



April 11, 2019

«AgencyCompany»
«Name», «Title»
«Address_1»
«Address_2»
«City», «State» «Zip»

Re: Des. No.: 1592338
LaPorte County North-South Connector – US 35 to State Road (SR) 39
La Porte, LaPorte County, Indiana

Dear «Salu»:

The Federal Highway Administration (FHWA) and the LaPorte County Commissioners, with oversight by the Indiana Department of Transportation (INDOT), is conducting an environmental study for a transportation corridor along the east side of the City of La Porte that extends between US 35 and SR 39. This project is funded, in part, by the FHWA. Several alternatives, which are discussed in this communication, are currently being evaluated for this project.

This letter is written to describe the proposed project and to seek your comments regarding those resources under your jurisdiction as part of early coordination. The proposed improvements are described in more detail herein. In addition, various maps and aerial photographs are enclosed showing the location of the proposed project. Please use the referenced Des. No. and project description in your reply to ensure your comments are incorporated into the formal environmental study that is to be prepared. Your cooperation in this endeavor is appreciated.

Location and Existing Conditions

The study area is located in north-central LaPorte County, on the east side of the City of La Porte. The southern terminus will be located at US 35 and the northern terminus will be located at SR 39, because these roadways are already utilized by truck traffic and the proposed project intends to facilitate traffic movement around the City of La Porte. The various alternatives terminate at different locations along US 35 and SR 39. The project is located in Sections 13, 14, 23, 24 and 25, Township 37 North, Range 3 West; Sections 18, 19, 30, 31 and 32, Township 37 North, Range 2 West; and Sections 5, 6, 7, and 8, Township 36 North, Range 2 West of Center, Kankakee, Pleasant, and Scipio Townships as depicted on the Springville and LaPorte East U.S. Geological Survey (USGS) Quadrangles.

Existing Severs Road (also identified as W CR 200 N) is a continuous east-west route that extends between SR 39 to Fall Road, and is functionally classified as a major collector. The typical section consists of two 12-foot travel lanes (one in each direction). The posted speed limit is 40 miles per hour (mph).

Existing W CR 300 N is a west-east route that extends from SR 39 to N CR 100 W, and is functionally classified as a local road. The typical section of W CR 300 N consists of two 11-foot travel lanes (one in each direction). The posted speed limit along W CR 300 N is 30 mph.

Existing Boyd Boulevard is a north-south route that extends from SR 2 to US 35, and is functionally classified as a minor arterial road. The typical section of Boyd Boulevard consists of two 12-foot travel lanes (one in each direction) with an 11-foot western shoulder and an 8-foot eastern shoulder. The posted speed limit along Boyd Boulevard is 30 mph.

Land use within the general project area consists of suburban commercial, residential, agricultural, and forested areas.

Purpose and Need

The need for the project is evidenced by the following:

- *Congestion in the City of La Porte:* La Porte's major north-south and east-west arteries are severely impaired because they function as both the City's main streets and major thoroughways.
- *Frequency of crashes:* According to the Northwestern Indiana Regional Planning Commission (NIRPC)'s 2040 Comprehensive Regional Plan and its Update Companion, four of the 11 roads with the highest crash rates in LaPorte County were in the City of La Porte. These were two sections of US 35, SR 2, and Lincoln Highway.
- *Truck traffic in the City of La Porte:* Future traffic projections anticipate a level of service (LOS) of E or F (unstable or forced flow) at key intersections in the central business district in the City of La Porte, particularly due to truck traffic according to the 2040 Comprehensive Regional Plan. These key intersections include:
 - Fail Road from US 20 to SR 2 (3.34 miles) – LOS E
 - SR 2 from US 421 to SR 39 (9.08 miles) – LOS E
 - SR 2 from 6th Avenue to Boston Street (1.71 miles) – LOS F
 - SR 39 from 18th Street to CR 400 S (3 miles) – LOS E
 - US 35 from US 20 to Severs Road (4.84 miles) – LOS E
- *Revitalization of La Porte's urban center:* The 2040 Comprehensive Regional Plan identifies the need to develop central City of La Porte as a livable center which promotes walkability.

The purpose of the La Porte North-South Connector project is to:

- Reduce forecasted congestion (especially due to truck traffic) in the City of La Porte's central business district,
- Improve vehicular and pedestrian safety through crash reduction, and
- Provide a truck route that avoids downtown La Porte.
- Improved development opportunities in central La Porte as a livable center through diversion of traffic outside the downtown area.

The project's purpose and need will be refined as the project advances.

Proposed Project

The proposed project involves the evaluation of alternatives intended for a new roadway between US 35 on the south side of the City of La Porte to SR 39 on the north side. The proposed project has three northern preliminary alternatives. An analysis of the impacts of these alternatives is included in the attachments. All of the northern alternatives begin at SR 2, approximately 0.29

mile east of Boyd Boulevard and terminate at SR 39 on the north side of La Porte. A description of the northern corridors is provided below.

Severs Road Alternative: 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 Drive, and then the alternative curves southeast to connect with the southern alternatives at SR 2. The estimated length of the C1 Alternative is approximately 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, and then the alternative curves southeast and continues south to connect with the southern alternatives at SR 2. The estimated length of the C1 Alternative is approximately 3.68 miles.

Alternative C2: This alternative would involve new construction starting at SR 39, 0.22 mile south of I-90, east to CR 50 W, 0.22 mile north of CR 350 N. The alternative would then curve southeast and continue south to connect with the southern alternatives at SR 2. The estimated length of the C2 Alternative is approximately 4.45 miles.

The proposed project has five southern preliminary alternatives. An analysis of the impacts of these alternatives is included in the attachments. All of the southern alternatives would begin at US 35 on the south side of La Porte and terminate at SR 2. The southern alternatives are as follows:

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 1 mile and connect with the existing Boyd Boulevard, 0.89 mile southeast of SR 2. This alternative would involve improvements to Boyd Boulevard until it connects with US 35. The estimated length of the A1 Alternative 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 0.1 mile south of Division Road. The new construction would extend southwest for 1.4 miles and connect with the existing Boyd Boulevard at the Stevens Road intersection. This alternative would involve improvements of Boyd Boulevard until it connects with US 35. The estimated length of the A2 Alternative is 3.81 miles.

Alternative A3: This alternative would involve new construction starting at SR 2, 0.29 mile east of Boyd Boulevard. The new construction would extend southeast for 0.9 mile and then begin to curve south, 0.3 mile 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 the A3 Alternative is 3.65 miles.

Alternative A2/A4: This alternative would involve new construction starting at SR 2, 0.24 mile east of Boyd Boulevard. 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 the A2 Alternative is 4.03 miles.

Alternative A4: This alternative would involve new construction starting at SR 2, 0.29 mile east of Boyd Boulevard. 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 then 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 the A4 Alternative is 4.99 miles.

The rural typical section for all of the project alternatives consists of four 12-foot lanes (two in each direction), two 10-foot outer shoulders, two 4-foot inner shoulders, and a 60-foot median. The urban typical section for all of the project alternatives consists of four 12-foot lanes (two in each direction) and one 12-foot turn lane. Underdrains and roadside drainage ditches will be constructed on either side of the roadway for both the urban and rural typical sections.

Environmental Resources

A preliminary Red Flag Investigation (RFI) was performed for a 0.5-mile radius for the survey area to identify potential infrastructure, water, mining, hazardous materials, cultural resources, and ecological resources that may impact or be impacted by the proposed project. Potential concerns and recommendations are listed below.

- Nine pipelines cross through the collective alternatives. Coordination with the owners of the pipelines will occur if excavation is to occur in the area.
- Two potential trails and one existing trail cross through the collective alternatives. Coordination with the Northwestern Indiana Regional Planning Commission and the LaPorte County Parks and Recreation Department will occur if work is proposed along these trails.
- Four recreational facilities are located adjacent to the collective alternatives. Coordination will occur with the owners of these facilities will occur if work is proposed adjacent to these facilities.
- Nine railroads cross through the collective alternatives. Coordination with the owners of the railroads will occur if work is proposed along these railroads.
- Multiple water resources including National Wetland Inventory (NWI) wetlands, lakes, and streams were mapped within the collective alternatives. A full wetland and stream delineation will be conducted and a Waters of the U.S. Determination Report will be completed as a part of the study.
- The study area is located within the LaPorte County Municipal Separate Storm Sewer Systems (MS4). Coordination with the LaPorte County MS4 will occur. In accordance with 327 IAC 15-13 (Rule 13 – Municipal Separate Storm Sewer Systems), the project sponsor will develop a Storm Water Quality Management Plan. As a part of implementation, projects falling within the UAB will be required to consider appropriate post-construction storm water quality best management practices (BMPs). These BMPs should take into consideration the available space, pollutants of concern, and receiving waters.
- Several potential hazardous materials sites were identified. Further investigation will be conducted for several of these areas if determined to be impacted by the preferred alternative.

- Nine petroleum wells are located within the collective alternatives. Coordination with IDNR Oil and Gas Division will occur.

Section 106

The *National Register of Historic Places* (NRHP) and the *Indiana Register of Historic Sites and Structures* (State Register) were reviewed using the *State Historic Architectural and Archaeological Research Database* (SHAARD) and the *Indiana Historic Building, Bridges, and Cemeteries Map* (IHBBCM). One resource listed in the NRHP was identified within a mile of the project alternatives: Indiana and Michigan Avenues Historic District. One resource listed only on the State Register was identified within a mile of the project: Logan-Taylor House. The LaPorte County Interim Report (1989) was examined, and it was determined that there are potential historic properties within the vicinity of the project area. *The Indiana Historic Bridge Inventory Volume 2: Listing of Historic and Non-Historic Bridges* (February 2009) by Mead & Hunt was reviewed. No bridges listed in or eligible for listing in the NRHP are located within the project area. Three cemeteries are within a mile of the project alternative: Quaker Cemetery, Patton Cemetery, and Zion Jewish Cemetery.

Due to the scope of the project, formal Section 106 consultation is expected. The State Historic Preservation Officer (SHPO) and other consulting parties will be consulted independently of this communication as part of Section 106 coordination.

Range-wide Informal Programmatic Consultation

LaPorte County is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). Land use within the general project area consists of suburban commercial, residential, agricultural, and forested areas. LaPorte County, or their agent, will perform a waters and wetlands investigation and an ecological assessment to identify any pertinent resources that may be present. Due to the project scope, coverage under the U.S. Fish and Wildlife Service's (USFWS) Range-wide Informal Consultation process for the Indiana bat and northern long-eared bat does not apply. Continued coordination with INDOT Environmental Services (ES) and USFWS will occur.

Coordination

This letter is part of the early coordination review process. You are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. We will incorporate your comments into a study of the project's environmental impacts. To facilitate the development of this project, you are asked to reply within **30 days** of receipt of this letter. If no response is received by that date, it will be assumed you have no comments at the present time.

If you have any questions regarding this project, please feel free to contact Chad Costa at (317) 222-3880 or CCosta@lochgroup.com. Additionally, should you want to contact the sponsor of this project, LaPorte County, please contact the Director of the LaPorte County Planning Department, Mitch Bishop, at 219-326-6808 Ext. 2253 or mbishop@laportecounty.org.

Thank you in advance for your input.

Sincerely,



Chad E. Costa

Environmental Manager
Lochmueller Group, Inc.

Attachments:

- General Location Map
- USGS Quadrangle Map
- Northern and Southern Alternatives Maps
- Red Flag Investigation Maps
- Photo Location Maps & Photographs
- Typical Roadway Sections
- Preliminary Corridor Matrix

Distribution List:

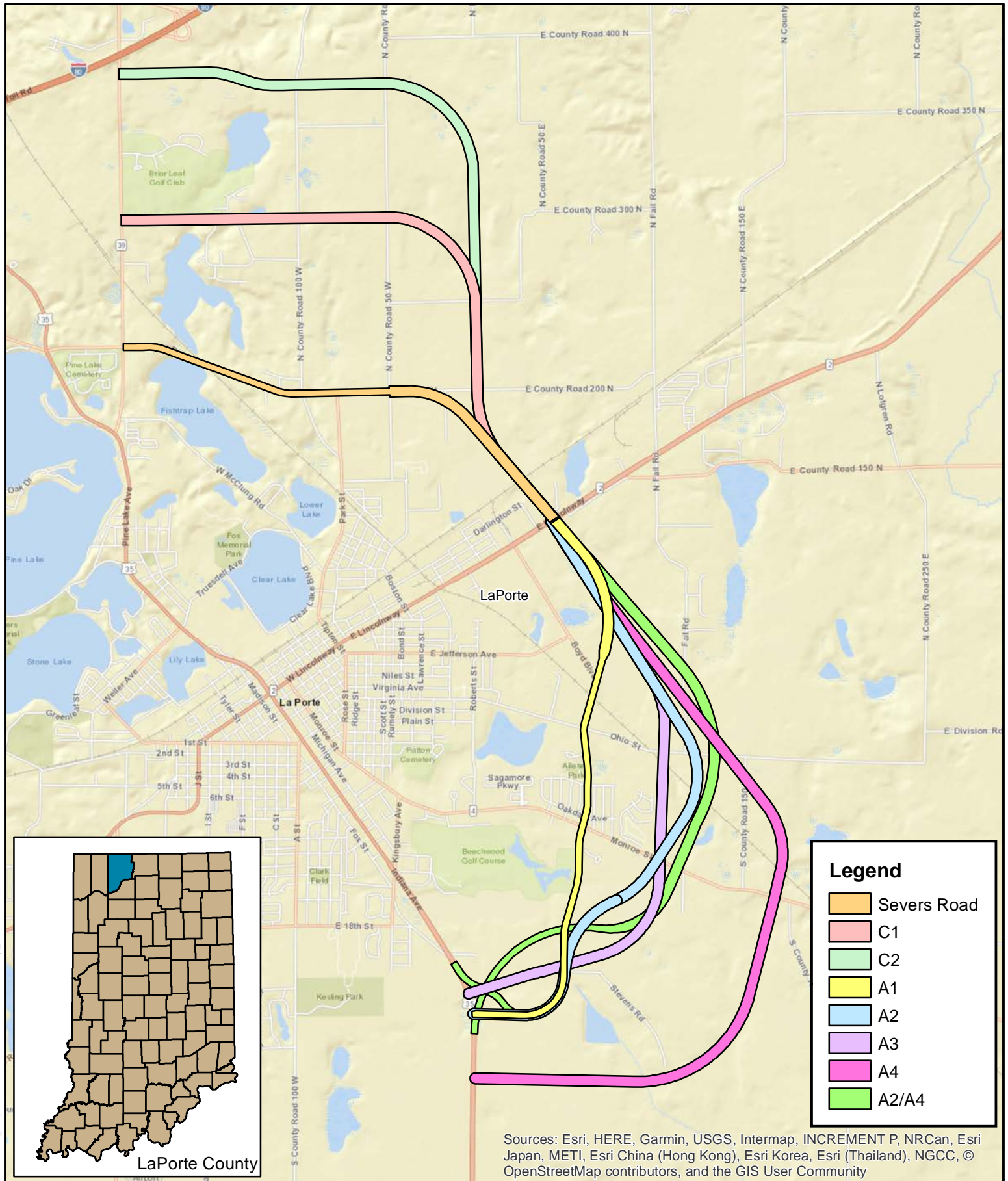
- USFWS, Northern Indiana Sub-office (electronic submission)
- FHWA, Indiana Division (electronic submission)
- National Resources Conservation Service, Indianapolis Office
- U.S. Army Corps of Engineers, Detroit District (electronic submission)
- U.S. Housing and Urban Development
- U.S. Environmental Protection Agency, Region 5 (electronic submission)
- National Park Service
- Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife (electronic submission)
- IDNR, Division of Oil and Gas (electronic submission)
- Indiana Department of Environmental Management (IDEM) (electronic submission)
- IDEM, Office of Water Quality (electronic submission)
- INDOT, Office of Public Involvement (electronic submission)
- INDOT, Office of Aviation (electronic submission)
- INDOT, Environmental Services (electronic submission)
- INDOT, LaPorte District (electronic submission)
- Indiana Geological Survey (electronic submission)
- LaPorte County Highway Department
- LaPorte County Drainage Board (electronic submission)
- LaPorte County Board of Commissioners (electronic submission)
- LaPorte County Council (electronic submission)
- LaPorte County Township Trustees, Center Township Trustee
- LaPorte County Township Trustees, Kankakee Township Trustee
- LaPorte County Township Trustees, Pleasant Township Trustee

- LaPorte County Township Trustees, Scipio Township Trustee
- LaPorte County Surveyor
- La Porte City Council (electronic submission)
- City of La Porte Mayor's Office (electronic submission)
- LaPorte County Emergency Management of Homeland Security (electronic submission)
- City of La Porte Police Department (electronic submission)
- LaPorte County Sheriff's Department (electronic submission)
- LaPorte County Emergency Medical Services
- LaPorte Community School Corporation
- LaPorte County Parks Department
- City of La Porte Parks & Recreation Department (electronic submission)
- City of La Porte Fire Department (electronic submission)
- Northwestern Indiana Regional Planning Commission (electronic submission)
- Greater La Porte Economic Development Corporation (electronic submission)
- City of La Porte MS4 Coordinator (electronic submission)
- LaPorte County MS4 Coordinator (electronic submission)
- Enbridge Energy Partners (electronic submission)
- Marathon Pipeline Company (electronic submission)
- Northern Indiana Pipeline Service Company (electronic submission)
- Cassidy Motel, Inc.
- Briar Leaf Golf Course
- Chicago, Southshore, & South Bend Railroad

Early Coordination

Attachments

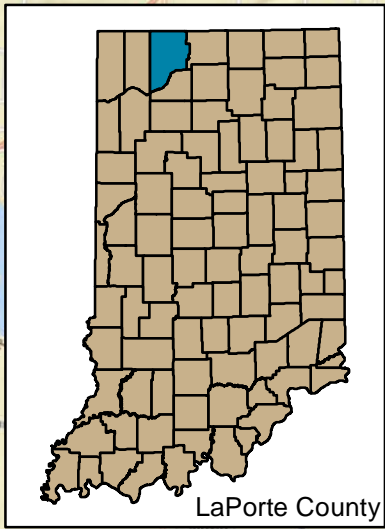
- **General Location Map**
- **USGS Topographic Map**
- **Red Flag Investigation Maps**
- **Photo Location Overview Map**
- **Detailed Photo Location Maps**
- **Project Photos**
- **Typical Sections**
- **Preliminary Corridor Matrix**



