



# NORTH – SOUTH CONNECTOR

## Public Information Meeting

January 30, 2018 | LaPorte Civic Auditorium and Event Center



# Project Team



## **Client: LaPorte County, Indiana**

- Richard Mrozinski – Commissioner
- Michael Gonder – Commissioner
- Vidya Kora – Commissioner
- Mitch Bishop – Planner
- Jay Sullivan – County Hwy Engineer

## **Stakeholders**

- City of La Porte
- Indiana Department of Transportation
- Federal Highway Administration

## **Consultant: Lochmueller Group**

- Susan Al Abbas, PE – Project Principal
- Steve Fleming, PE – Project Manager
- David Goffinet – Public Involvement
- Brian Arterbery, PE – Project Engineer
- Chad Costa – Environmental Manager
- Kate Lucier, M.Sc., PWS – Environmental Biologist
- Ruth Hook, M.Sc. – Environmental Biologist
- Whitney Pierle – Client Liaison

# Why Are We Here?



Developing a study to determine the most feasible North-South Connector route including:

- Reviewing project history
- Establishing a project vision
- Identifying multiple potential routes
- Completing an environmental study to determine potential impacts
- Provide the public with an opportunity to engage in the decision making process
- Incorporate the public comments received into decisions as the project advances

# Process



## PROJECT DEVELOPMENT PROCESS

### Scoping

- Engineering Assessment
- Corridor Study / Feasibility Study

### Environmental

- National Environmental Policy Act Document
- Human & Natural
- Build or No Build

### Preliminary Engineering

- Design
- Obtain Appropriate Permits / Mitigation Plans

### Right-of-Way

- Land Acquisition
- Appraisal & Purchasing Upon NEPA Completion

### Completion

- Mitigation Sites Constructed / Monitoring Enforced
- Project Construction



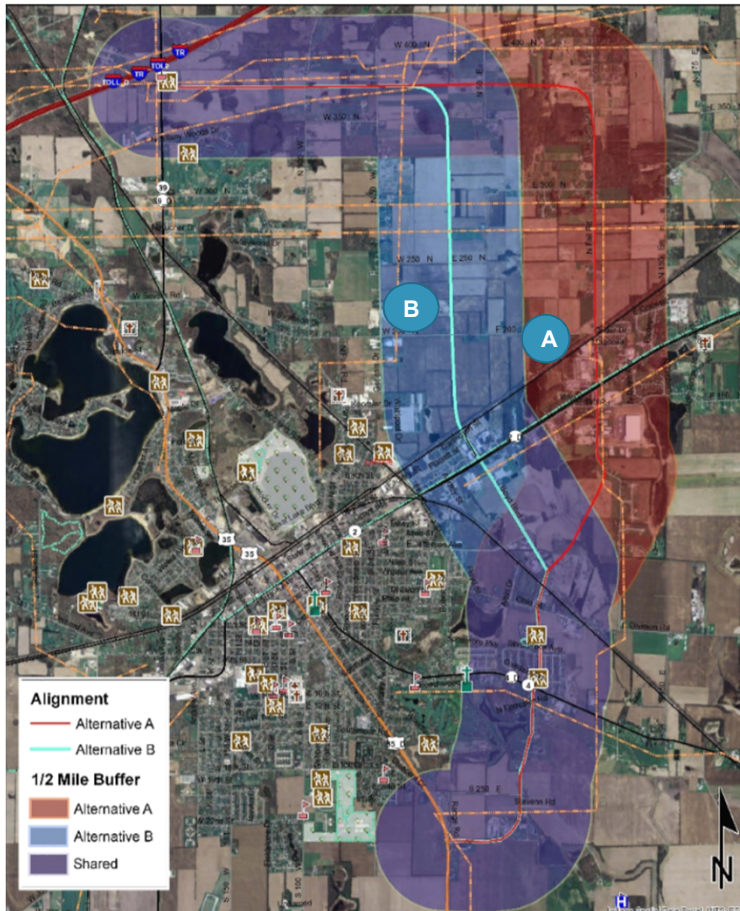
# History of North-South Connector



- Previous studies have been completed
  - Multiple feasibility & traffic studies
- Northwestern Indiana Regional Planning Commission 2040 Long-Range Plan
  - Economic Development Corridor
- Results confirmed viability of a corridor on the east side of LaPorte to promote economic vitality & reduce congestion along US 35 & SR 39 through town



