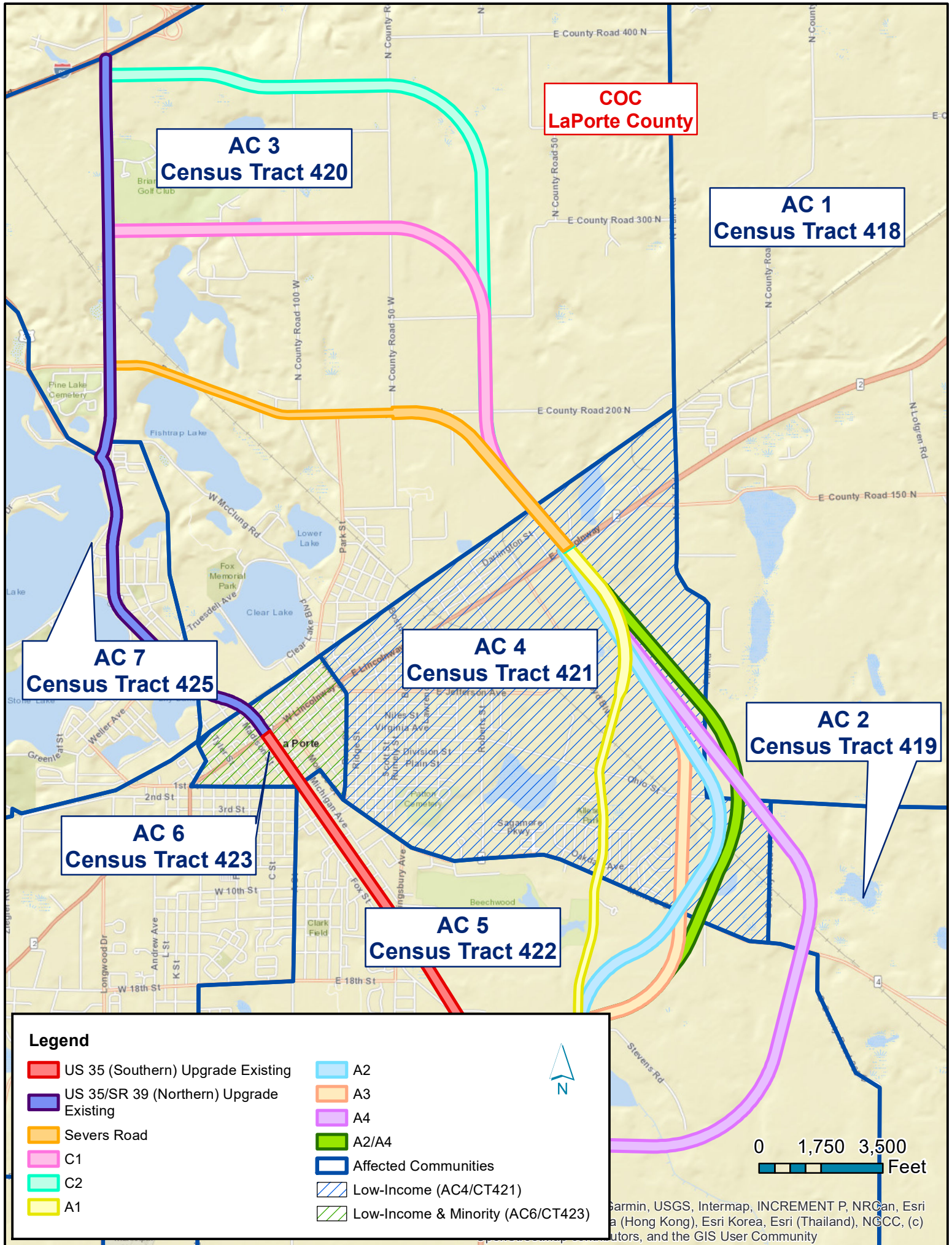
Category	NORTHERN ALTERNATIVES					
	Units	No Build	Severs	C1	C2	US 35/SR 9
Roadway Character		Urban	Urban	Rural	Rural	Urban
Total Length	mi.	0	2.76	3.68	4.45	4.04
Preliminary Costs	\$	0	48,897,900	42,235,700	46,473,200	
Affected Parcels						
Total Affected Parcels	No.	0	85	60	37	350
Land Use						
Agricultural**	Acres	0	36.6	93.27	136.2	8.33
Church	Acres	0	0	0	0	0.91
Commercial / Industrial	Acres	0	13.17	11.57	12.48	42.18
Residential	Acres	0	20.11	30.01	18.18	15.51
Public / Non-Profit/ Exempt	Acres	0	0.42	0	0	21.22
Railroad	Acres	0	1.92	0.75	0.74	3.2
Utility	Acres	0	2.49	0.05	0	0
Total	Acres	0	75.79	135.76	169.45	91.35
Historic Properties & Archaeological Sites+						
Individual Properties Effected	No.	0	0	1	1	6
Districts Affected	No.	0	0	0	0	1
Previously Recorded Archaeological Sites Affected	No.	0	2	1	1	6
Section 4(f) Resources						
Recreational Facilities	No.	0	0	0	1	2
Trails	No.	0	2	1	1	2
Environmental Justice						
EJ Populations Present	No.	0	1	1	1	2
Minority Blocks Affected	No.	0	0	0	0	1
Low Income Blocks Affected	No.	0	1	1	1	1
Wellhead Protection Areas (WPA)						
WPAs Affected	No.	0	3	3	3	0
Wetlands*						
Mapped NWI Wetlands Impacted	No.	0	1	3	5	9
Area of Mapped NWI Impacted	Acres	0	0.09	2.64	9.15	3.41
Mapped Open Water Impacted	No.	0	2	2	4	7
Area of Mapped Open Water Impacted	Acres	0	0.49	1.05	1.57	4.04
Total	Acres	0	0.58	3.69	10.72	7.45
Floodplain						
Floodplains Impacted	No.	0	0	0	0	1
Area of Impact	Acres	0	0	0	0	1.3
Streams***						
Stream Crossings	No.	0	0	1	0	0
Total Length of Impact	Linear Ft.	0	0	331	0	0
Forest						
Area of Impact	Acres	0	18.56	25.05	38.17	13.80
Mining/Mineral Exploration						
Petroleum Wells	No.	0	1	0	2	2
Hazardous Materials						
Sites Impacted	No.	0	0	0	0	22
Cemeteries						
Within 100 ft. of R/W	No.	0	1	0	0	1
Additional Red Flags						
Pipelines	No.	0	1	4	6	7
Railroads	No.	0	4	2	2	4

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** - Farmland either of State & Local Importance or considered Prime & Unique is quantified by the NRCS based solely on soil type and whether the land is developed or undeveloped. As such, the resulting quantity will differ slightly from quantities identified as "agricultural" in the land use analysis.

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LaPorte Economic Development Corridor		COC	AC1	AC2	AC3	AC4	AC5	AC6	AC7
		LaPorte Co., Indiana	Census Tract 418, Laporte County, Indiana	Census Tract 419, Laporte County, Indiana	Census Tract 420, Laporte County, Indiana	Census Tract 421, Laporte County, Indiana	Census Tract 422, Laporte County, Indiana	Census Tract 423, LaPorte County, Indiana	Census Tract 425, LaPorte County, Indiana