Legend

- Sivers Road
- C1
- C2
- A1
- A2
- A3
- A4
- A2/A4

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community





LOCHMUELLER GROUP


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General Location Map


Des. No. 1592338

Early Coordination

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Miles



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County: LaPorte

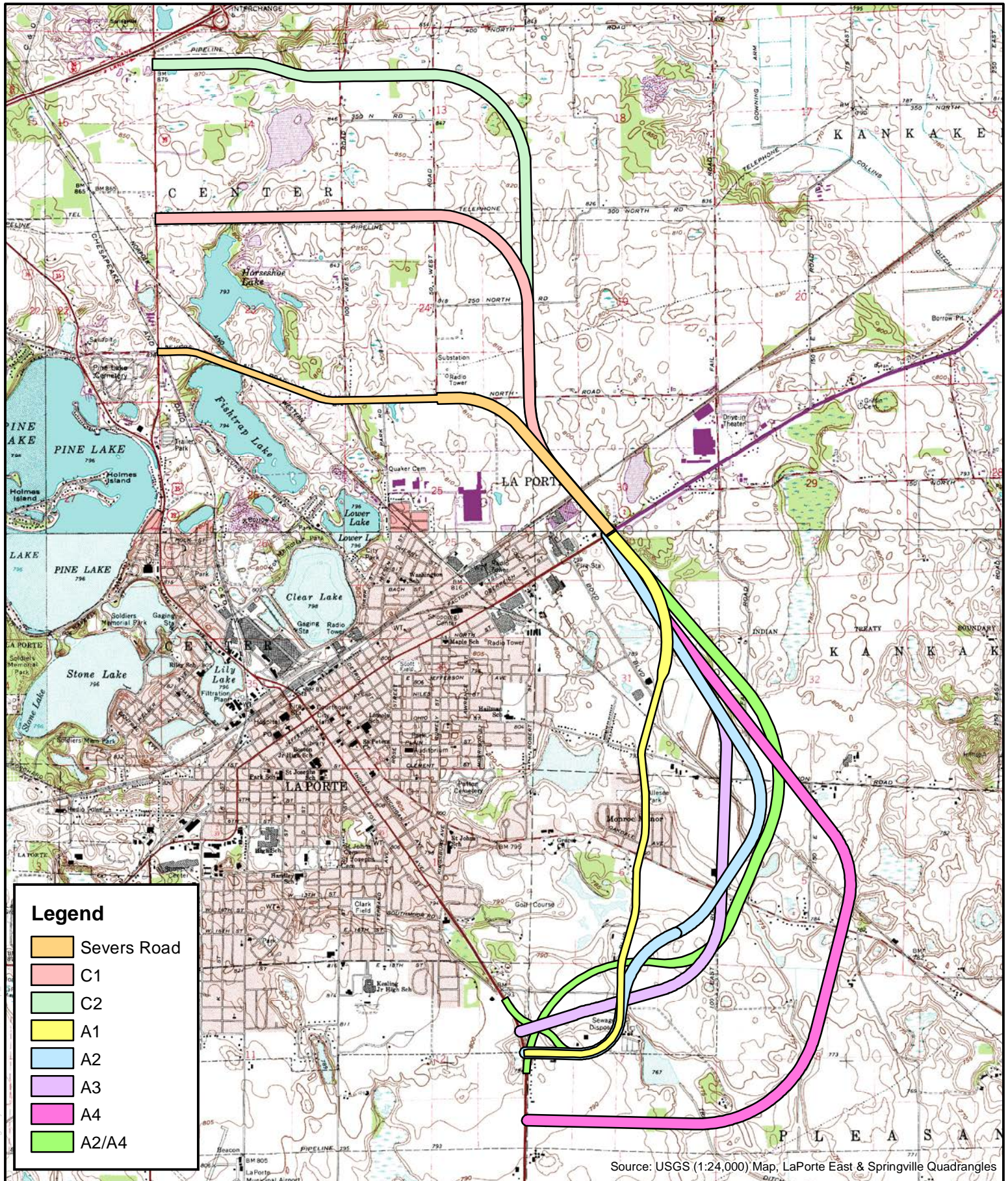
Township: Center, Kankakee, Scipio & Pleasant

State: Indiana

LaPorte North-South Connector

US 35 to SR 39

Created: 1/25/2019, SBeaupre



Legend

- Severs Road
- C1
- C2
- A1
- A2
- A3
- A4
- A2/A4

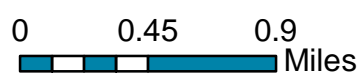
Source: USGS (1:24,000) Map, LaPorte East & Springville Quadrangles



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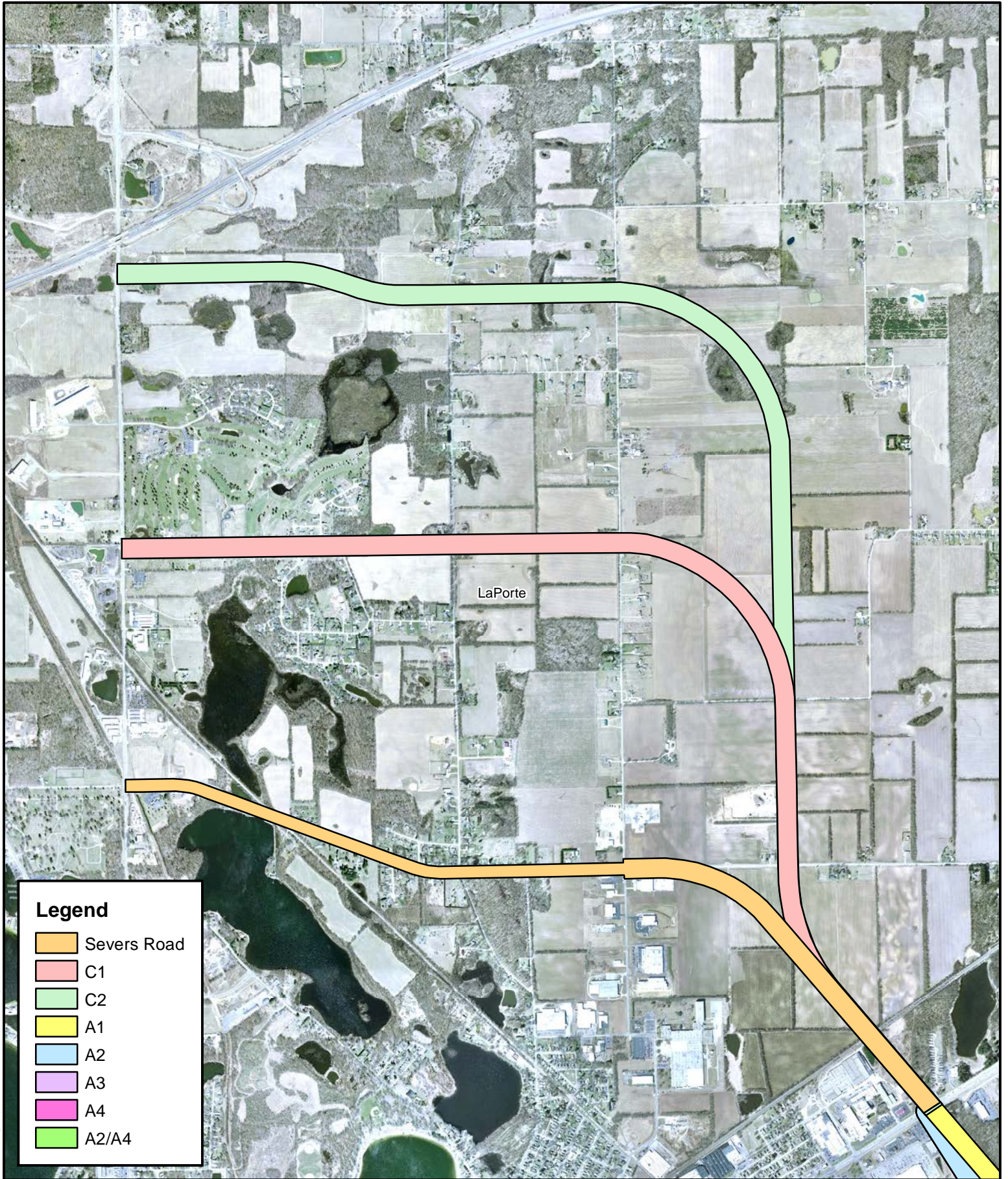
USGS Topographic Map

Des. No. 1592338
Early Coordination



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

LaPorte North-South Connector
US 35 to SR 39
Created: 1/25/2019, SBeaupre



Legend

- Sivers Road
- C1
- C2
- A1
- A2
- A3
- A4
- A2/A4



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Northern Alternatives Map

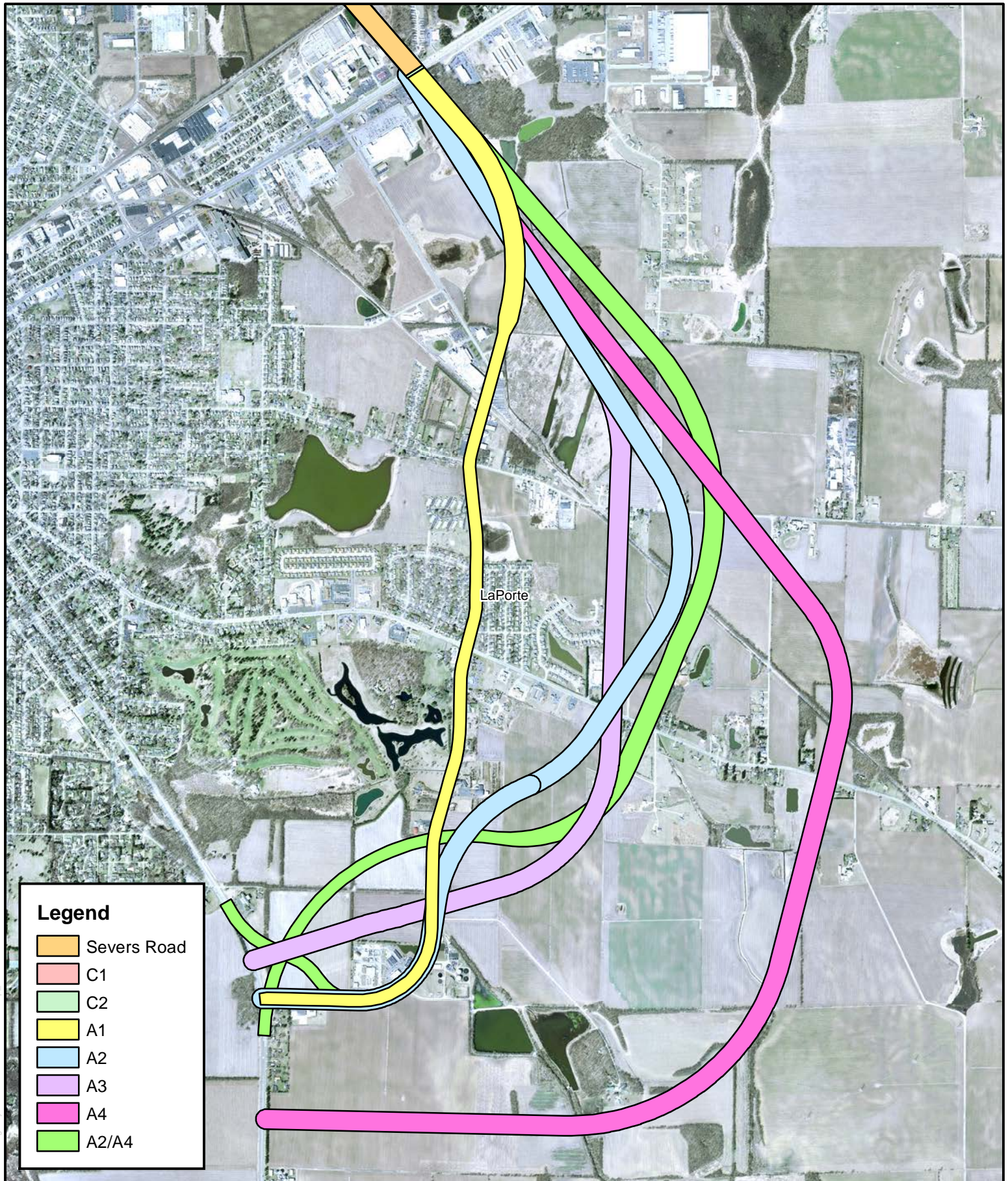
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Early Coordination

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Miles



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

LaPorte North-South Connector
US 35 to SR 39
Created: 1/25/2019, SBeaupre



Legend

- Sivers Road
- C1
- C2
- A1
- A2
- A3
- A4
- A2/A4

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Southern Alternatives Map
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 Early Coordination

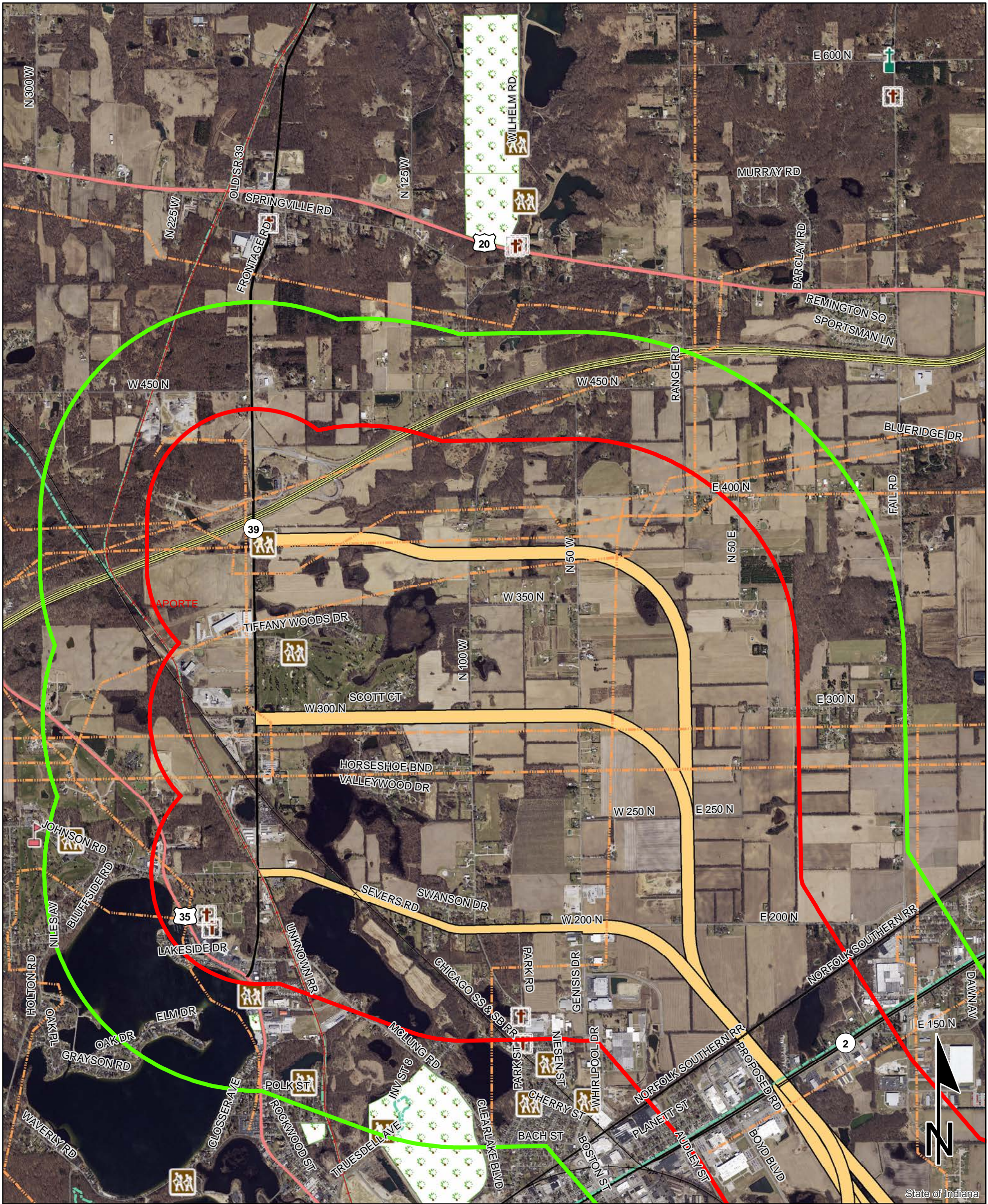
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County: LaPorte
 Township: Center, Kankakee, Scipio & Pleasant
 State: Indiana

LaPorte North-South Connector
 US 35 to SR 39
 Created: 1/25/2019, SBeaupre

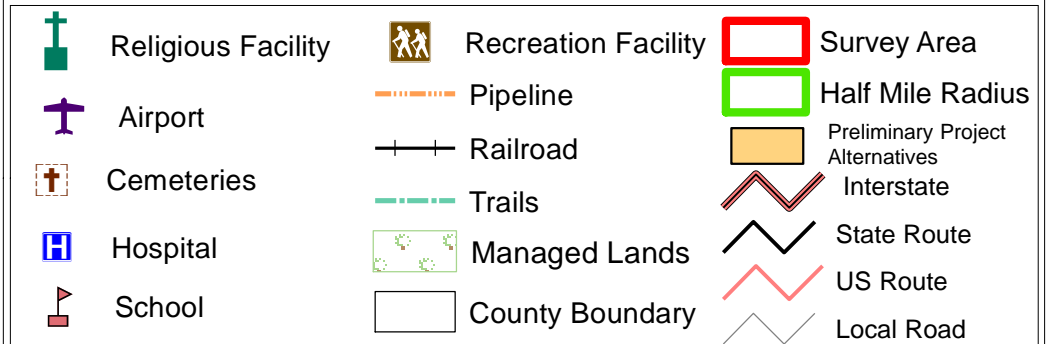
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Red Flag Investigation - Infrastructure
LaPorte County North-South Connector
US 35 to State Road (SR) 39
Des. No. 1592338, Economic Development Construction Project
LaPorte County, Indiana

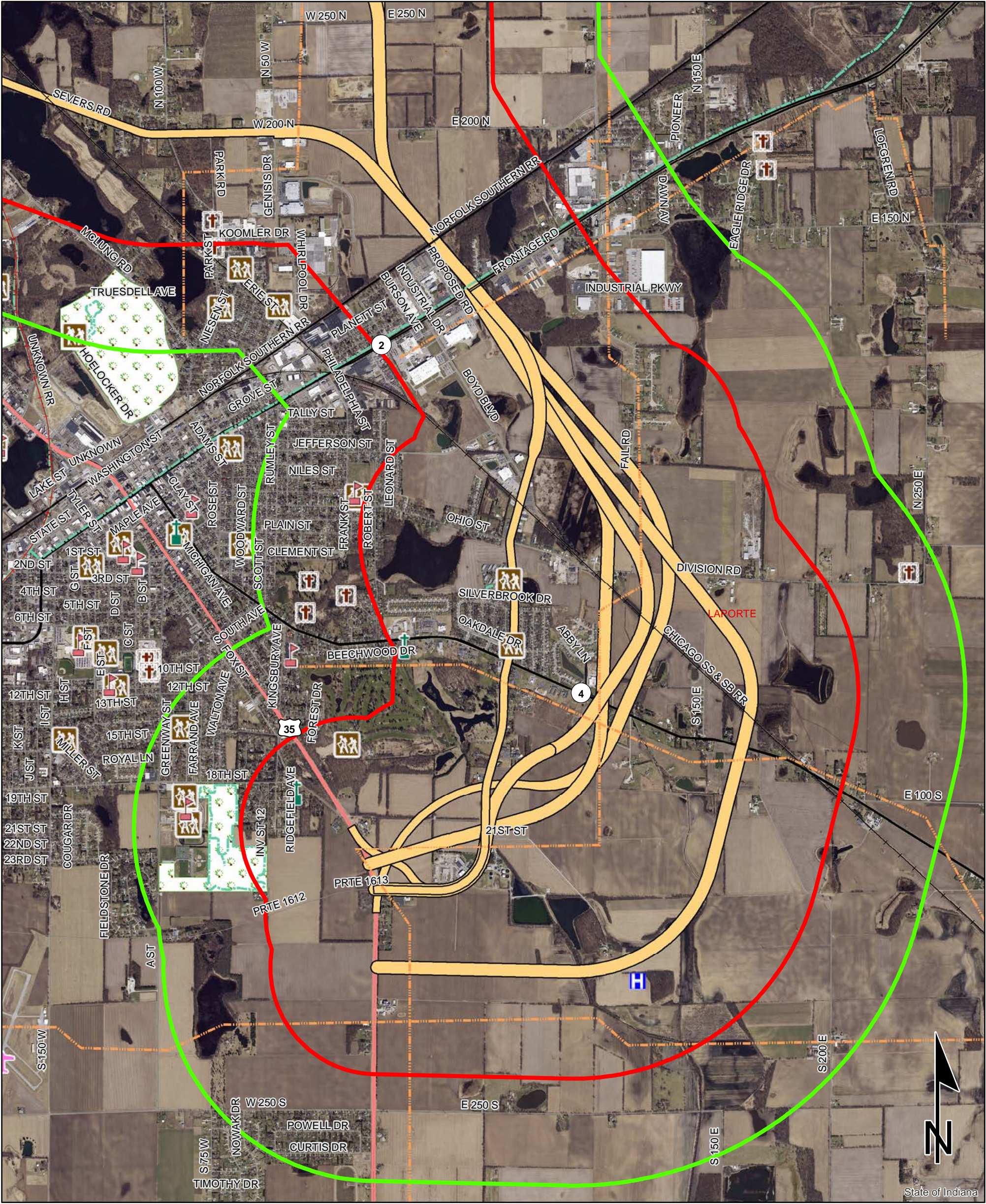


Sources:
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Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.