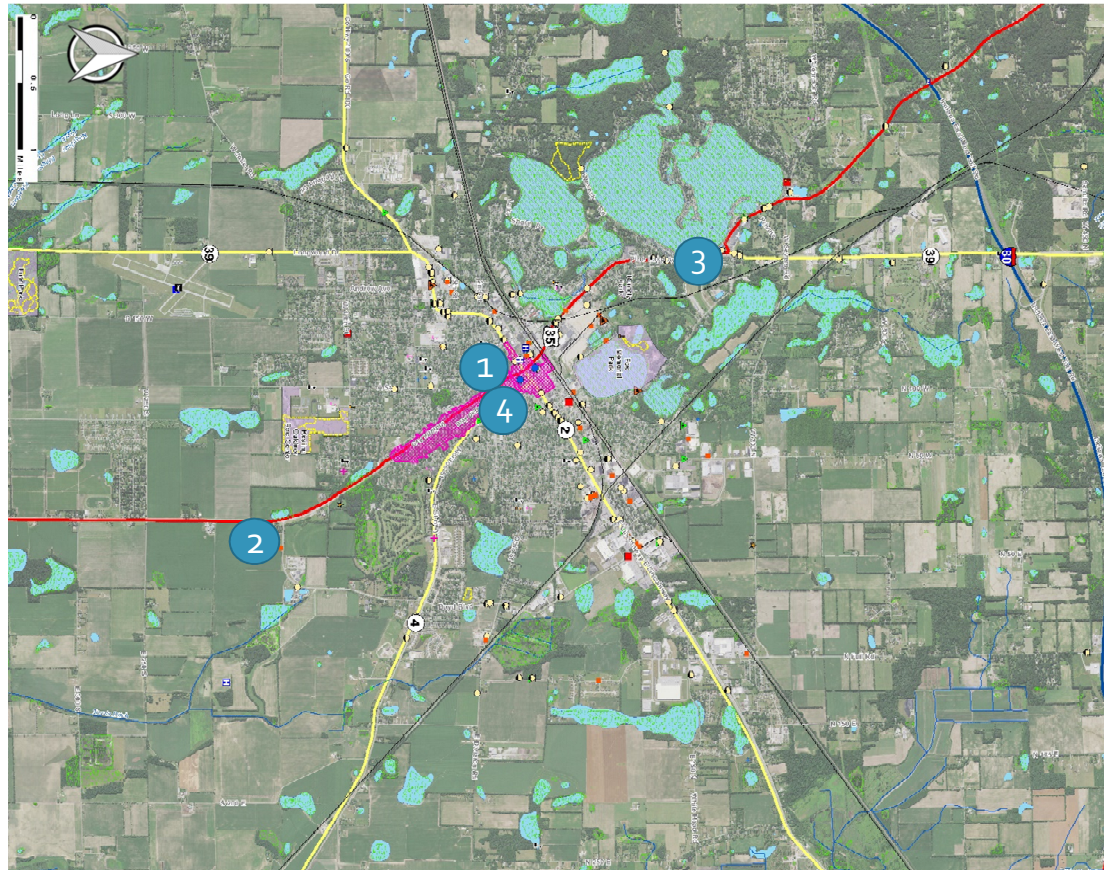
# 2015 Traffic Study



- Completed feasibility study identifying two “Broad Banded” corridors
  - A & B
  - Corridor becomes less effective progressing further east
- “Broad Banded” corridors provided room for multiple alternatives to be considered



# 2015 Traffic Study



**Four major intersections would benefit:**

1. US 35 & SR 2
2. US 35 & Boyd Blvd
3. US 35 & SR 39
4. SR 2 & SR 4

# Traffic Study Analysis



## 2035 – US 35 at SR 2

- No Build      F (65.8 secs PM Peak)
  
- Build              Route A\*      Route B\*
  - AM              B              B
  - PM              B              B

Level of Service	Control Delay (Seconds per Vehicle)	
	Unsignalized	Signalized
A	$\leq 10$	$\leq 10$
B	$> 10$ and $\leq 15$	$> 10$ and $\leq 20$
C	$> 15$ and $\leq 25$	$> 20$ and $\leq 35$
D	$> 25$ and $\leq 35$	$> 35$ and $\leq 55$
E	$> 35$ and $\leq 50$	$> 55$ and $\leq 80$
F	$> 50$	$> 80$