B17021	Low-income								
001	Population for whom poverty status is determined: Total	102,126	6,050	5,924	2,654	5,739	3,062	1,850	5,166
002	Population for whom poverty status is determined: Income in past 12 months below poverty level	16,924	870	320	340	1,501	350	774	349
	Percent Low-income (002/001 x 100)	16.57%	14.38%	5.40%	12.81%	26.15%	11.43%	41.84%	6.76%
	125 Percent of COC	20.71%	AC > 125% COC	AC > 125% COC	AC > 125% COC	AC > 125% COC	AC > 125% COC	AC > 125% COC	AC > 125% COC
	Potential Low-income EJ Impact?		No	No	No	Yes	No	Yes	No
B03002	Minority								
001	Total Population: Total	110,839	6,141	5,924	2,660	5,811	3,062	2,237	5,178
002	Total Population: Not Hispanic or Latino	103,904	5,439	5,573	2,370	4,995	2,830	1,824	5,010
003	Total Population: Not Hispanic or Latino; White alone	88,538	5,418	5,533	2,266	4,741	2,754	1,674	4,906
004	Total Population: Not Hispanic or Latino; Black or African American alone	12,093	21	30	45	76	0	109	18
005	Total Population: Not Hispanic or Latino; American Indian and Alaska Native alone	285	0	10	0	64	0	8	41
006	Total Population: Not Hispanic or Latino; Asian alone	630	0	0	12	46	0	0	18
007	Total Population: Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	13	0	0	0	0	0	0	0
008	Total Population: Not Hispanic or Latino; Some other race alone	29	0	0	0	0	0	0	0
009	Total Population: Not Hispanic or Latino; Two or more races	2,316	0	0	47	68	76	33	27
010	Total Population: Hispanic or Latino	6,935	702	351	290	816	232	413	168
011	Total Population: Hispanic or Latino; White alone	3,618	269	219	100	450	134	153	65
012	Total Population: Hispanic or Latino; Black or African American alone	137	0	0	0	0	0	0	0
013	Total Population: Hispanic or Latino; American Indian and Alaska Native alone	28	0	0	0	0	0	0	0
014	Total Population: Hispanic or Latino; Asian alone	16	0	0	0	16	0	0	0
015	Total Population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	25	0	0	0	25	0	0	0
016	Total Population: Hispanic or Latino; Some other race alone	2,222	328	61	190	325	98	168	103
017	Total Population: Hispanic or Latino; Two or more races	889	105	71	0	0	0	92	0
	Number Non-white/minority (001-003)	22,301	723	391	394	1,070	308	563	272
	Percent Non-white/Minority (001-003/001 x 100)	20.12%	11.77%	6.60%	14.81%	18.41%	10.06%	25.17%	5.25%
	125 Percent of COC	25.15%	AC > 125% COC	AC > 125% COC	AC > 125% COC	AC > 125% COC	AC > 125% COC	AC > 125% COC	AC > 125% COC
	Potential Minority EJ Impact?		No	No	No	No	No	Yes	No