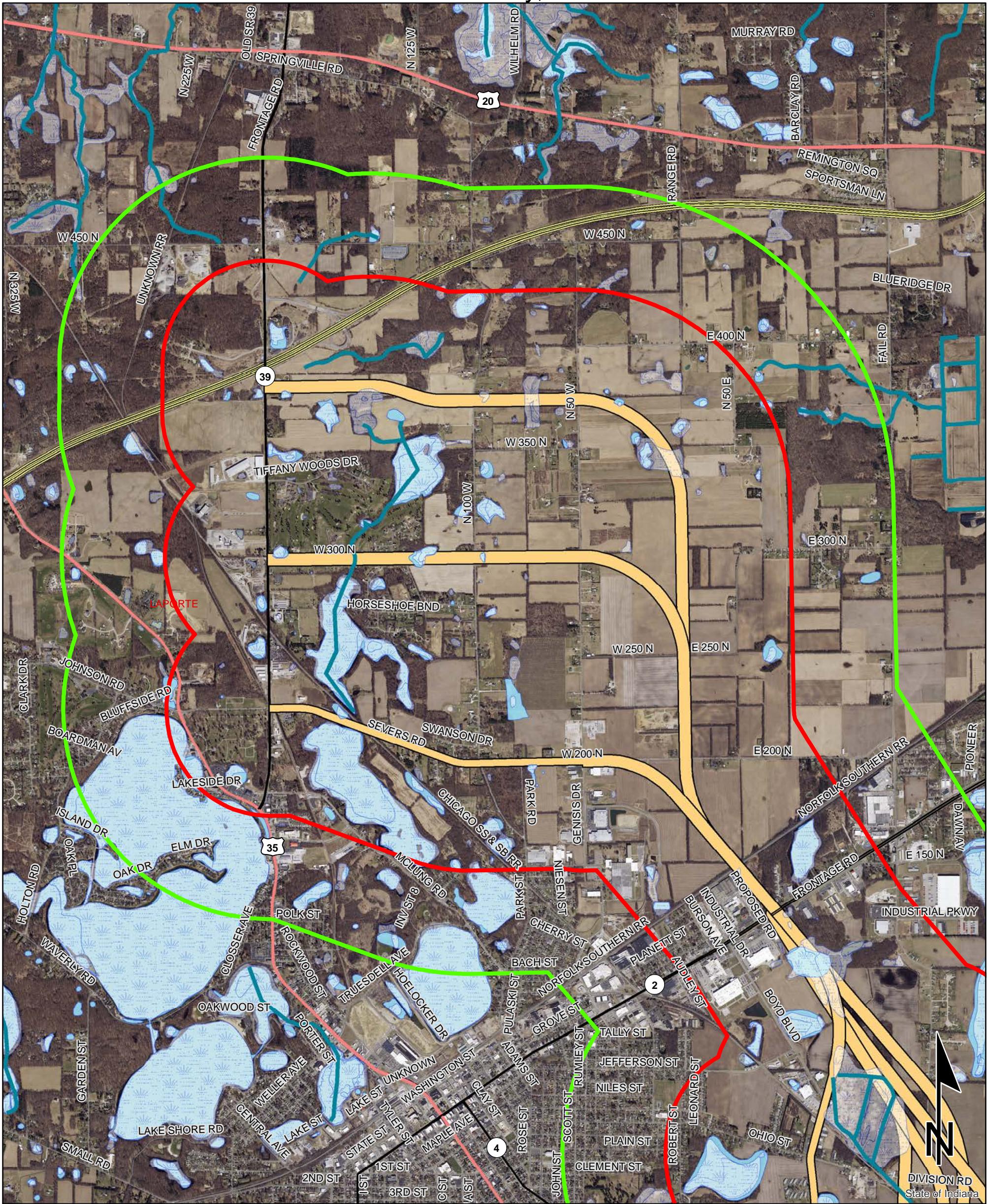
Red Flag Investigation - Infrastructure
LaPorte County North-South Connector
US 35 to State Road (SR) 39
Des. No. 1592338, Economic Development Construction Project
LaPorte County, Indiana



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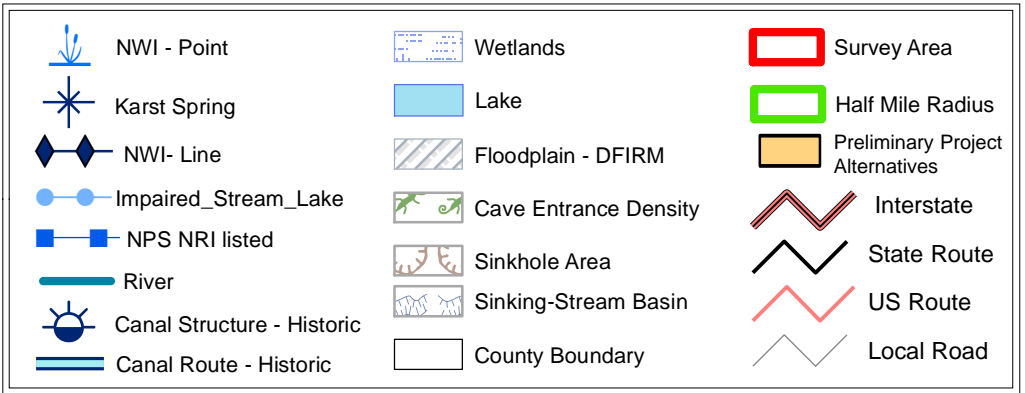
	Religious Facility		Recreation Facility		Survey Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Preliminary Project Alternatives
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources
LaPorte County North-South Connector
US 35 to State Road (SR) 39
Des. No. 1592338, Economic Development Construction Project
LaPorte County, Indiana

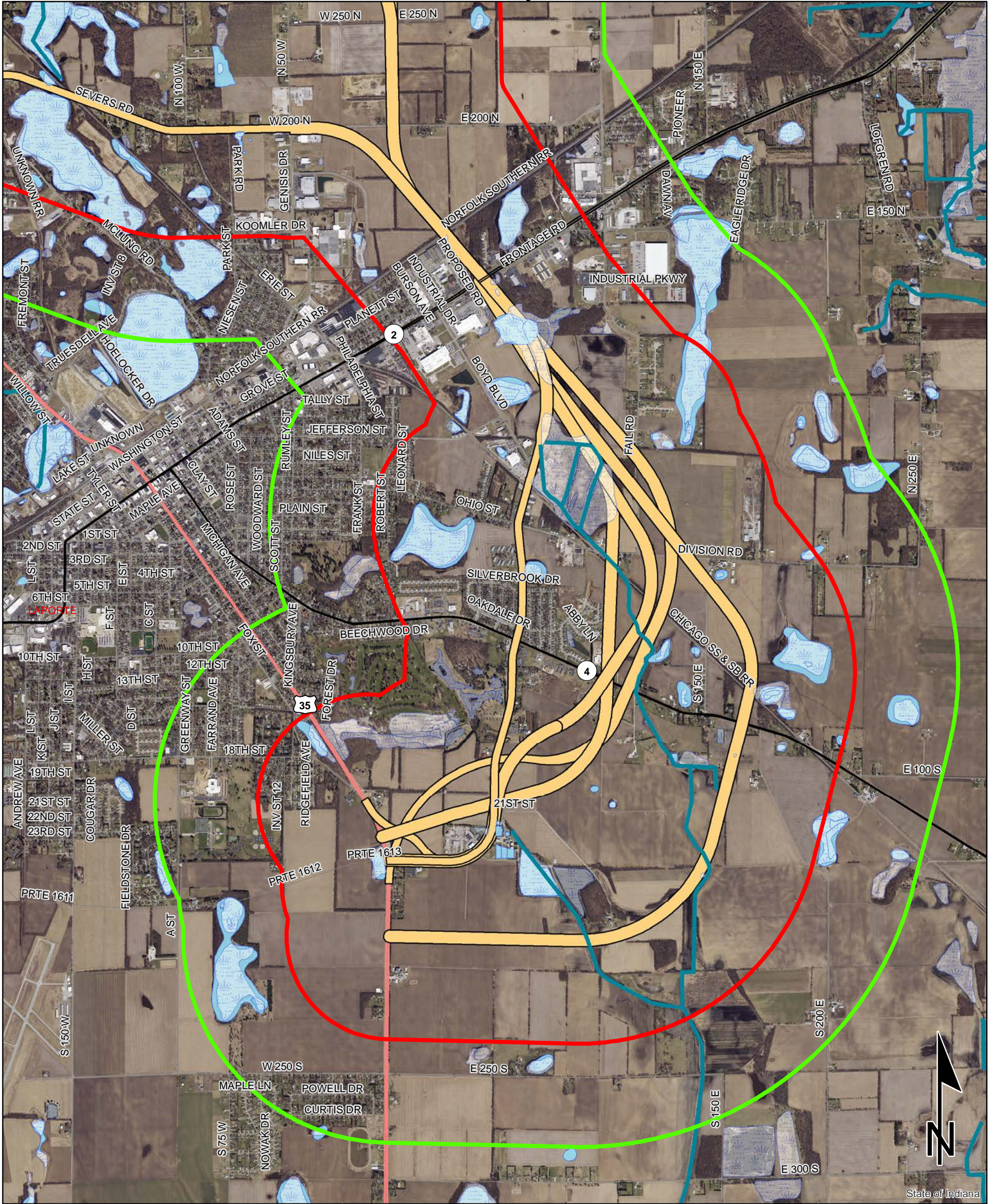


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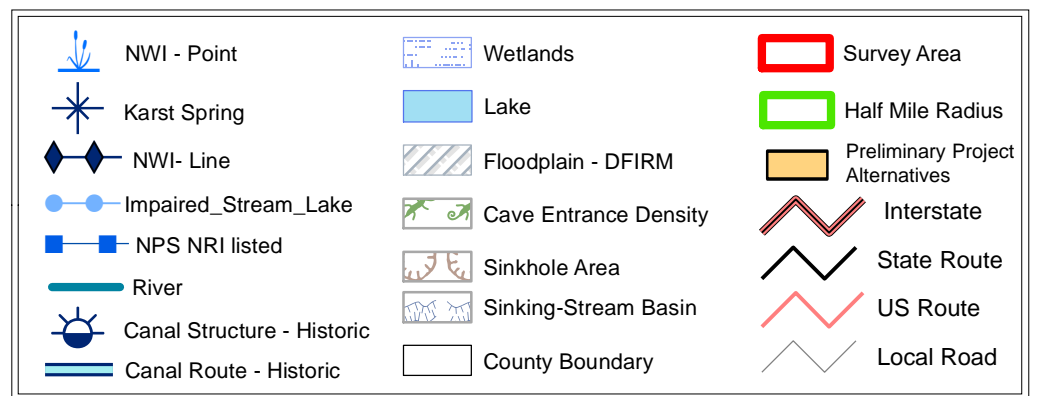
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US 35 to State Road (SR) 39
592338, Economic Development Construct
LaPorte County, Indiana



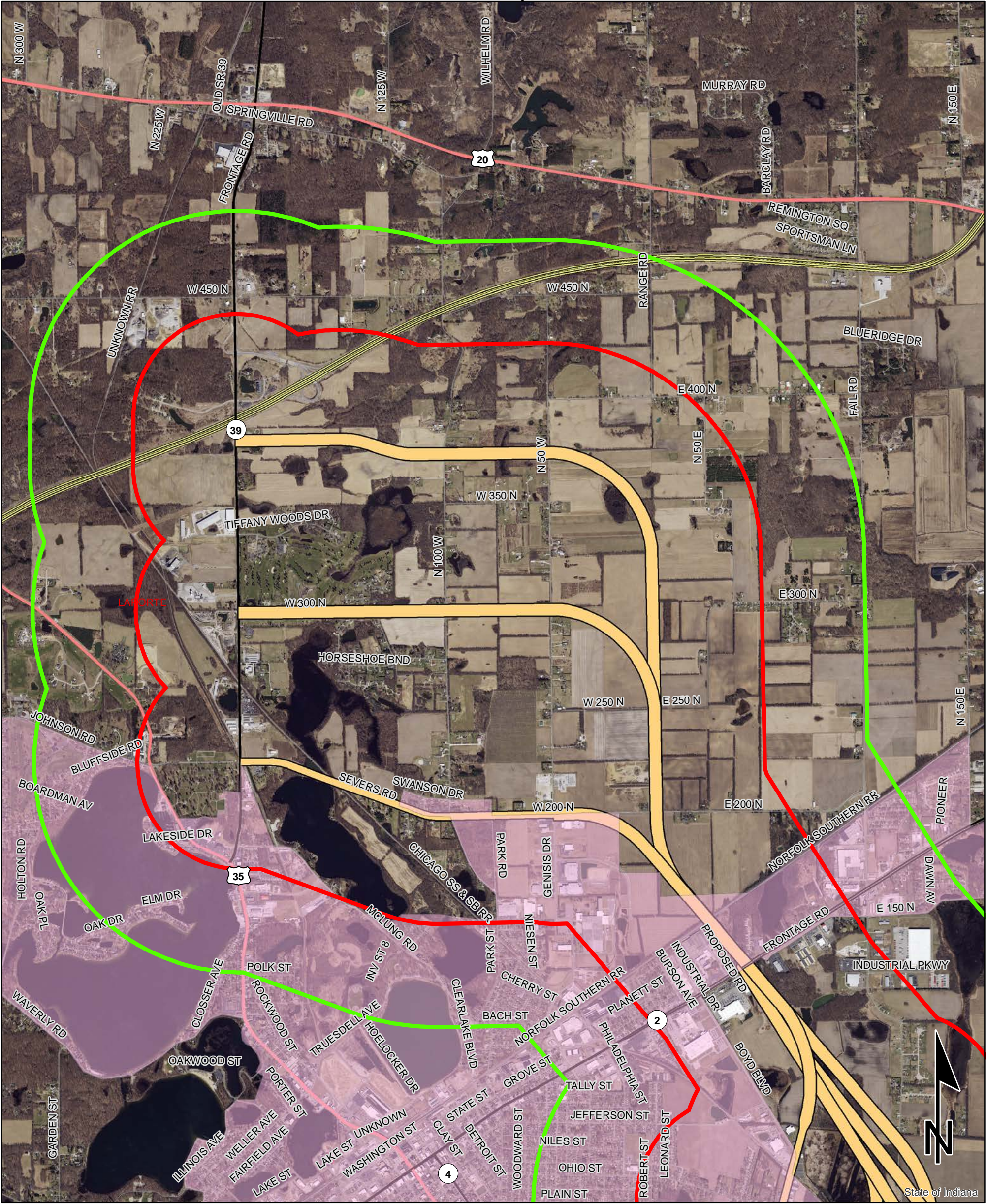
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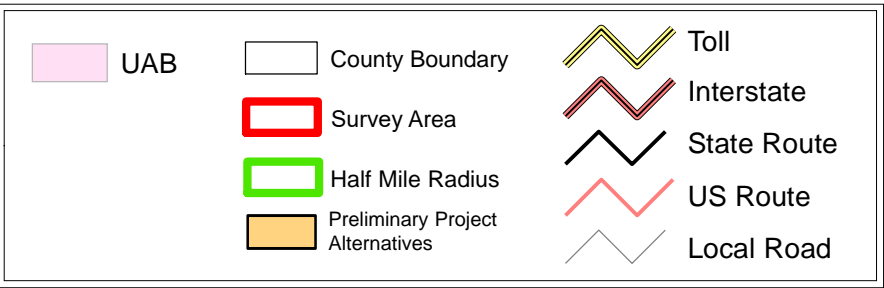


Red Flag Investigation - Urbanized Area Boundary
LaPorte County North-South Connector
US 35 to State Road (SR) 39
Des. No. 1592338, Economic Development Construction Project
LaPorte County, Indiana