\* - "Route A" & "Route B" is in reference to the "Broad Banded" corridors from the Feasibility Study

# Traffic Study Analysis



INTERSECTION	AVERAGE DELAY (sec/veh)					
	No Build		Route A *		Route B *	
	AM	PM	AM	PM	AM	PM
US 35 & SR 2	11.6	<b>65.8</b>	8.3	19.3	12.8	21
US 35 & Boyd Blvd	6.6	8.7	9.4	8.5	8.9	8.5
US 35 & SR 39	9.3	15.7	6.5	13.6	8.5	12.7
SR 2 & SR 4	8.1	13.3	8.2	11.8	12.5	13.6

\* - "Route A" & "Route B" is in reference to the "Broad Banded" corridors from the Feasibility Study



# Traffic Study Analysis



## CRASH DATA (2014-2017)

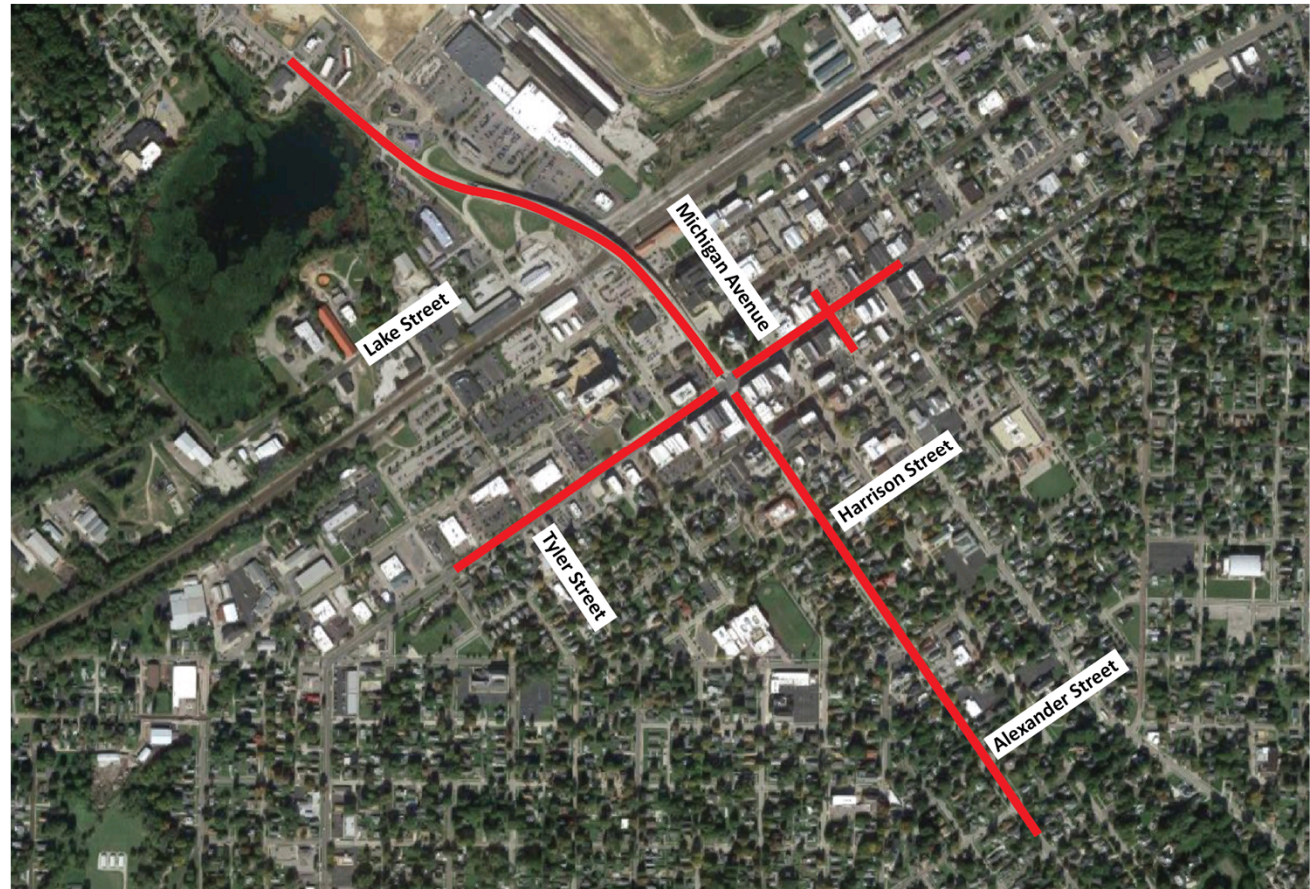
INTERSECTION	CRASH SEVERITY			
	Fatal	Injury	Property Damage Only	Total
SR 4 & Boyd Blvd	0	4	4	8
SR 2 & SR 4	0	1	12	13
SR 2 & Boyd Blvd	0	6	21	27
SR 2 & Fail Rd	0	7	14	21
Fail Rd & CR 200N	0	0	1	1
SR 39 & US 20	0	1	0	1
US 35 & SR 39	0	6	15	21
US 35 & SR 2	0	7	42	49
US 35 & Boyd Blvd	0	11	5	16
US 35 & US 6 (W)	0	1	15	16
US 35 & US 6 (E)	0	0	4	4