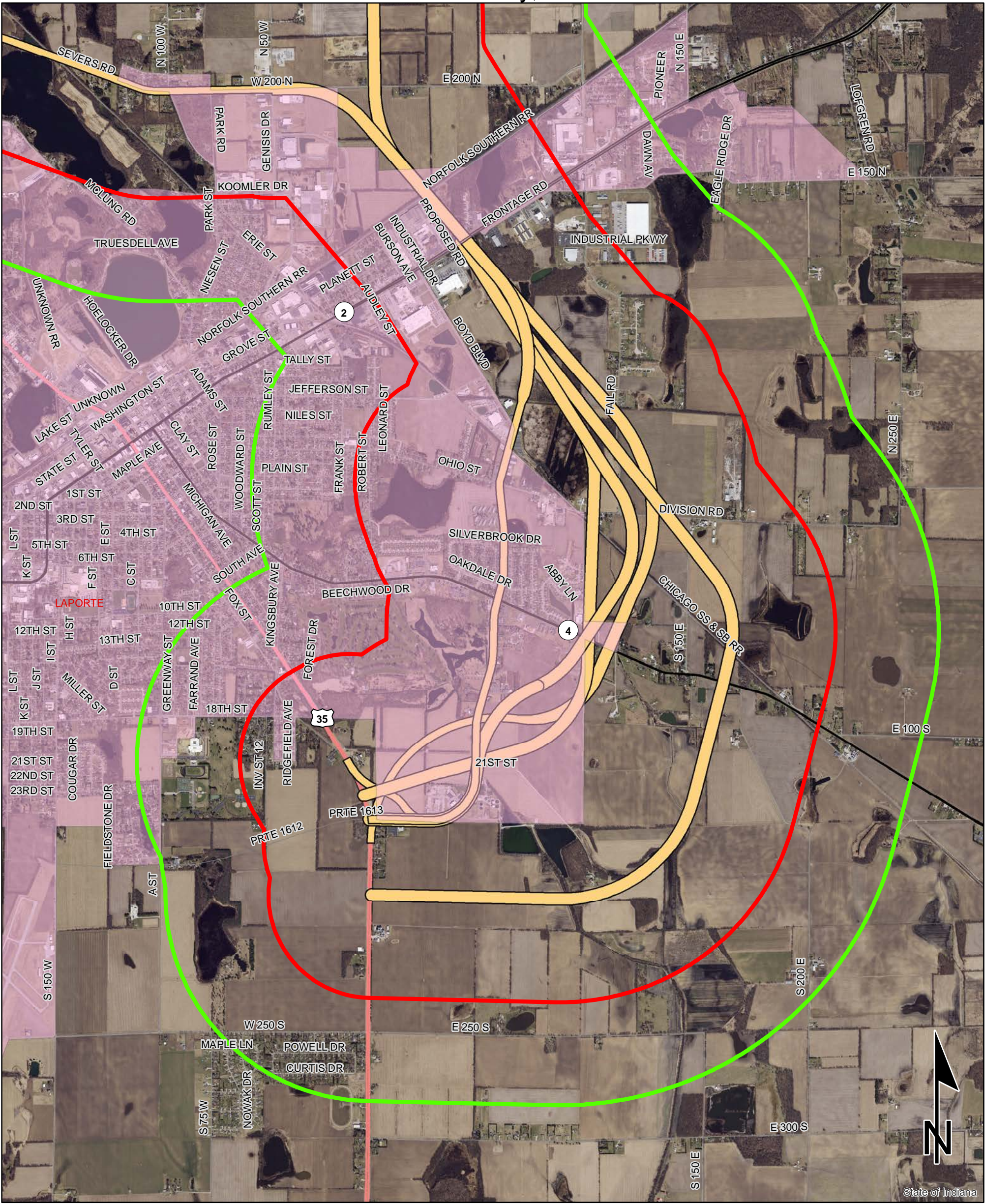


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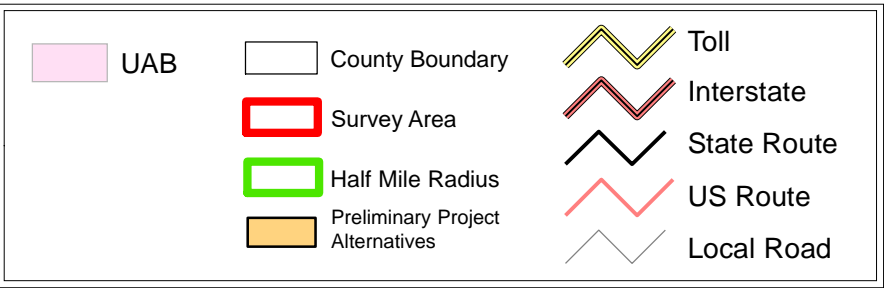


Red Flag Investigation - Urbanized Area Boundary
LaPorte County North-South Connector
US 35 to State Road (SR) 39
Des. No. 1592338, Economic Development Construction Project
LaPorte County, Indiana

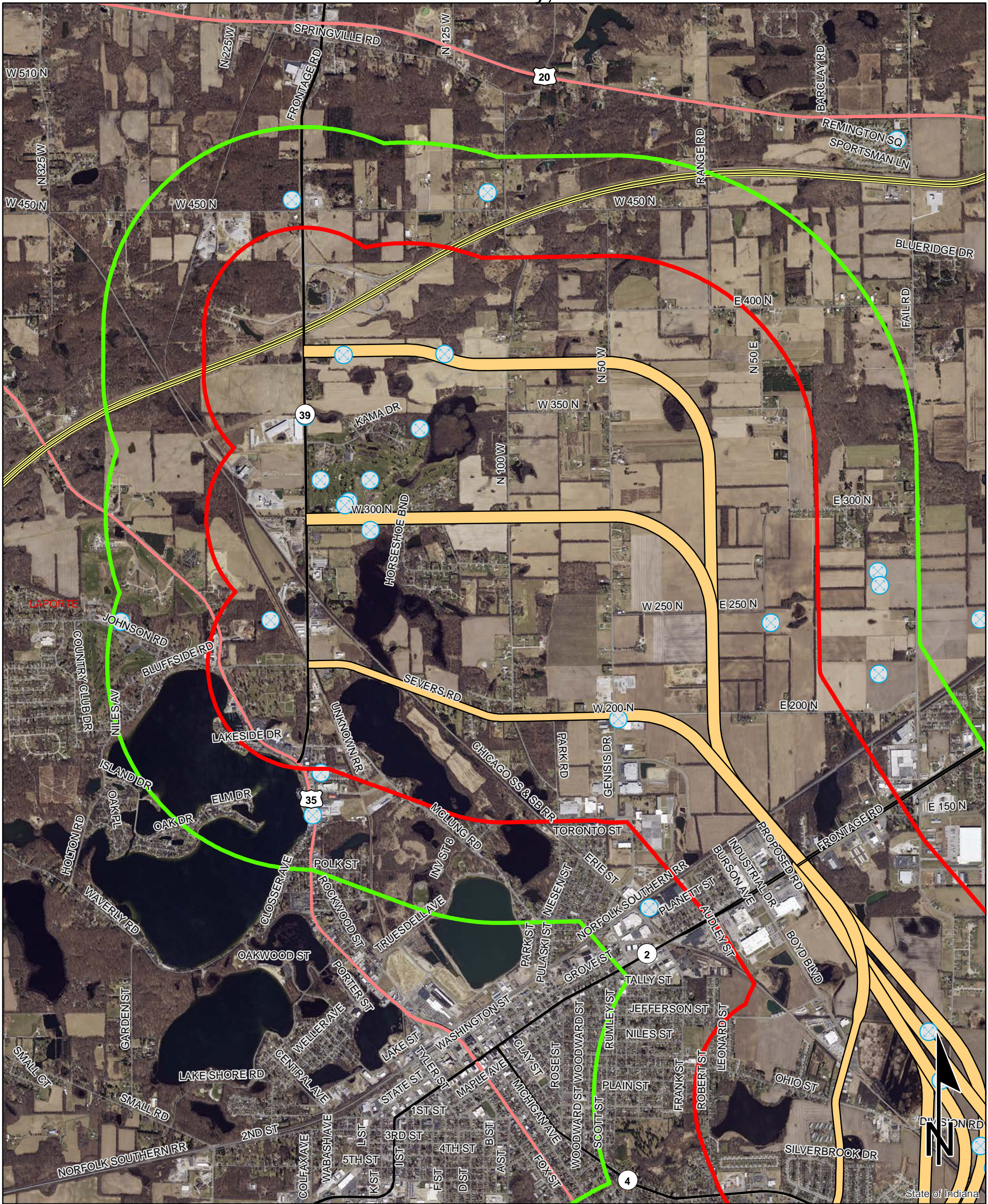


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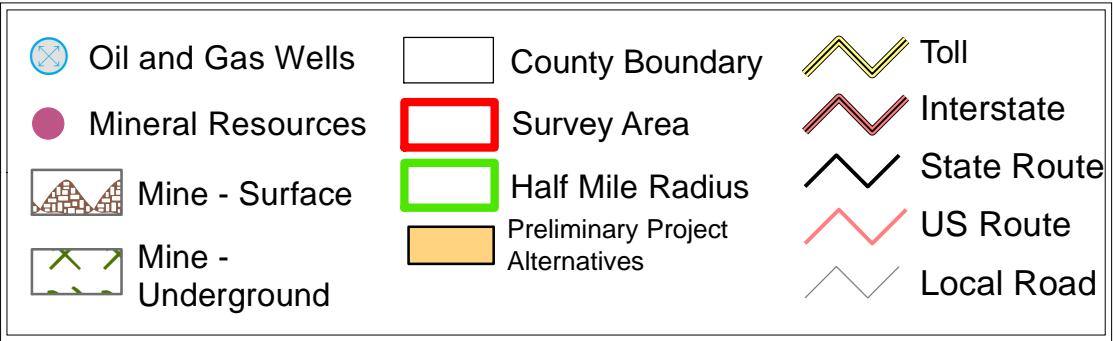
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Red Flag Investigation - Mining/Mineral Exploration
LaPorte County North-South Connector
US 35 to State Road (SR) 39
Des. No. 1592338, Economic Development Construction Project
LaPorte County, Indiana



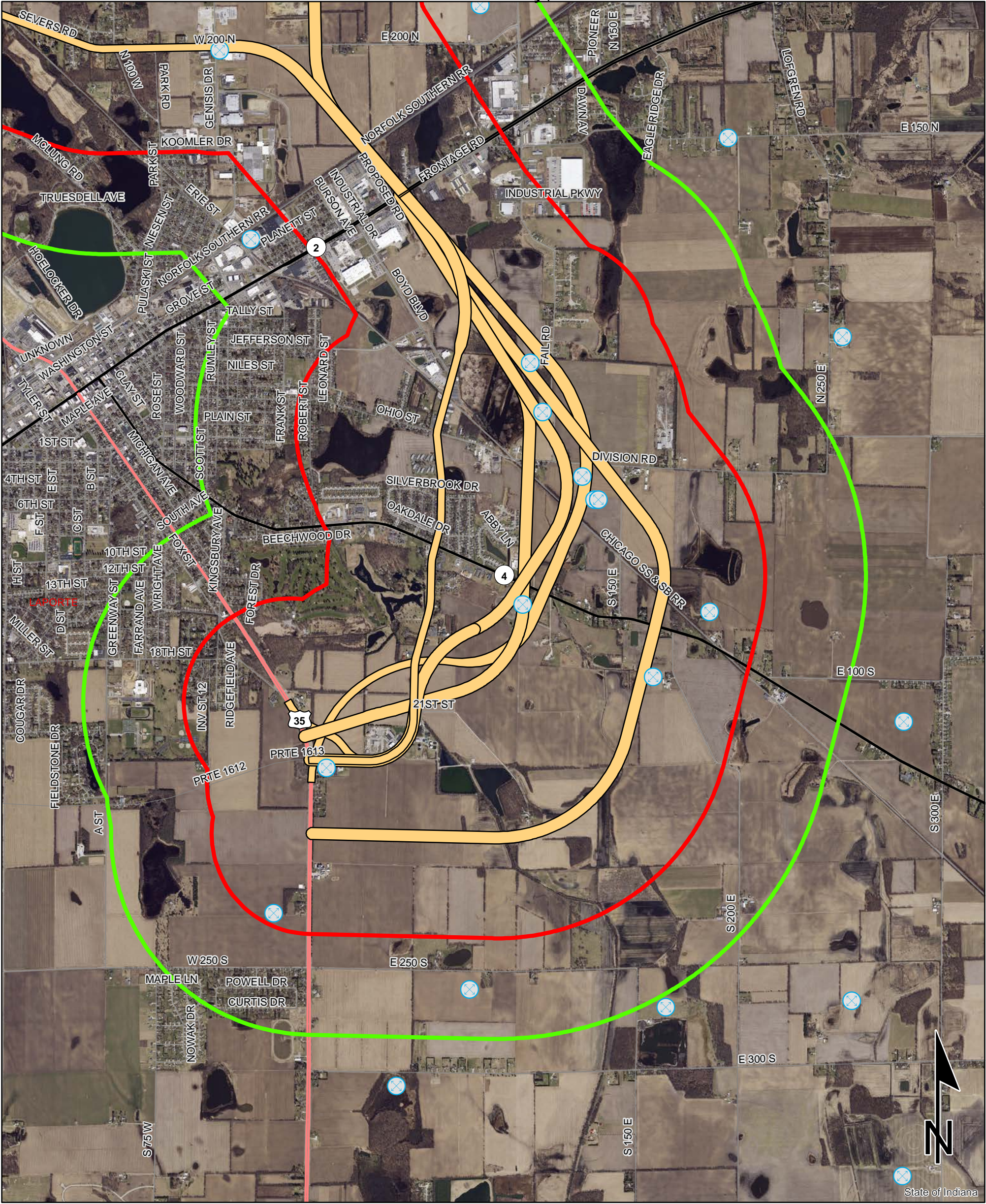
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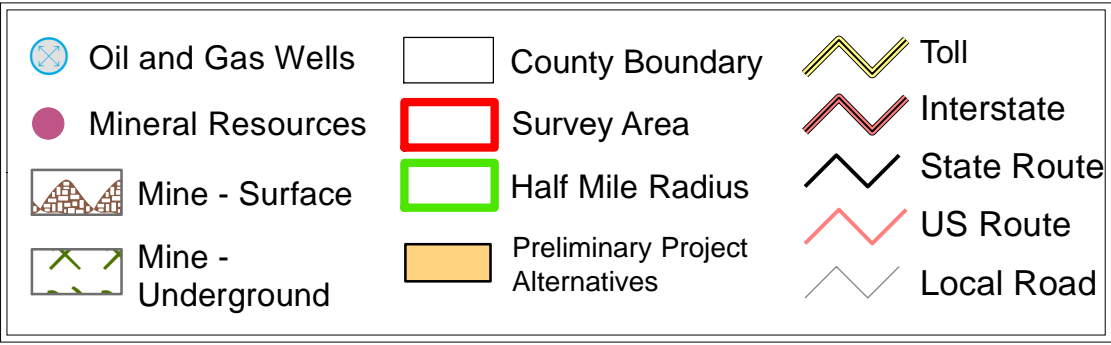
Red Flag Investigation - Mining/Mineral Exploration
LaPorte County North-South Connector

US 35 to State Road (SR) 39

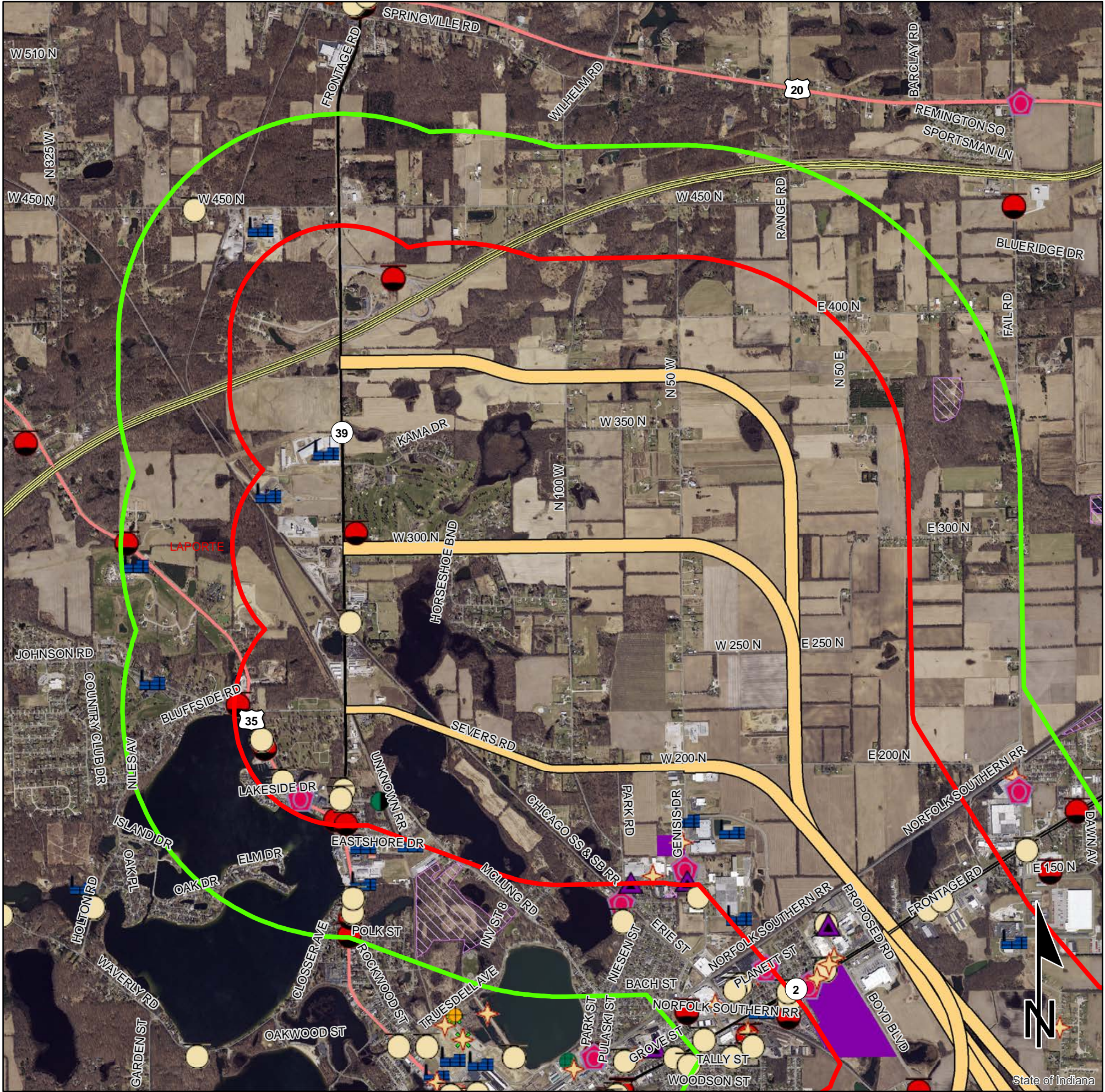
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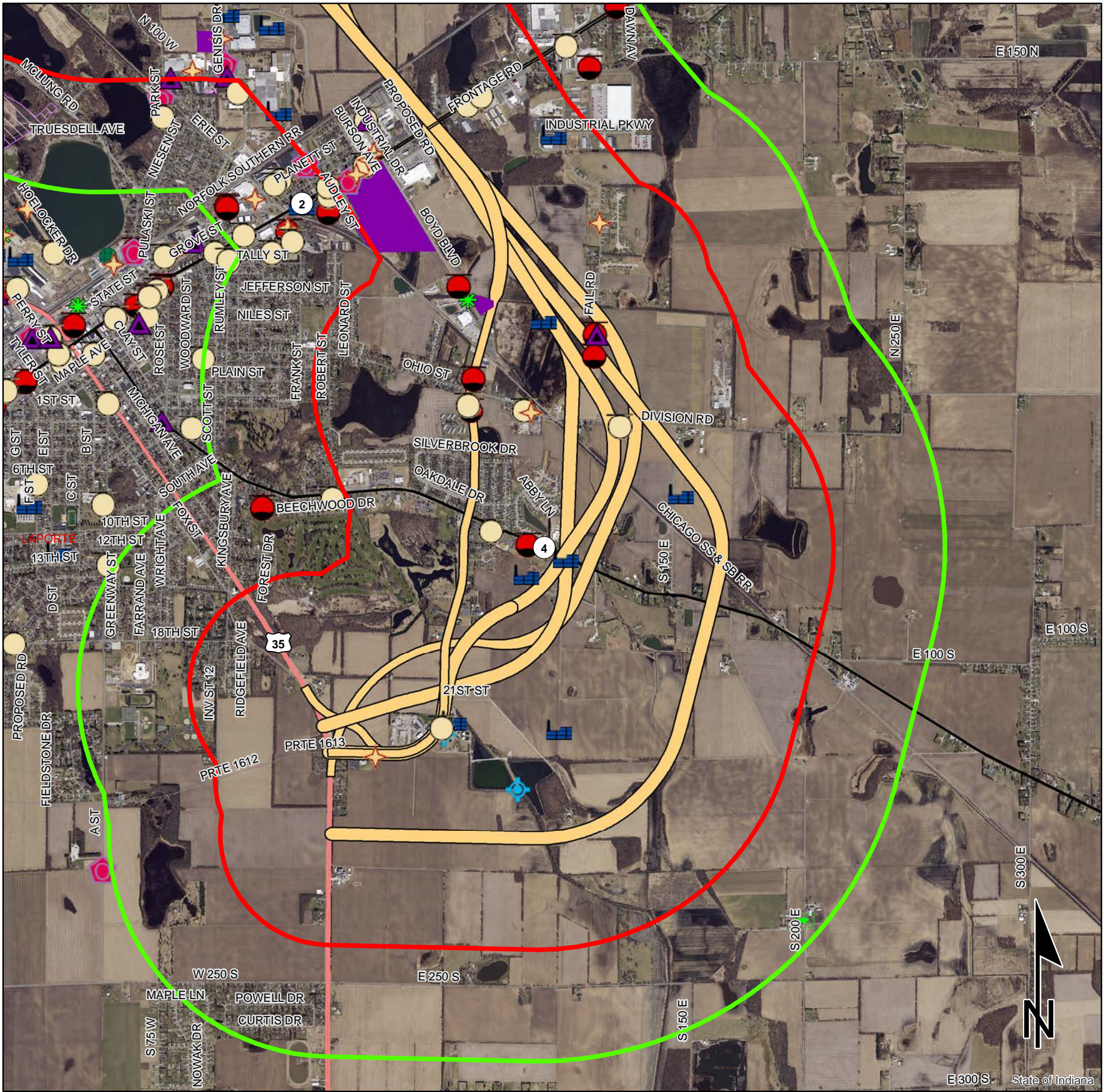


Red Flag Investigation - Hazardous Materials
LaPorte County North-South Connector
US 35 to State Road (SR) 39
LaPorte County, Indiana

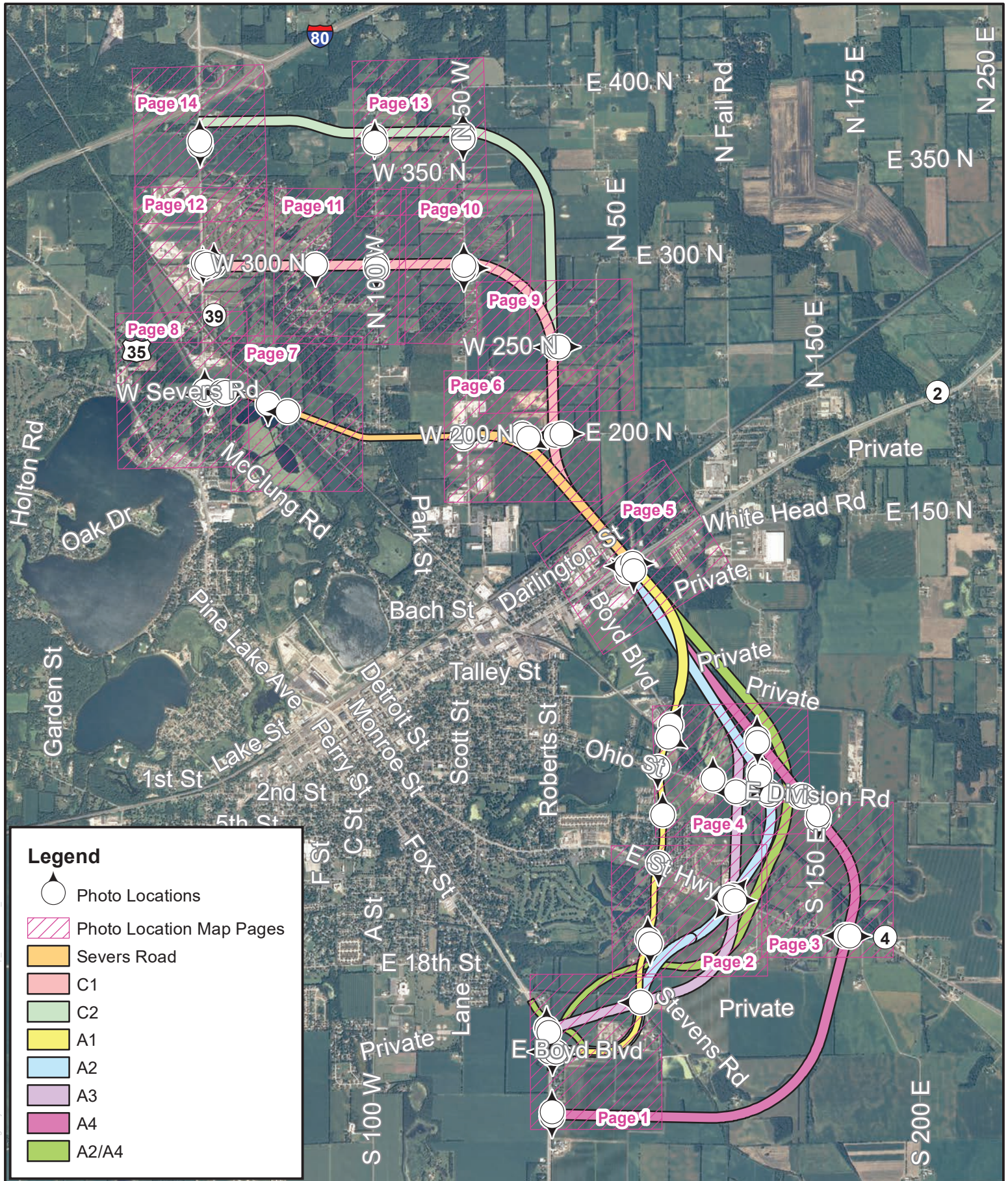


	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Survey Area
	Notice Of Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site		Preliminary Project Alternatives
	Infectious/Medical Waste Site		Superfund		Interstate
	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				

Red Flag Investigation - Hazardous Materials
LaPorte County North-South Connector
US 35 to State Road (SR) 39
LaPorte County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Survey Area
	Notice_Of_Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site		Preliminary Project Alternatives
	Infectious/Medical Waste Site		Superfund		Interstate
	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				



Legend











-  Photo Locations
-  Photo Location Map Pages
-  Severs Road
-  C1
-  C2
-  A1
-  A2
-  A3
-  A4
-  A2/A4

Photo Location Map

Des. No. 1592338
Early Coordination

0 2,500 5,000
Feet

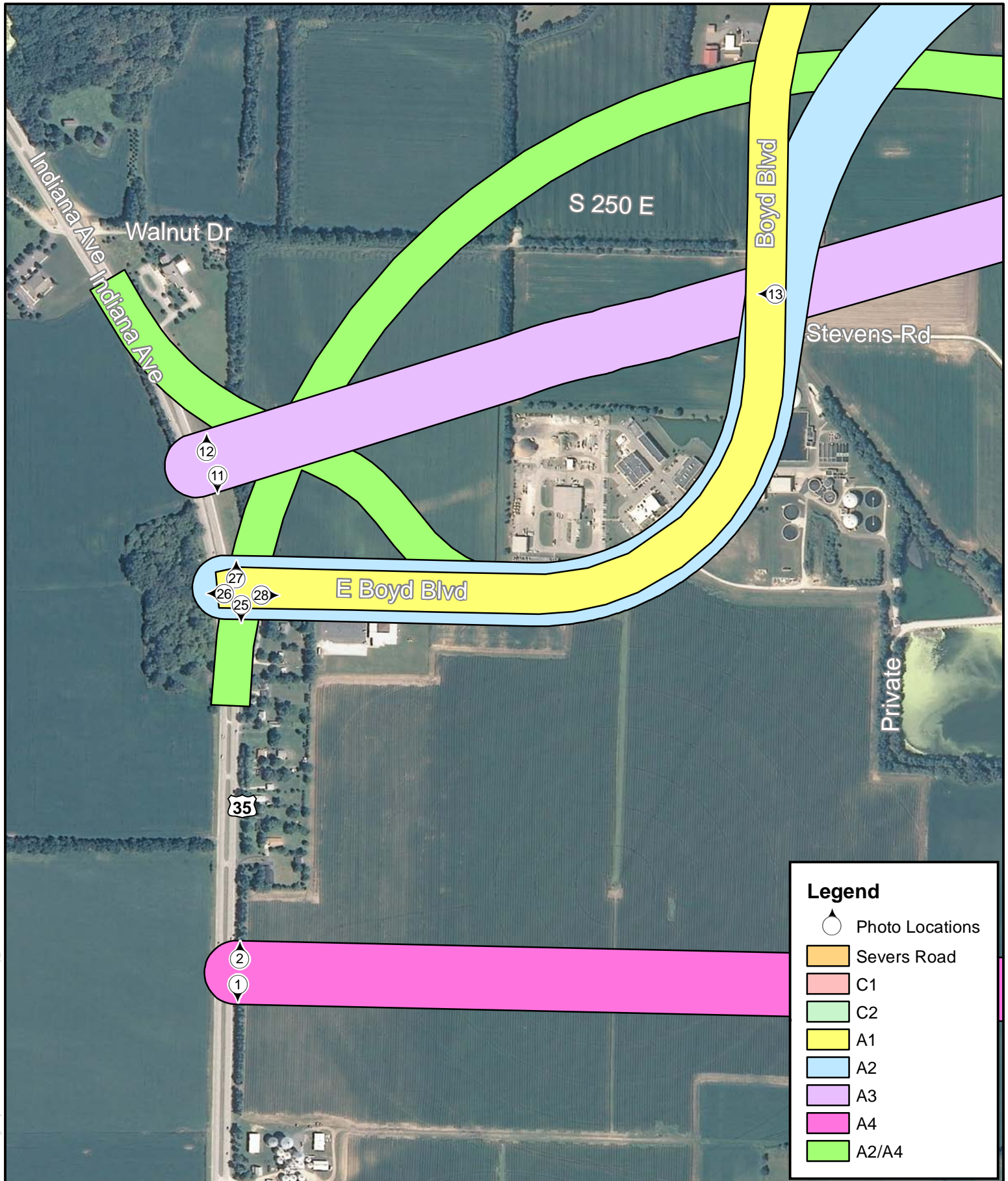


County: LaPorte
Township: Center, Kankakee, Scipio & Pleasant
State: Indiana

LaPorte North-South Connector
US 35 to SR 39
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Phone: (317) 222-3880
Fax: (317) 222-3881



Legend

- Photo Locations
- Severs Road
- C1
- C2
- A1
- A2
- A3
- A4
- A2/A4

Photo Location Map

Des. No. 1592338
Early Coordination

0 380 760
Feet



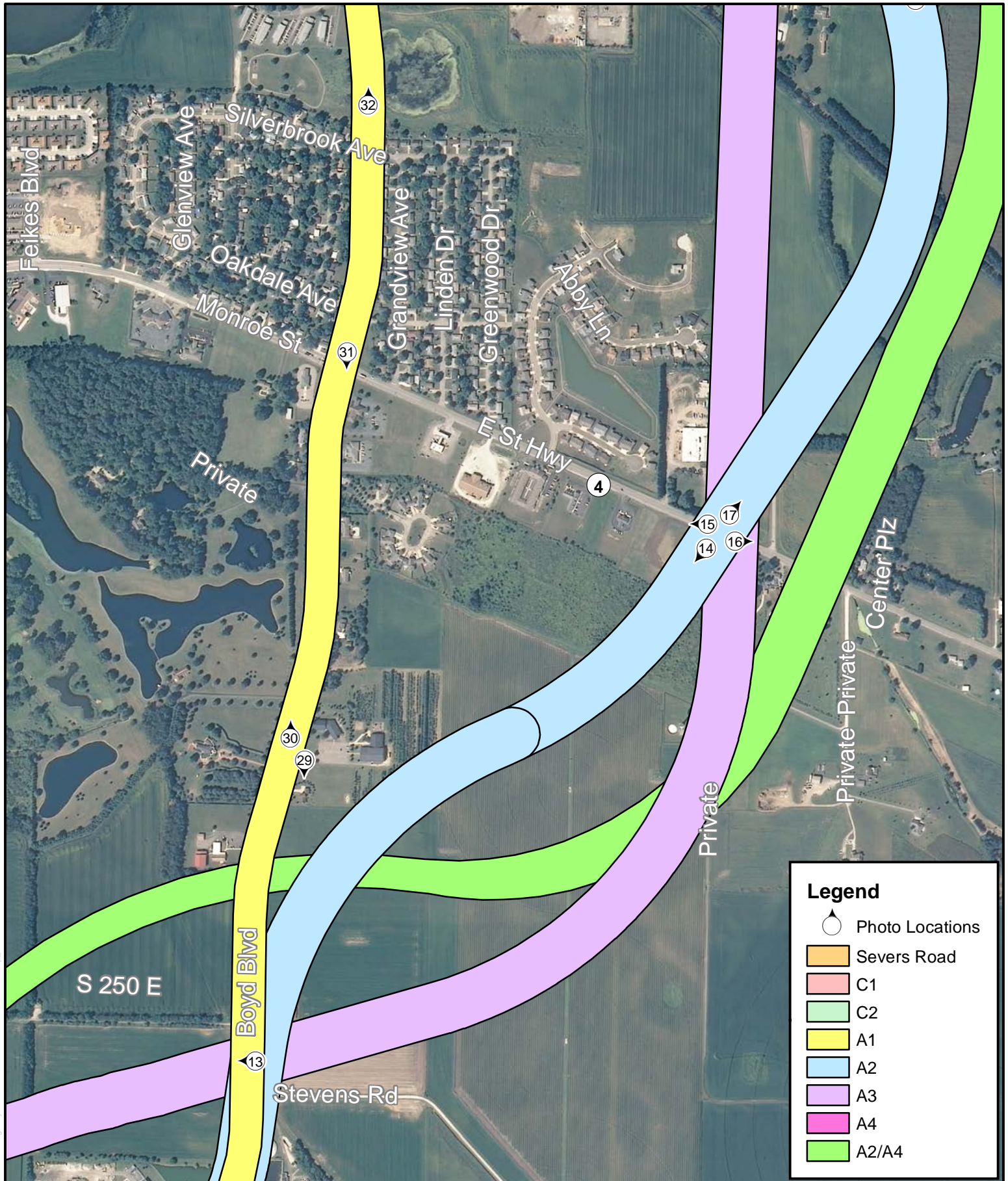
County: LaPorte
Township: Center, Kankakee, Scipio & Pleasant
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Legend

- Photo Locations
- Severs Road
- C1
- C2
- A1
- A2
- A3
- A4
- A2/A4

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Photo Location Map
 Des. No. 1592338
 Early Coordination

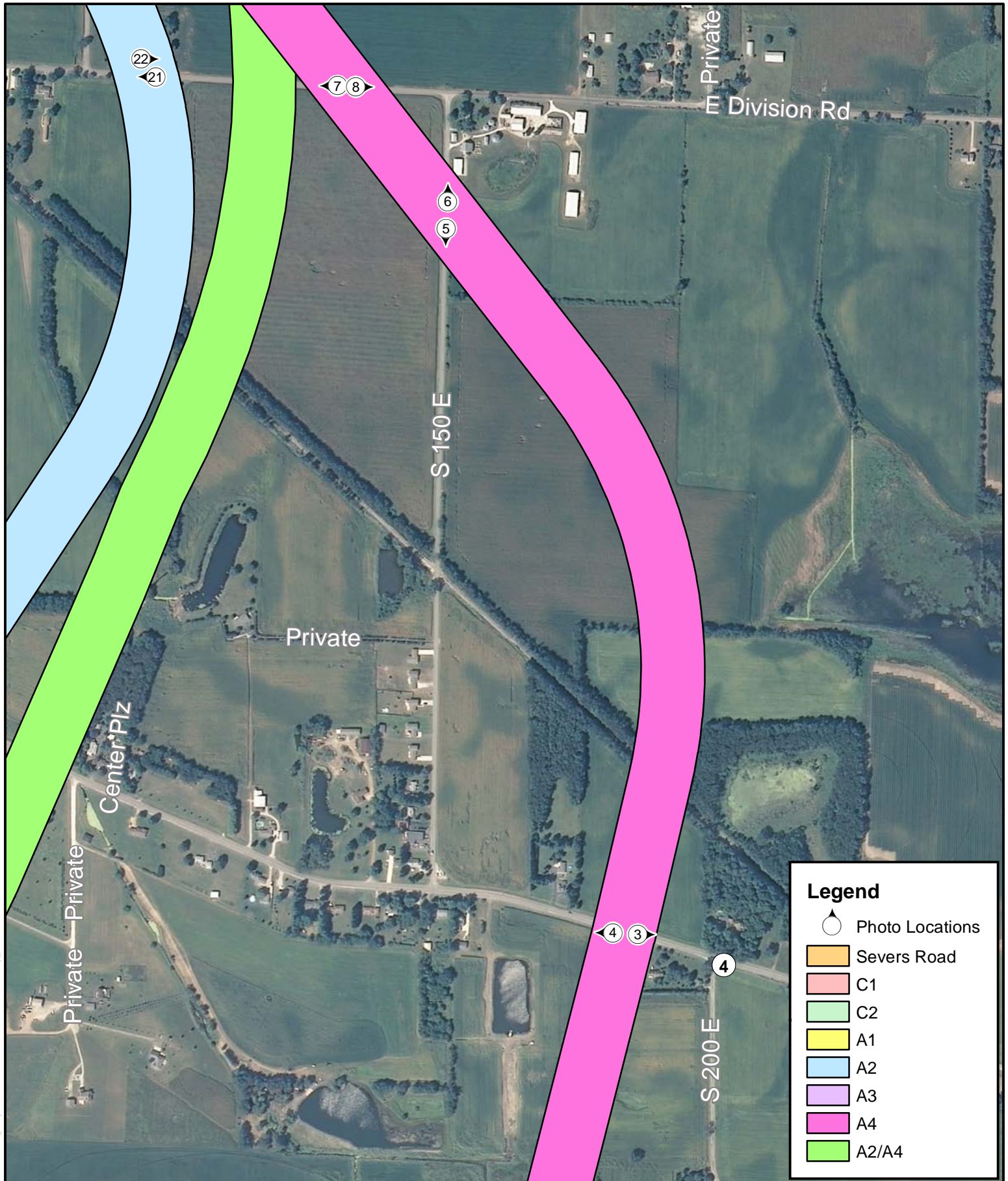
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County: LaPorte
 Township: Center, Kankakee, Scipio & Pleasant
 State: Indiana