# Traffic Study Analysis



## Level of Service

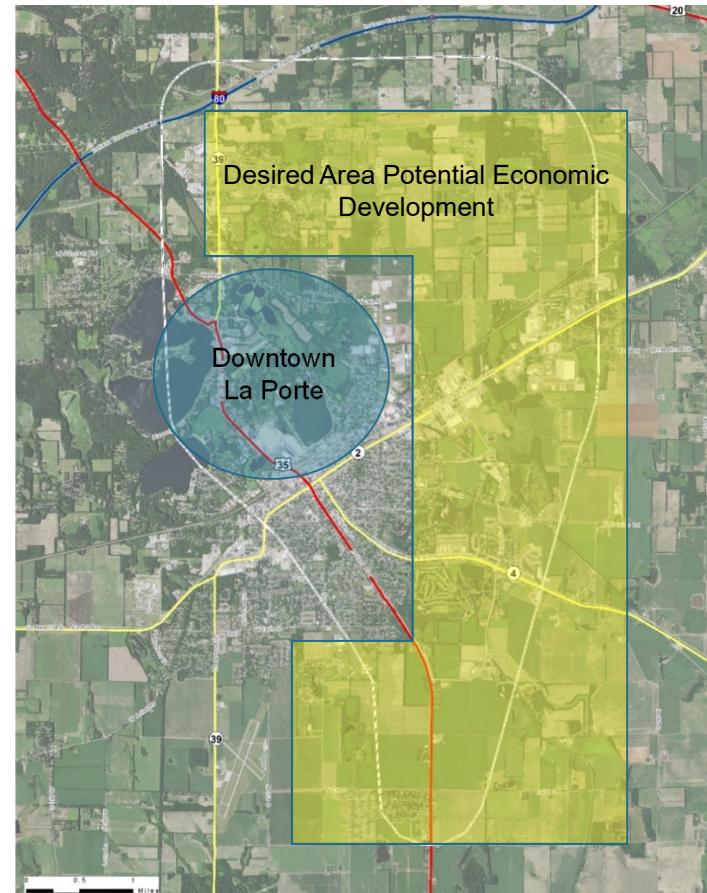
By 2035, if nothing is done (No Build) the queueing at the intersection of SR 2 & US 35 will be as shown in red during the PM period (4pm – 6pm)



# Traffic & Economic Development Study Results



- New corridor could service Genesis Industrial Park & Kingsbury Industrial Park
- 21,000 projected vehicles per day
- Helps alleviate traffic congestion downtown
- Reduce trucks on SR 2 and US 35/39
- Improved truck mobility
- Improved access to Indiana Toll Road



# Purpose & Need



A **DRAFT** Purpose & Need Statement has been developed. Highlights Include:

- Reduce forecasted congestion (especially due to truck traffic) in the City of LaPorte's central business district.
- Support the development of the Central City of LaPorte as a Livable Center.
- Improve vehicular and pedestrian safety.
- Improve access for economic development.

The Purpose & Need draws extensively from the current NIRPC Long Range Plan (*2040 Comprehensive Regional Plan*) and other planning documents.