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 US 35 to SR 39
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Legend

- Photo Locations
- Severs Road
- C1
- C2
- A1
- A2
- A3
- A4
- A2/A4

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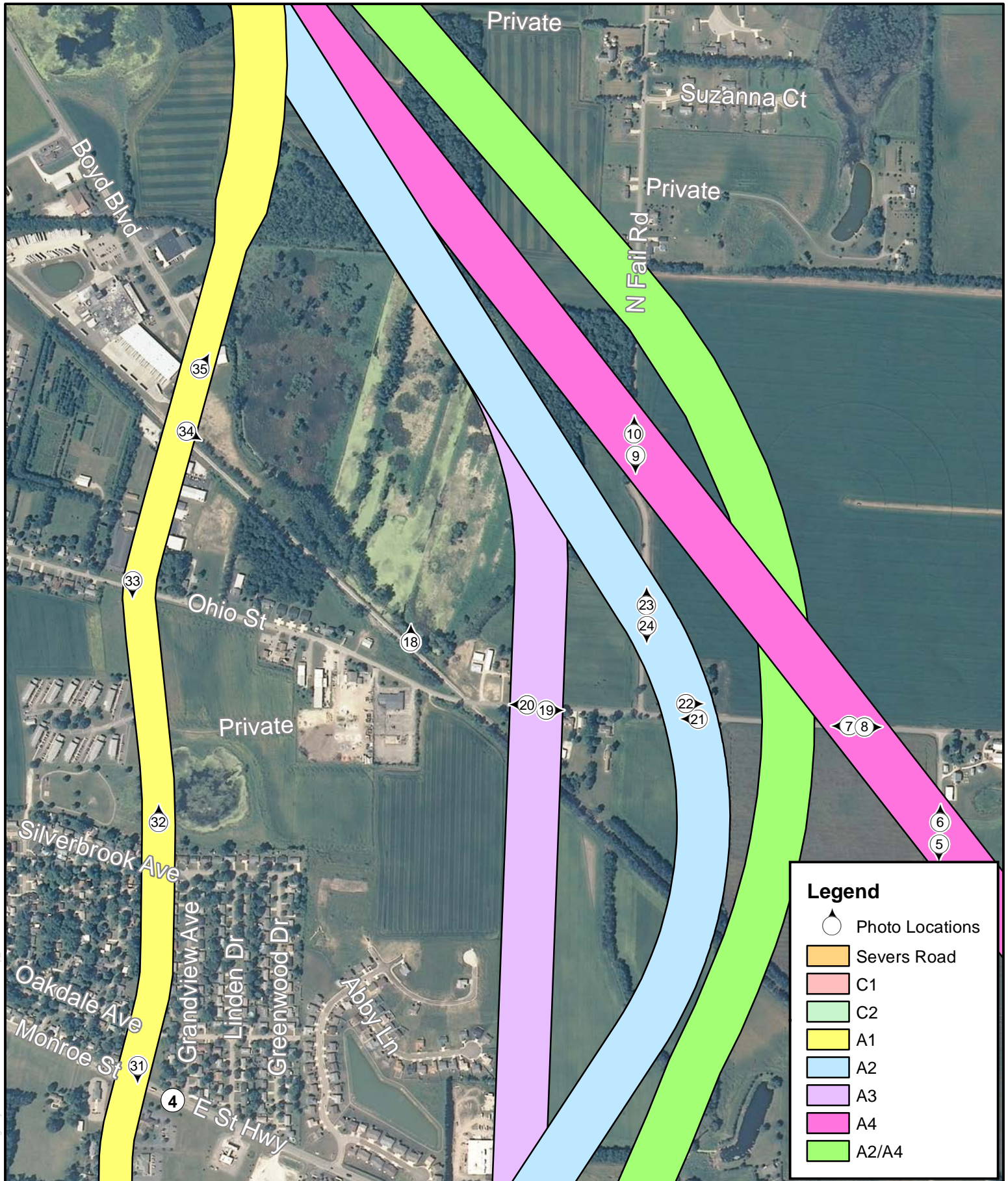
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 Des. No. 1592338
 Early Coordination

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 Feet

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

LaPorte North-South Connector
 US 35 to SR 39
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Legend

- Photo Locations
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- C1
- C2
- A1
- A2
- A3
- A4
- A2/A4

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Photo Location Map
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 Early Coordination

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 Feet

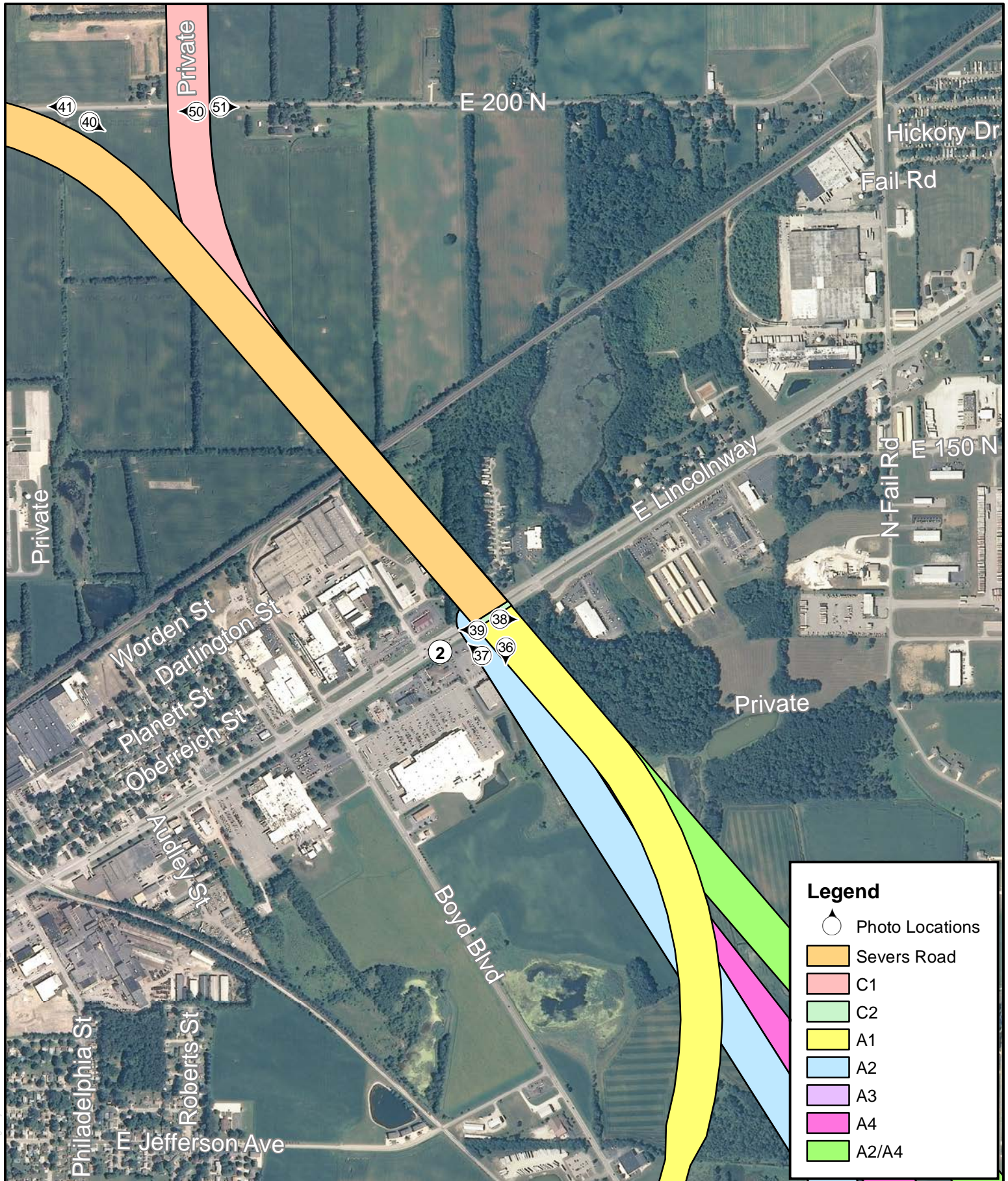
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County: LaPorte
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LaPorte North-South Connector
 US 35 to SR 39
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Legend

- Photo Locations
- Severs Road
- C1
- C2
- A1
- A2
- A3
- A4
- A2/A4

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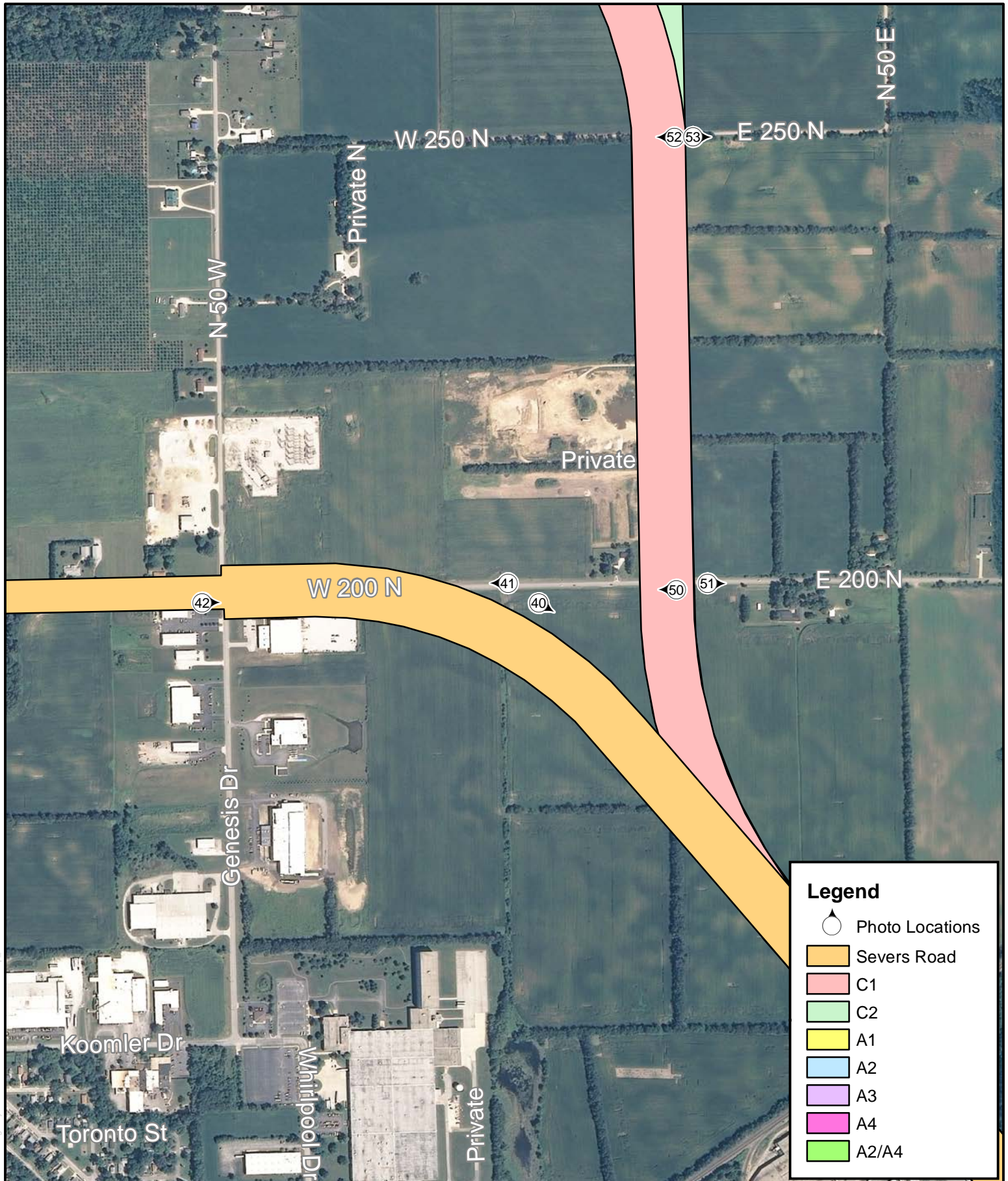
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Des. No. 1592338
Early Coordination

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 Feet

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

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LaPorte North-South Connector
 US 35 to SR 39
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Legend

- Photo Locations
- Severs Road
- C1
- C2
- A1
- A2
- A3
- A4
- A2/A4


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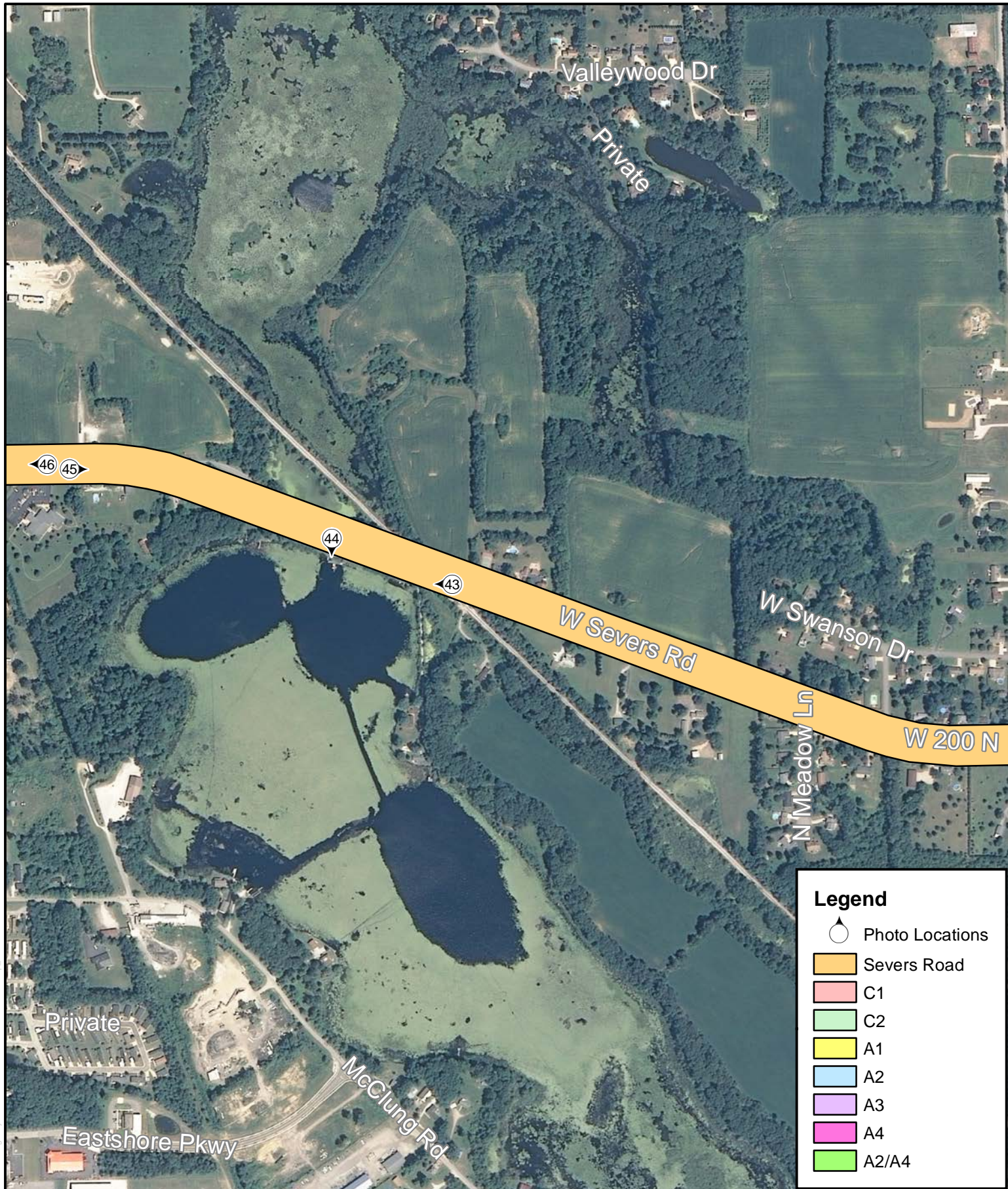
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 Feet



County: LaPorte
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LaPorte North-South Connector
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Photo Location Map

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0 380 760
Feet



County: LaPorte
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LaPorte North-South Connector
US 35 to SR 39
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Legend

- Photo Locations
- Severs Road
- C1
- C2
- A1
- A2
- A3
- A4
- A2/A4

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Photo Location Map
 Des. No. 1592338
 Early Coordination

0 390 780
 Feet

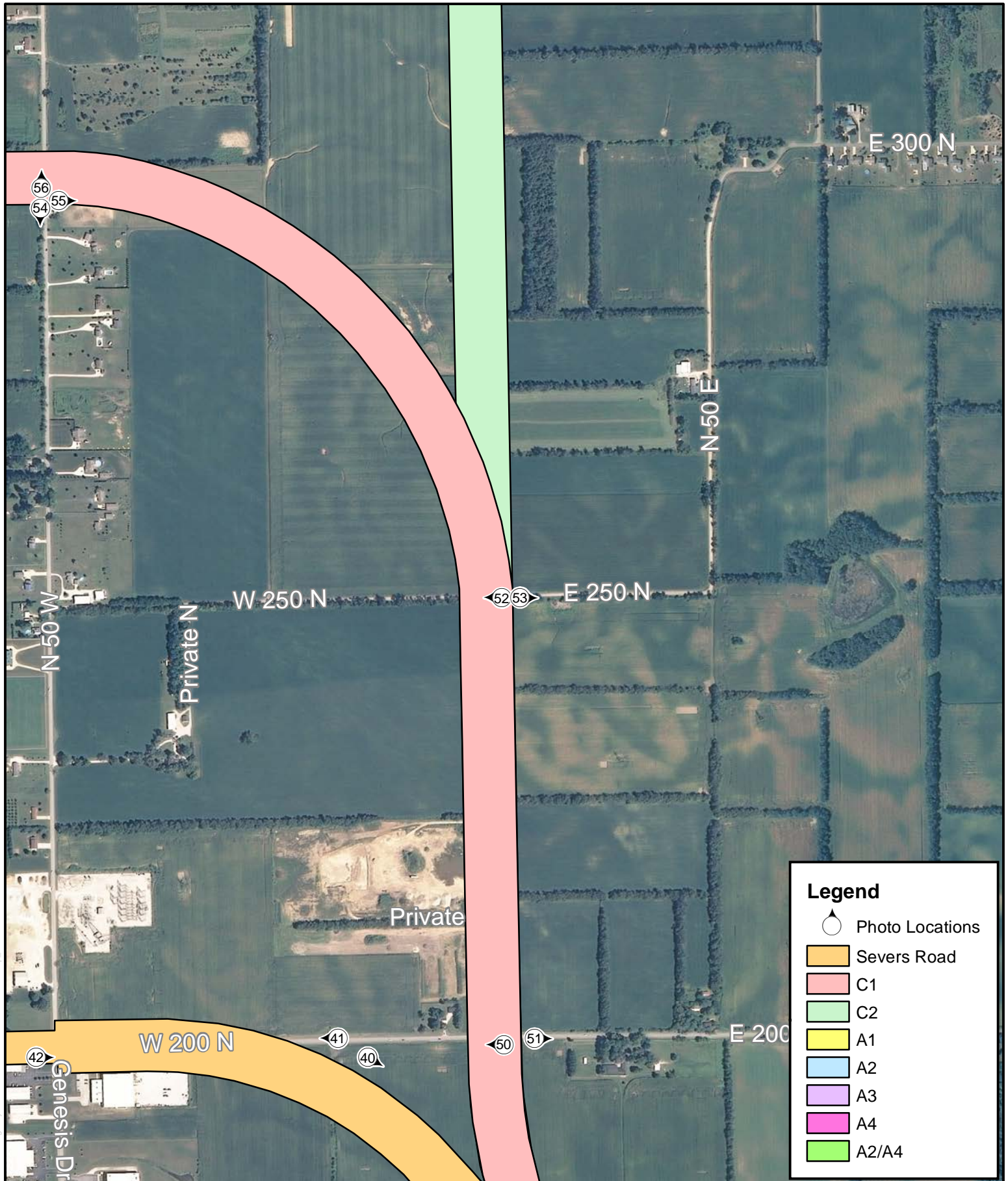
North Arrow

County: LaPorte
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 State: Indiana

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LaPorte North-South Connector
 US 35 to SR 39
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Legend

- Photo Locations
- Severs Road
- C1
- C2
- A1
- A2
- A3
- A4
- A2/A4

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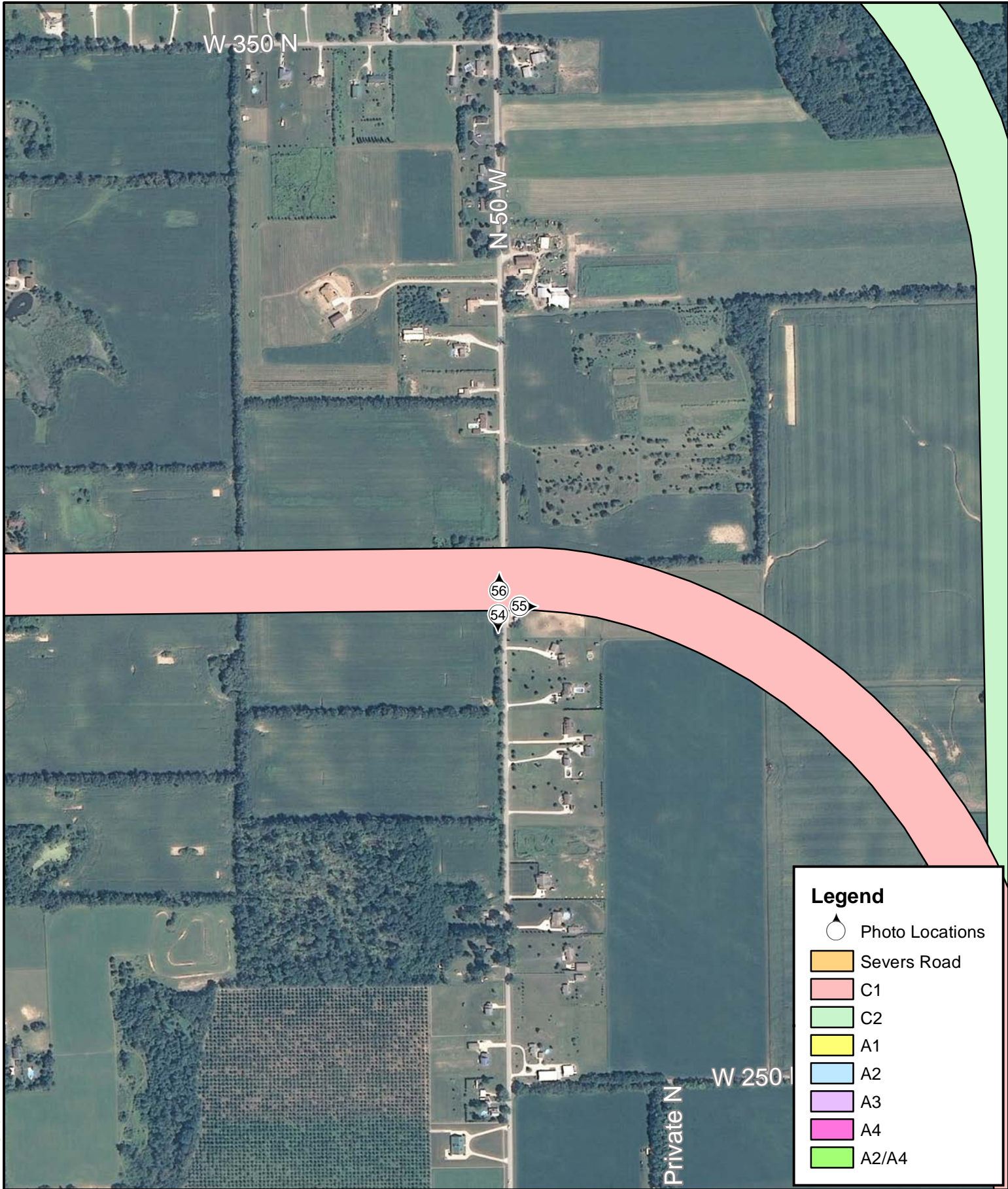
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County: LaPorte
 Township: Center, Kankakee, Scipio & Pleasant
 State: Indiana

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LaPorte North-South Connector
 US 35 to SR 39
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Photo Location Map

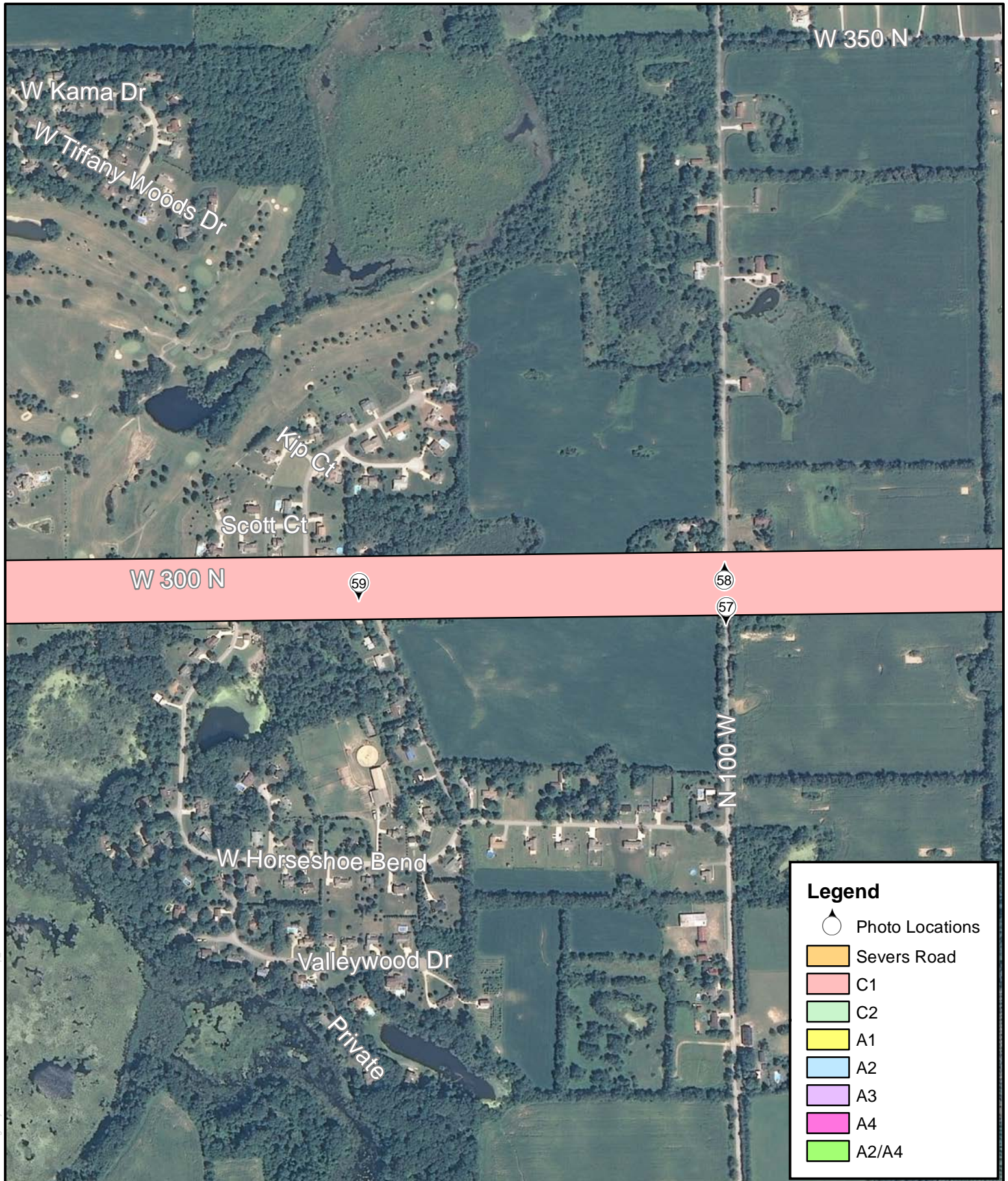
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Early Coordination

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Feet



County: LaPorte
Township: Center, Kankakee, Scipio & Pleasant
State: Indiana
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US 35 to SR 39
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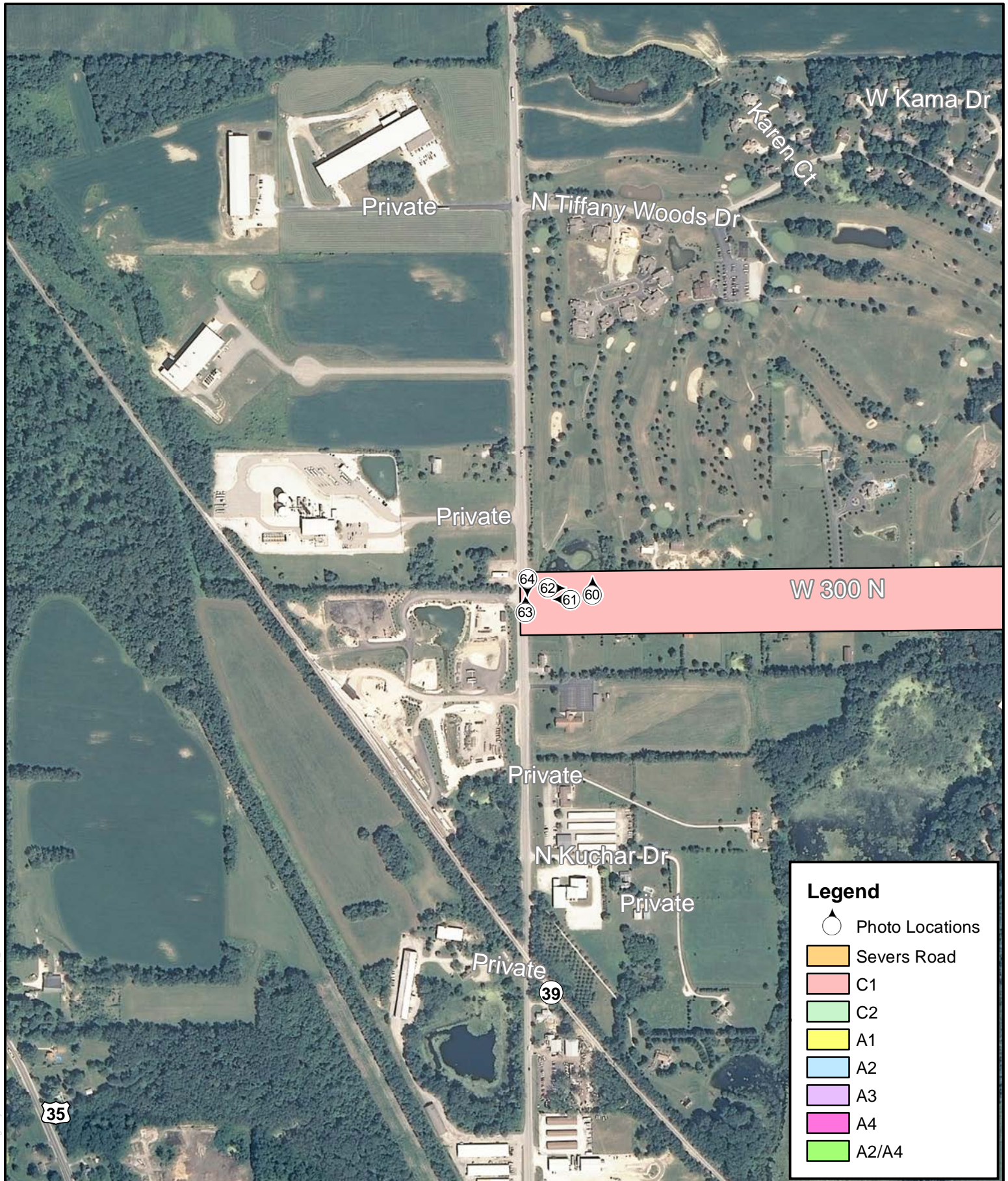
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Feet



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LaPorte North-South Connector
US 35 to SR 39
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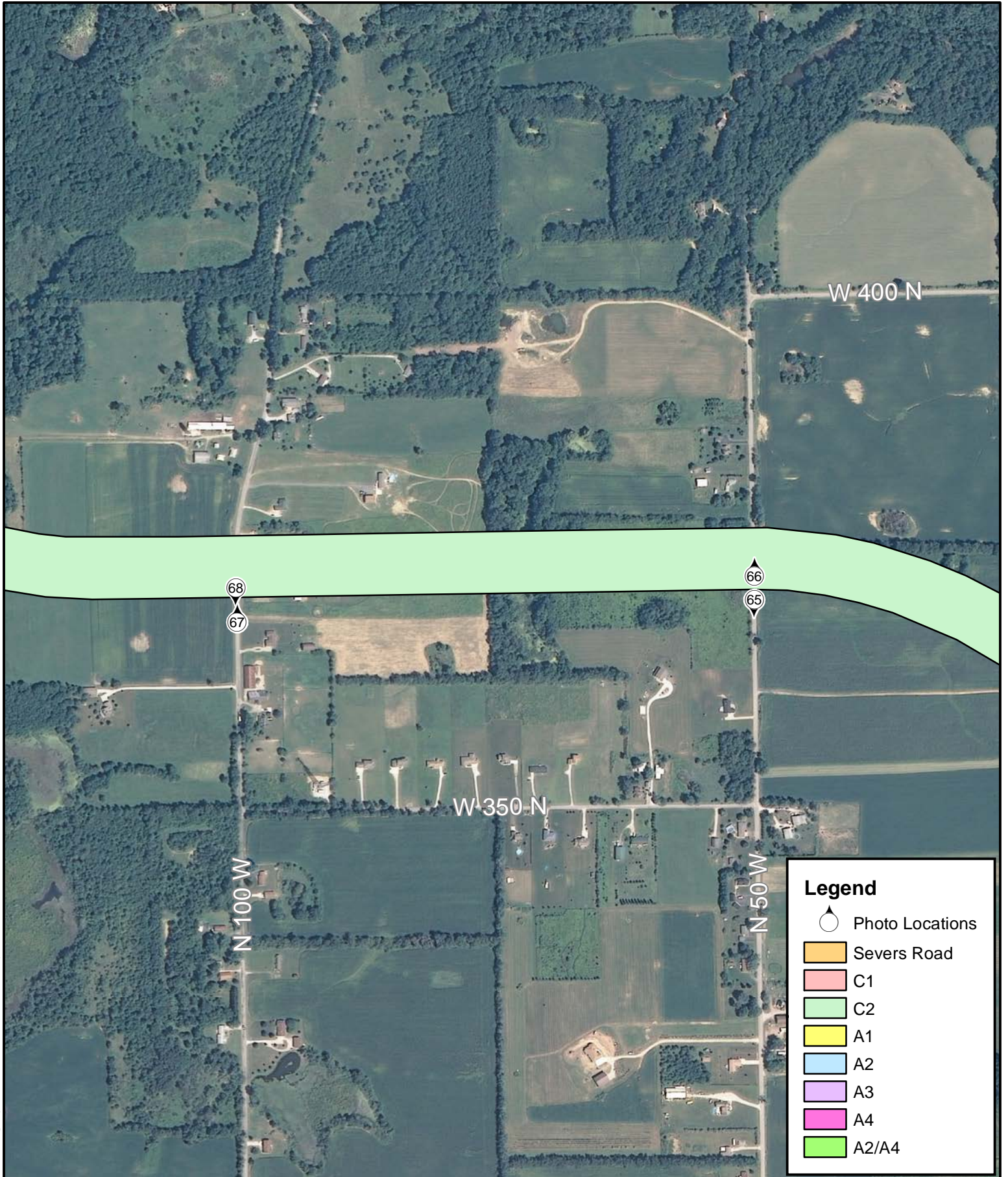
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Feet