# Alignment Alternatives



**DRAFT**



**DRAFT**

# Vision

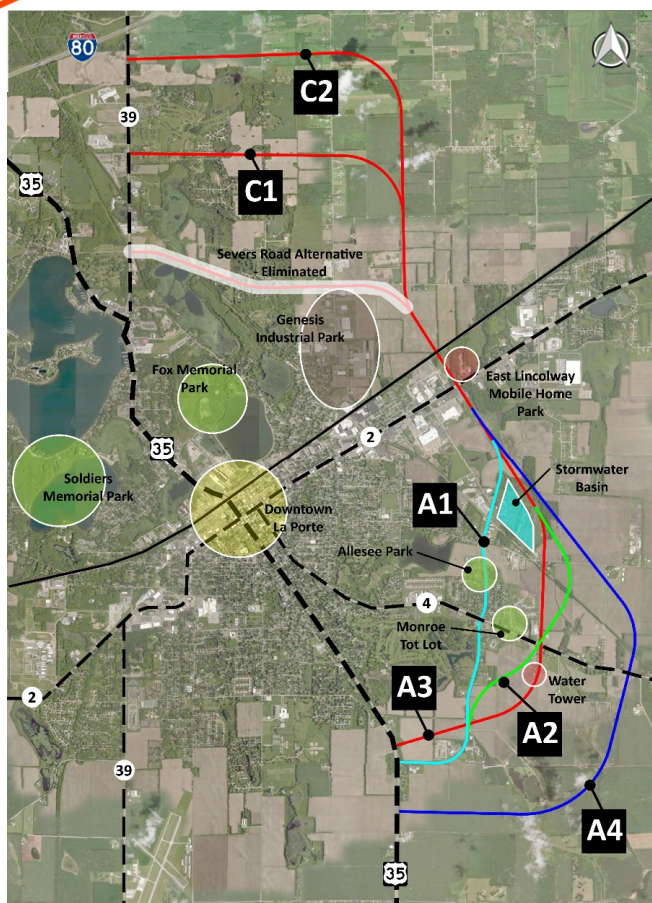


Develop a safe, reliable, efficient, integrated and connected multi-modal transportation system that promotes access, mobility and economic development.



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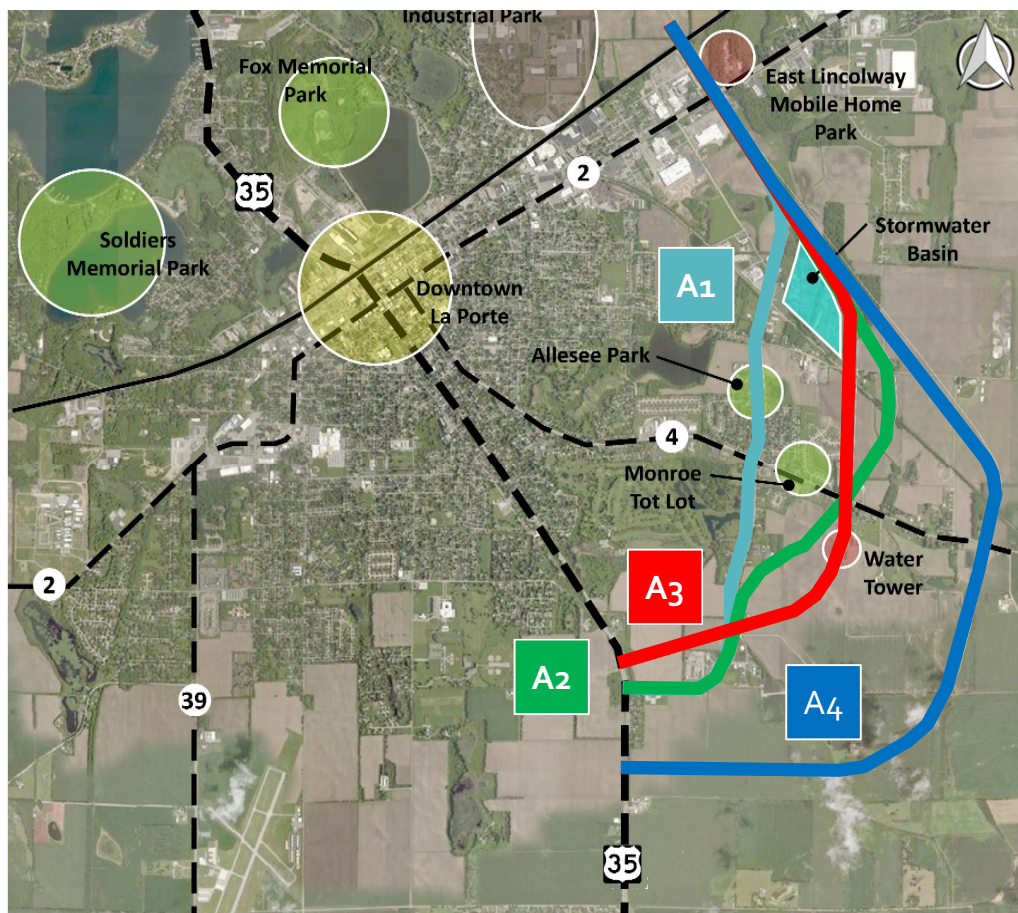
# Alignment Alternatives