County: LaPorte
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US 35 to SR 39
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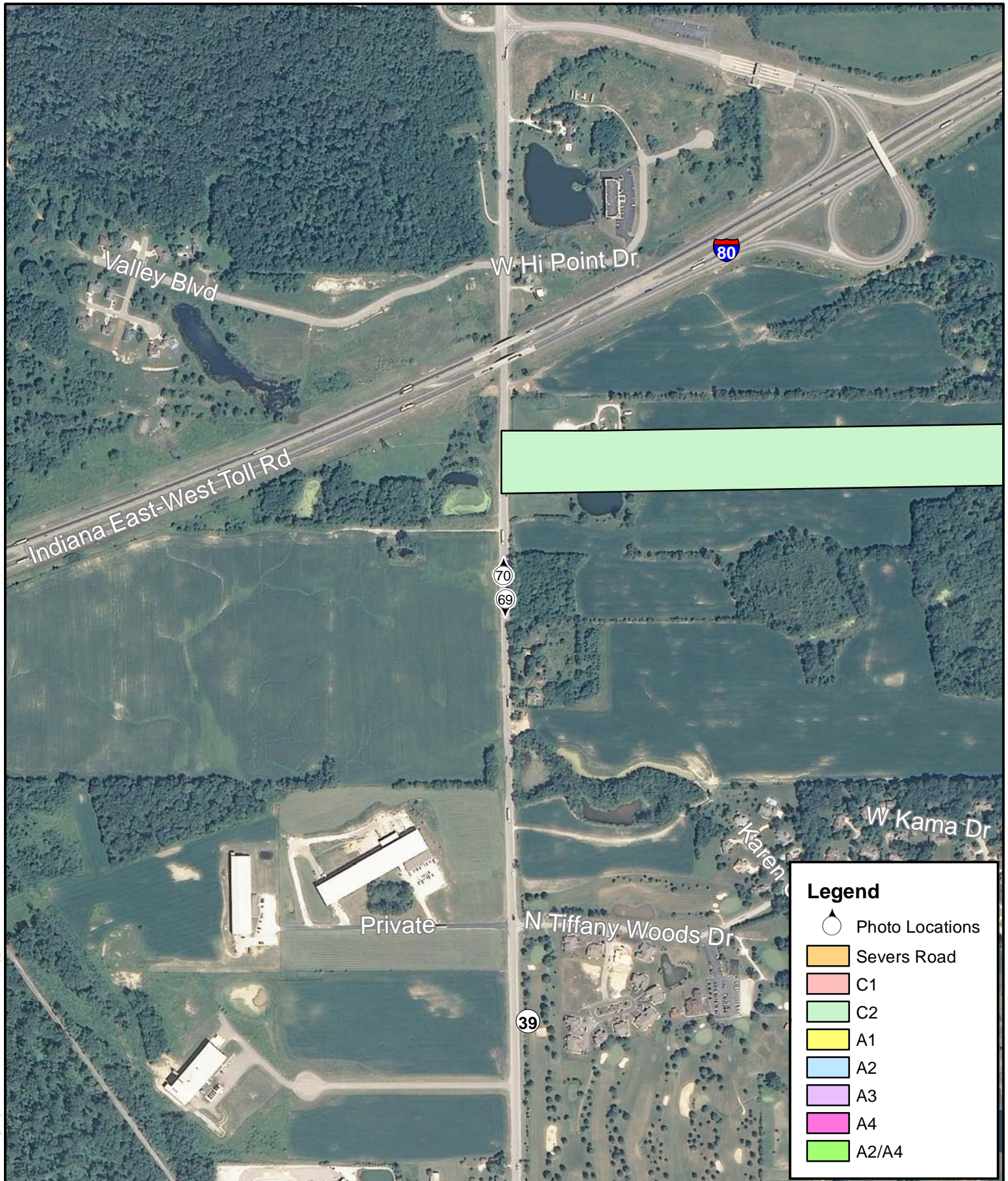
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Feet



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

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LaPorte North-South Connector
US 35 to SR 39
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Legend

- Photo Locations
- Severs Road
- C1
- C2
- A1
- A2
- A3
- A4
- A2/A4

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Photo Location Map
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0 390 780
 Feet

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

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LaPorte North-South Connector
 US 35 to SR 39
 Created: 1/25/2019, SBeaupre



1. Looking south from the A5 alternative terminus- 10/11/18.



2. Looking north from the A5 alternative terminus-10/11/18.



3. Looking east along SR 4 from the A5 alternative- 10/11/18.



4. Looking west along SR 4 from the A5 alternative- 10/11/18.



5. Looking south along CR 150 E from the A5 alternative- 10/11/18.



6. Looking north along CR 150 E from the A5 alternative- 10/11/18.



7. Looking west along Division Road from the A5 alternative- 10/11/18.



8. Looking east along Division Road from the A5 alternative- 10/11/18.



9. Looking south along Fail Road from the A5 alternative- 10/11/18.



10. Looking north along Fail Road from the A5 alternative- 10/11/18.



11. Looking south along US 35 from the A4 alternative terminus- 10/11/18.



12. Looking north along US 35 from the A4 alternative terminus- 10/11/18.



13. Looking west along the A4 alternative at Boyd Boulevard-9/28/18.



14. Looking southwest along the A3 alternative at SR 4- 9/28/18.



15. Looking west along SR 4- 9/28/18.



16. Looking east along SR 4- 9/28/18.



17. Looking northeast at NIPSCO pipeline- 9/28/18.



18. Looking north toward wetland area- 10/11/18.



19. Looking east along Division Road from the A4 alternative- 10/11/18.



20. Looking west along Division Road from the A4 alternative- 10/11/18.



21. Looking west along Division Road from the A3 alternative- 10/11/18.



22. Looking east along Division Road from the A3 alternative- 10/11/18.



23. Looking north along Fail Road from the A3 alternative- 10/11/18.



24. Looking south along Fail Road from the A3 alternative- 10/11/18.



25. Looking south along US 35 from the A1 and A3 alternatives- 9/28/18.



26. Looking west at Boyd Boulevard and US 35 intersection- 9/28/18.



27. Looking north along US 35 from A1 and A3 alternatives- 9/28/18.



28. Looking east along Boyd Boulevard from US 35 intersection- 9/28/18.



29. Looking south along the A1 alternative toward the Door Prairie Adventist Christian School- 9/28/18.



30. Looking north along the A1 alternative toward the Seventh-day Adventist Church- 9/28/18.



31. Looking south along the A1 alternative from SR 4- 9/28/18.



32. Looking north along the A1 alternative from SR 4- 9/28/18.



33. Looking south along the A1 alternative from Ohio Street- 9/28/18.



34. Looking southeast along Norfolk and Western Railroad from the A1 alternative- 9/28/18.



35. Looking northeast along the A1 alternative- 9/28/18.



36. Looking south towards strip mall along the project alternatives- 10/11/18.



37. Looking northwest at SR 2 along the project alternatives- 10/11/18.



38. Looking east along SR 2 from the project alternatives- 10/11/18.



39. Looking west along SR 2 from the project alternatives- 10/11/18.



40. Looking southeast along the Severs Road alternative- 9/28/18.



41. Looking west along the Severs Road alternative- 9/28/18.



42. Looking east along the Severs Road alternative- 9/28/18.



43. Looking west at the Norfolk and Western Railroad crossing along the Severs Road alternative- 9/28/18.



44. Looking south toward lake from the Severs Road alternative- 9/28/18.



45. Looking east along the Severs Road alternative- 9/28/18.



46. Looking west along the Severs Road alternative- 9/28/18.



47. Looking south along SR 39 from the Severs Road alternative terminus- 9/28/18.



48. Looking north along SR 39 at the terminus of the Severs Road alternative- 9/28/18.



49. Looking west from the Severs Road alternative terminus toward the Pine Lake Cemetery- 9/28/18.



50. Looking west along the Severs Road alternative from the C1 and C2 alternatives- 9/28/18.



51. Looking east along Severs Road from the C1 and C2 alternatives- 9/28/18.



52. Looking west along CR 250 N from the C1 and C2 alternatives- 9/28/18.



53. Looking east along CR 250 N from the C1 and C2 alternatives- 9/28/18.



54. Looking south along CR 50 W from the C1 alternative- 9/28/18.



55. Looking east at NIPSCO pipeline from the C1 alternative- 9/28/18.



56. Looking north along CR 50 W from the C1 alternative- 9/28/18.



57. Looking south along CR 100 W from the C1 alternative- 9/28/18.



58. Looking north along CR 100 W from the C1 alternative- 9/28/18.



59. Looking south toward the C1 alternative- 9/28/18.



60. Looking north from toward Briar Leaf Golf Club from the C1 alternative- 9/28/18.



61. Looking west along the C1 alternative- 9/28/18.



62. Looking east along the C1 alternative- 9/28/18.



63. Looking north along SR 39 at the C1 alternative terminus- 9/28/18.



64. Looking south along SR 39 at the C1 alternative terminus- 9/28/18.



65. Looking south along CR 50 W from the C2 alternative- 9/28/18.



66. Looking north along CR 50 W from the C2 alternative- 9/28/18.



67. Looking north along CR 100 W from the C2 alternative- 9/28/18.



68. Looking south along CR 100 W from the C2 alternative- 9/28/18.

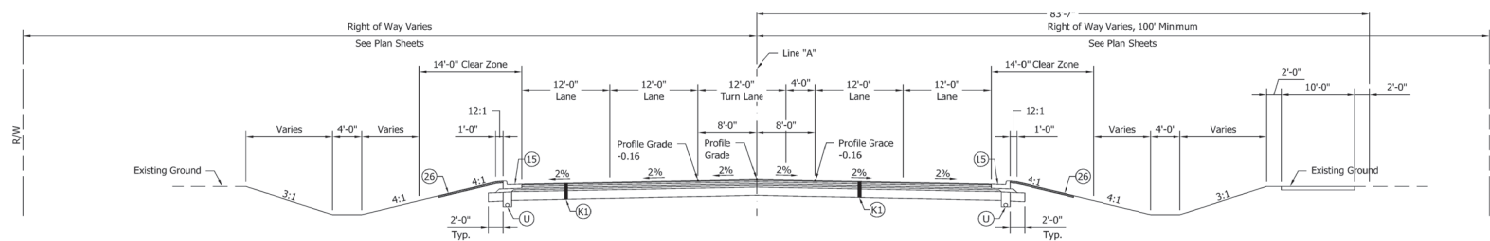


69. Looking south along SR 39 from the C2 alternative terminus- 9/28/18.



70. Looking north along SR 39 from the C2 alternative terminus- 9/28/18.

Urban Typical Section Maximum Width: 200 feet



Notes:
Tack coat is required beneath each course of HMA material that is placed on newly constructed HMA course or on an existing pavement.

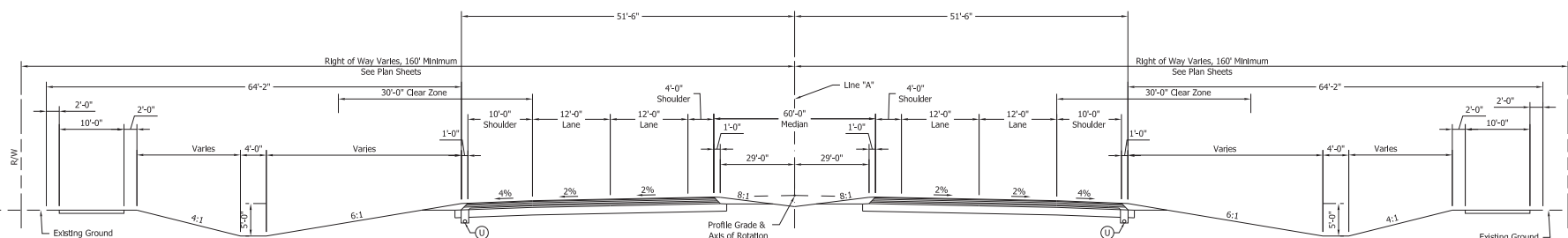
- (15) Curb and Gutter, Concrete, Modified Sodding
- (F) 140 LB/SYS HMA Surface, Type II on 250 LB/SYS HMA Intermediate, Type II on 6" Compacted Aggregate, No. 53, Base on Subgrade Treatment, Type III
- (K1) 165 LB/SYS QC/QA HMA Surface, 3, 70, 9.5mm on 275 LB/SYS QC/QA HMA Intermediate, 3, 70, 19mm on 330 LB/SYS QC/QA HMA Base, 3, 64, 19mm on 250 LB/SYS QC/QA HMA Intermediate OG, 4, 76, 19mm on 330 LB/SYS QC/QA HMA Base, 3, 64, 19mm on Subgrade Treatment, Type II
- (U) Underdrain - Pipe, Type 4, Circular, 6"



RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: JNH	DRAWN: MDY		
CHECKED: BKA	CHECKED: BKA		

LAPORTE COUNTY EDC		HORIZONTAL SCALE	BRIDGE FILE
TYPICAL SECTION 35 MPH		VERTICAL SCALE	DESIGNATION
		SURVEY BOOK	SHEETS
		ELECTRONIC	of
		CONTRACT	PROJECT

Rural Typical Section
Maximum Width: 320 feet



Note:
Tack coat is required beneath each course of HMA material that is placed on newly constructed HMA course or on an existing pavement.

- | | | | |
|------|--|------|--|
| (15) | Curb and Gutter, Concrete, Modified | (K1) | 165 LB/SY QC/QA HMA Surface, 3, 70, 9.5mm on
275 LB/SY QC/QA HMA Intermediate, 3, 70, 19mm on
330 LB/SY QC/QA HMA Base, 3, 64, 19mm on
250 LB/SY QC/QA HMA Intermediate OG, 4, 76, 19mm on
330 LB/SY QC/QA HMA Base, 3, 64, 19mm on
Subgrade Treatment, Type IB |
| (26) | Sodding | | |
| (F) | 140 LB/SY HMA Surface, Type B on
220 LB/SY HMA Intermediate, Type B on
6" Compacted Aggregate, No. 53, Base on
Subgrade Treatment, Type III | (U) | Underdrain - Pipe, Type 4, Circular, 6" |



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
-----------------------------	-----------------	------

DESIGNED: JNH	DRAWN: MDV
CHECKED: RKA	CHECKED: RKA

LAPORTE COUNTY EDC

TYPICAL SECTION
55 - 60 MPH

	HORIZONTAL SCALE	BRIDGE FILE
	VERTICAL SCALE	DESIGNATION
	SURVEY BOOK	SHEETS
	ELECTRONIC	of
	CONTRACT	PROJECT

Category	Units	NORTHERN ALTERNATIVES		
		Severs	C1	C2
Roadway Character		Urban	Rural	Rural
Total Length	mi.	2.76	3.68	4.45
Affected Parcels				
Total Affected Parcels	No.	85	60	37
Land Use				
Agricultural**	Acres	36.6	93.27	136.2
Church	Acres	0	0	0
Commercial / Industrial	Acres	13.17	11.57	12.48
Residential	Acres	20.11	30.01	18.18
Public / Non-Profit/ Exempt	Acres	0.42	0	0
Railroad	Acres	1.92	0.75	0.74
Utility	Acres	2.49	0.05	0
Total	Acres	75.79	135.76	169.45
Historic Properties & Archaeological Sites(NRHP Listed / Eligible)				
Individual Properties Adversely Effected	No.	0	0	0
Districts Adversely Affected	No.	0	0	0
Previously Recorded Archaeological Sites Affected	No.	2	1	1
Section 4(f) Resources				
Recreational Facilities	No.	0	0	1
Trails	No.	2	1	1
Environmental Justice				
EJ Populations Present	No.	1	1	1
Minority Blocks Disproportionately Affected	No.	0	0	0
Low Income Blocks Disproportionately Affected	No.	1	1	1
Wellhead Protection Areas (WPA)				
WPAs Affected	No.	3	3	3
Wetlands*				
Mapped NWI Wetlands Impacted	No.	3	5	9
Area of Mapped NWI Impacted	Acres	2.88	6.78	35.84
Mapped Open Water Impacted	No.	2	3	2
Area of Mapped Open Water Impacted	Acres	0.29	4.38	0.58
Total	Acres	3.17	11.16	36.42
Floodplain				
Floodplains Impacted	No.	0	0	0
Area of Impact	Acres	0	0	0
Streams***				
Stream Crossings	No.	0	1	0
Total Length of Impact	Linear Ft.	0	331	0
Mining/Mineral Exploration				
Petroleum Wells	No.	1	0	2
Hazardous Materials				
Sites Impacted	No.	0	0	0
Cemeteries				
Within 100 ft. of R/W	No.	1	0	0
Additional Red Flags				
Pipelines	No.	1	4	6
Railroads	No.	4	2	2
<p>The information in this table was tabulated using conceptual design information. It should be considered preliminary and subject to change.</p> <p>* - Wetland impacts were calculated using USFWS National Wetland Inventory GIS data</p> <p>** - 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.</p> <p>*** - 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"</p>				

Category	Units	SOUTHERN ALTERNATIVES				
		A1	A2	A3	A2/A4	A4
Roadway Type		Urban	Rural	Rural	Rural	Rural
Total Length	mi.	3.43	3.81	3.65	4.03	4.99
Affected Parcels						
Total Affected Parcels	No.	111	42	50	53	33
Land Use						
Agricultural**	Acres	18.46	78.64	91.63	104.37	135.98
Church	Acres	2.23	4.22	0	0.38	0
Commercial / Industrial	Acres	18.7	30.64	29.9	20.42	18.44
Residential	Acres	6.7	1.26	3.62	2.66	0.43
Public / Non-Profit/ Exempt	Acres	43.55	27.13	10.84	10.48	21.57
Railroad	Acres	0.54	0.85	0.97	0.79	0.85
Utility	Acres	0.12	0	0	0	0
Total	Acres	90.4	142.75	136.95	141.53	177.27
Historic Properties & Archaeological Sites(NRHP Listed / Eligible)						
Individual Properties Adversely Affected	No.	0	0	0	0	0
Districts Adversely Affected	No.	0	0	0	0	0
Previously Recorded Archaeological Sites Affected	No.	0	1	1	0	0
Section 4(f) Resources						
Recreational Facilities	No.	1	0	0	0	0
Trails		0	1	1	0	1
Environmental Justice						
EJ Populations Present	No.	1	1	1	1	1
Minority Blocks Disproportionately Affected	No.	0	0	0	0	0
Low Income Blocks Disproportionately Affected	No.	1	1	1	1	1
Wellhead Protection Areas (WPA)						
WPAs Affected	No.	1	1	1	1	1
Wetlands*						
Mapped NWI Wetlands Impacted	No.	8	6	6	7	7
Area of Mapped NWI Impacted	Acres	79.37	24.65	28.14	43.97	14.42
Mapped Open Water Impacted	No.	4	1	1	1	1
Area of Mapped Open Water Impacted	Acres	5.87	6.48	6.46	5.5	6.78
Total	Acres	85.24	31.13	34.6	49.47	21.2
Floodplain						
Floodplains Impacted	No.	0	0	0	0	0
Area of Impact	Acres	0	0	0	0	0
Streams***						
Stream Crossings	No.	1	4	4	1	2
Total Length of Impact	Linear Ft.	220	1,406	751	363	751
Mining/Mineral Exploration						
Petroleum Wells	No.	0			1	
Hazardous Materials						
Underground Storage Tanks	No.	3	1	0	0	0
Leaking Underground Storage Tanks	No.	0	0	0	0	1
NPDES Facilities	No.	0	2	2	0	0
RCRA Generator/TSD	No.	1	1	0	0	0
Additional Red Flags						
Pipelines	No.	3	3	3	3	3
Railroads	No.	1	1	1	1	1
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"						