- Six route options
  - Four south of SR 2
  - Two north of SR 2
- Severs Road Alternative eliminated
- All proposed routes include a bridge over the Norfolk Southern Railroad
- All proposed routes include an interchange at SR 2

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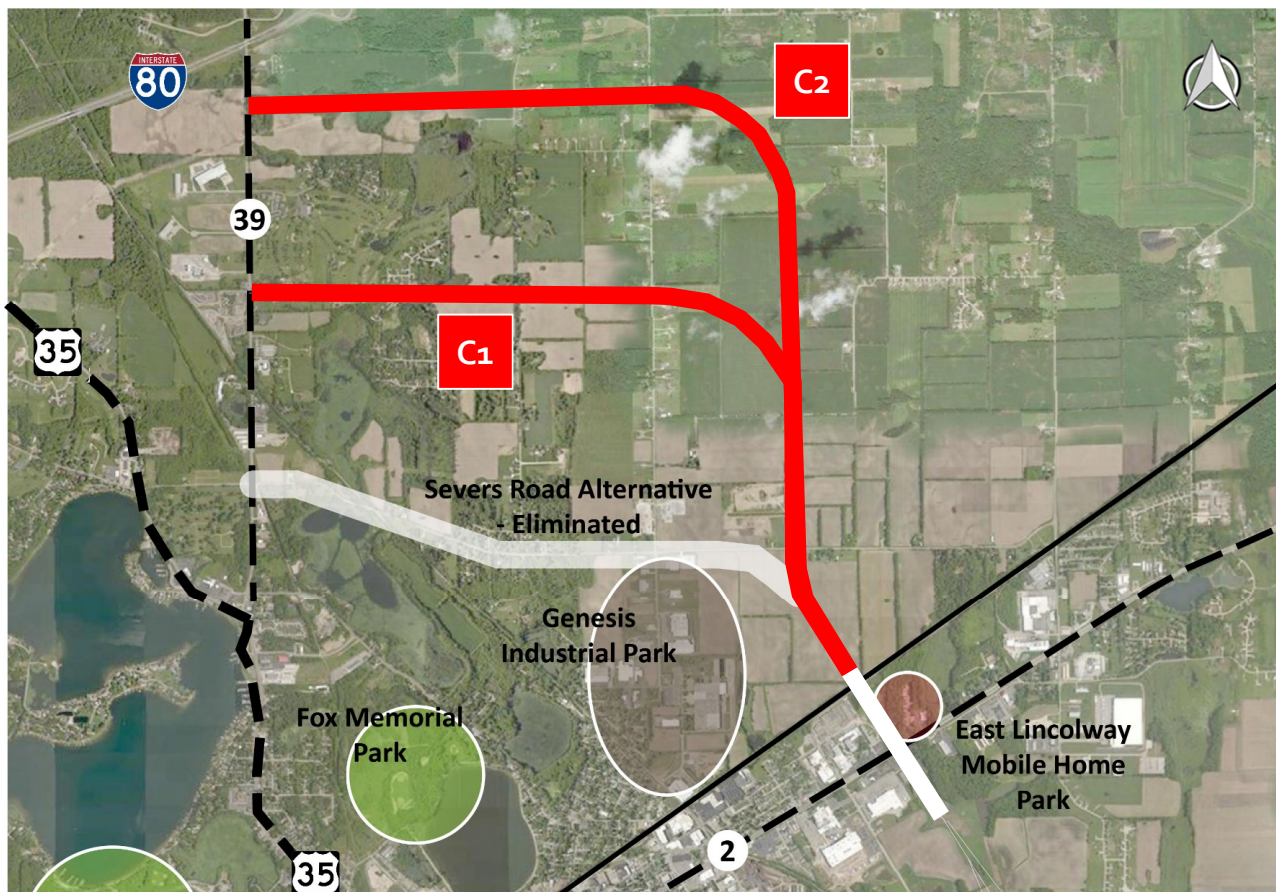
# Alignment Alternative (South)





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# Alignment Alternative (North)



# Alignment Update

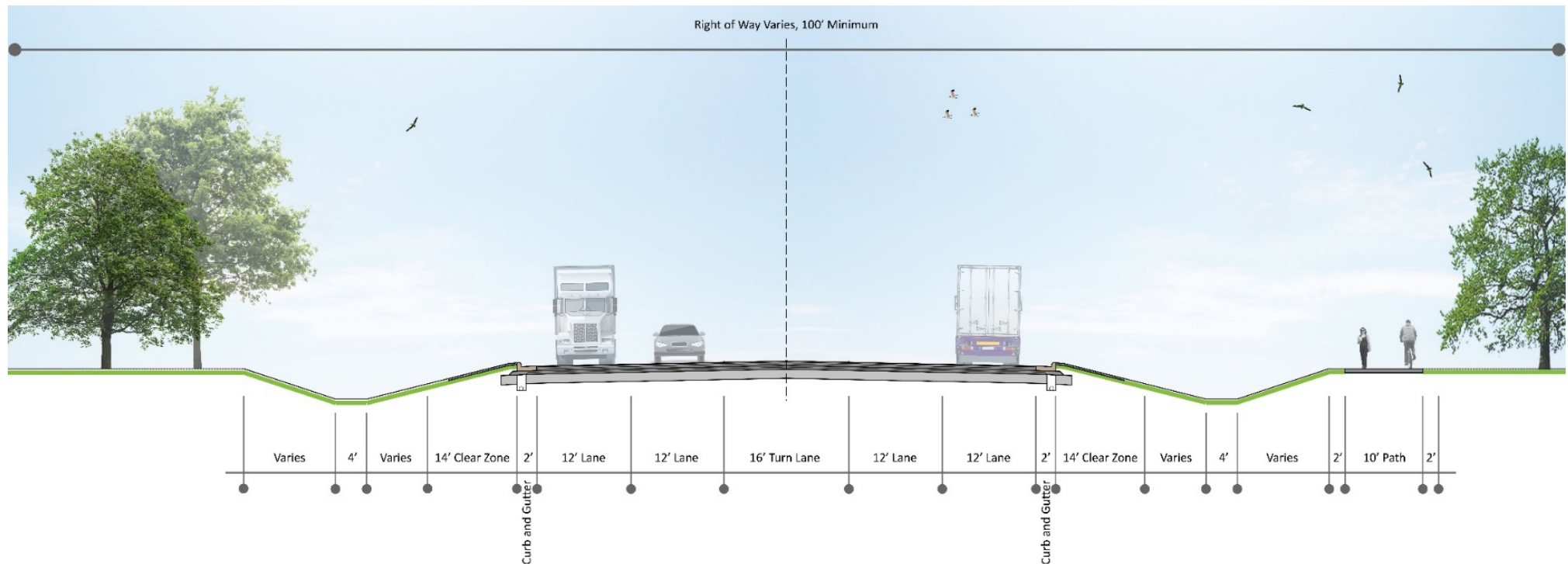


	Length (Ft)	Cost
A-1	16,687	51.9 M
A-2	18,756	56.6 M
A-3	17,846	56.5 M
A-4	25,057	69.5 M
Bridge Area	4,224	40.4 M
Sever's Road	13,985	52.8 M
C-1	15,999	36.1 M
C-2	20,157	44.3 M

**All alternatives incorporate a railroad overpass and interchange at SR 2.**

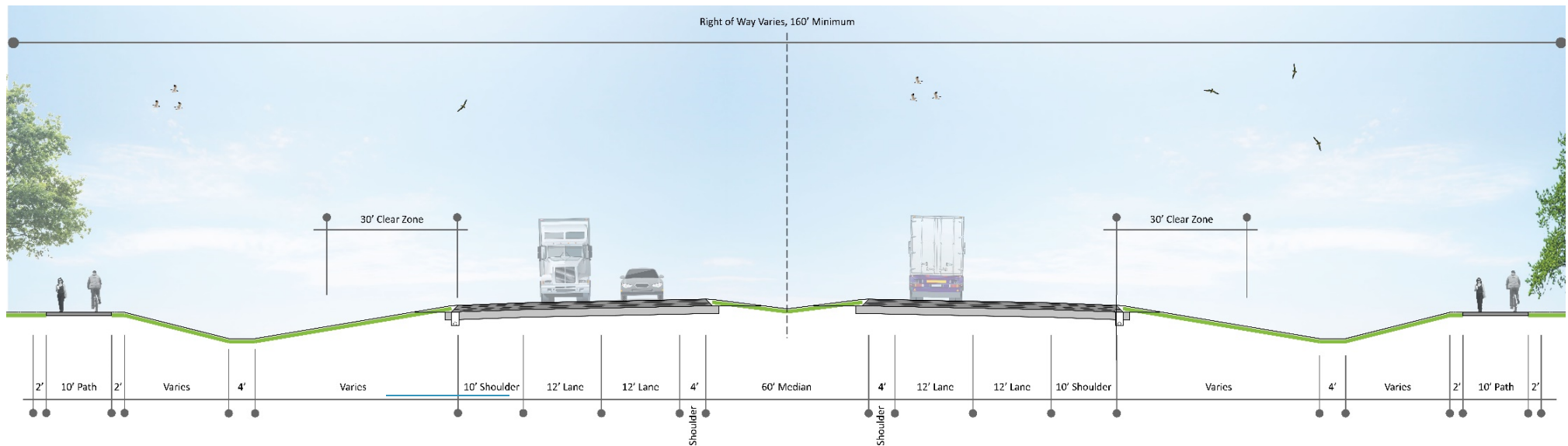


# North South Connector



**URBAN SECTION**  
*35 MPH Speed Limit*

# North South Connector



**RURAL SECTION**  
*55 MPH Speed Limit*

# Process



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# Transportation Process & the National Environmental Policy Act



- Why is an Environmental Evaluation being completed?
  - North-South Connector has obligated funds from the Federal Highway Administration for the Planning Phase
- Any Federal action causes the need for an evaluation under the National Environmental Policy Act
  - Purpose & need
  - Alternatives analysis (also includes Do Nothing, Existing Facilities improvements)
  - Impacts to the social and natural environment
  - Early & often involvement with the public
- The NEPA Document to be prepared is an Environmental Assessment
  - FHWA must issue a formal decision on environmental consequences

# Transportation Process & the National Environmental Policy Act



## Items assessed in the NEPA process

- Land Use
- Relocations
- Air Quality
- Historic & Archaeological
- Water Quality
- Socioeconomics
- Noise
- Lighting & Visual
- Wetlands & Waterways
- Hazardous Waste
- Wildlife
- Endangered Species
- Parks & Recreational Facilities
- Floodplain
- Environmental Justice
- Farmland



# Transportation Process & the National Environmental Policy Act



- Early in the NEPA process = No decisions on route or impacts have been made
  - Input from the public is needed on alternatives & resources
  - Intent is to perform detailed analyses on two “A” alternatives & two “C” alternatives
- Continued engagement with the public
  - Various stakeholder meetings
  - Community Advisory Committee
  - Public Hearing in early 2019
- Outcome = Federal Highway Administration decision document
  - Finding of No Significant Impact = environmental evaluation complete
  - Elevate to an Environmental Impact Statement = more studies required

# Public Feedback Needed



- Written comments
- Interactive updates to community resources maps
- Comments can be emailed or mailed to:

Lochmueller Group, Inc.

Attn. Kate Lucier

3502 Woodview Trace, Suite 150

Indianapolis, IN 46268-3137

[KLucier@lochgroup.com](mailto:KLucier@lochgroup.com)

Lochmueller Group, Inc.

Attn. Steve Fleming

130 South Main Street, Suite 300

South Bend, IN 46601

[SFleming@lochgroup.com](mailto:SFleming@lochgroup.com)

**ALL COMMENTS DUE BY FEBRUARY 15, 2018**



# How to Stay Engaged



- Mailing List – sign in to tonight's meeting
- Project specific website is being developed at [www.laportecounty.org](http://www.laportecounty.org)
- Public Hearing – early 2019, date will be posted to project website





**THANK YOU**