
U.S. 41 Intersection Improvement Project at 151st Avenue in Lake County

Indiana Department of Transportation

Tuesday, October 1, 2024

6:00 p.m.

Welcome

- Introductions
- Purpose/explanation of public hearing
- Public hearing format
- Visit our sign-in table
- Informational handouts
- Participate during public comment session
- Submit written public comments
- Project display area



U.S. 41 Intersection Improvement

- Introduction of INDOT Project Team
 - La Porte District Office
 - Project Management
 - Design
 - Environmental Services
 - Real Estate
 - Communications
 - Lawson-Fisher Associates
 - Engineering and Design Team
 - Metric Environmental
- Recognition of elected and local public officials
- Sign-in at attendance table to be added to project mailing list.
- A legal notice was mailed to known stakeholders within the project area.
- Announcement of this hearing was posted to INDOT website. A media release was also issued.
- A copy of presentation and project documentation is available on-line via INDOT website
- Legal notice publishing:
 - Northwest Indiana Times
 - September 16, 2024
 - September 23, 2024

U.S. 41 Intersection Improvement

Purpose and Need

- The need is based on the high crash rate, specifically the occurrence of right-angle crashes attributed to traffic from 151st Avenue attempting to cross US 41.
- The purpose is to reduce the high crash rate and improve the Level of Service for the intersection.

U.S. 41 Intersection Improvement

CURRENT CONDITION

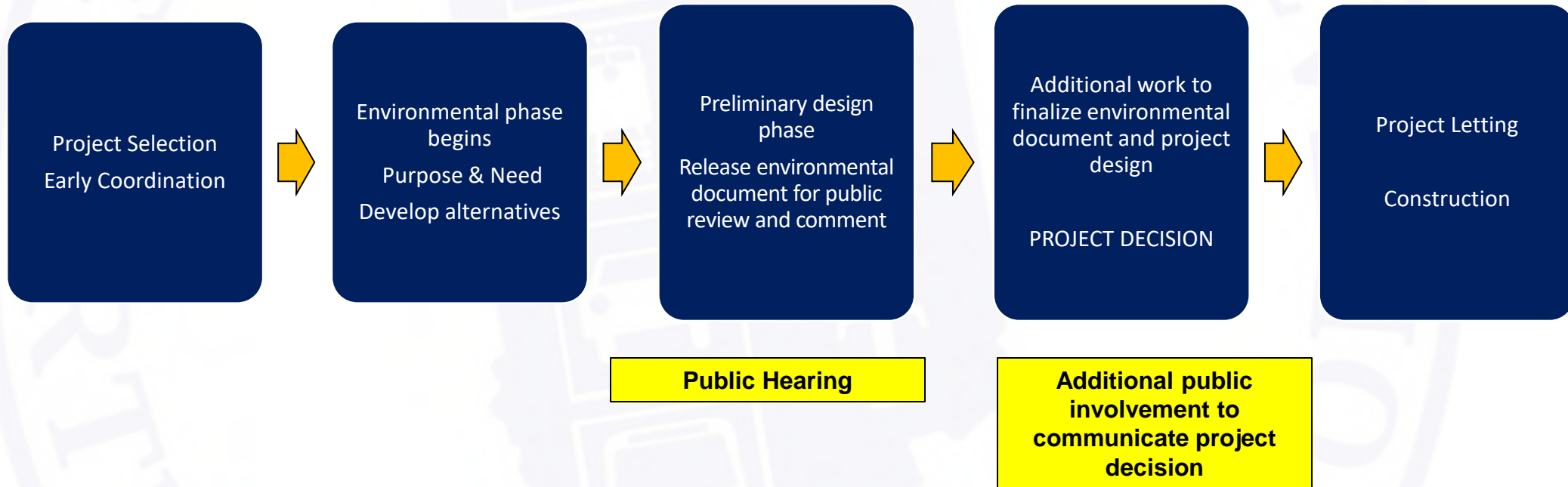
- The intersection with 151st Avenue is closed and remain so until the project is complete



Project Stakeholders

- Indiana Department of Transportation
- Indiana Division Federal Highway Administration
- Lake County
- Town of Cedar Lake
- Elected & Local officials
- Residents and citizens
- Commuters
- Businesses
- Emergency services
- Schools
- Community Organizations
- Churches

Project Development



Environmental Document

National Environmental Policy Act (NEPA)

- Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments
- NEPA is a decision-making process
 - Purpose and Need
 - Alternatives Screening
 - Preferred Alternative
- **Impacts are analyzed, evaluated and described in an environmental document**
 - What are the impacts this project might have on the community?
 - How can impacts be avoided?
 - Can impacts be minimized?
 - Mitigation for impacts?
- **Environmental document released for public involvement**
 - September 2024
 - Is available for public review
 - Categorical Exclusion Level 1 Document – based on ROW and Cultural Resource impacts

Environmental Document

- **Environmental Process**

- Establish Purpose and Need
- Develop possible alternatives
 - The “No Build” alternative is a baseline for comparison
- Evaluate and screen alternatives
- Identify a preferred alternative
- Solicit public comment on environmental document and preliminary design plan
- Address and consider public comment as part of decision making process
- Finalize and approve environmental document

Types of items evaluated

- Right-of-way
- Streams, Wetlands, and Other Waters
- Floodplains
- Endangered Species
- Farmland
- Cultural Resources
(Historic/Archaeological)
- Parks and Recreational Lands (Trails)
- Air Quality
- Community Impacts
- Public Involvement



Project Impacts - Environmental

IMPACTS

- Right-of-way
- Utilities
- Wetlands
- Terrestrial Impacts
- Farmland
- Cultural Resources (Historic/Archaeological)
 - Trees

Public Involvement

- **Notice of Entry for Survey – June 2022**
 - Letters mailed to properties within general area
 - Gather data for environmental analysis
- **Public involvement process – September 2024 and October 2024**
 - Opportunity for public to provide input regarding the proposed project
- **Communicate project decision Fall 2024**
 - INDOT seeking public comment and input regarding proposed project

Project Resource Locations

- **INDOT La Porte District Office**

315 Boyd Boulevard, La Porte, IN 46350

- Planning, Project Development/Delivery, Construction, Maintenance for Northwest Indiana
- <http://www.in.gov/indot/2705.htm>

- **Cedar Lake Branch of the Lake County Public Library**

10010 West 133rd Avenue, Cedar Lake, IN 46303

- **INDOT Public Involvement Process**

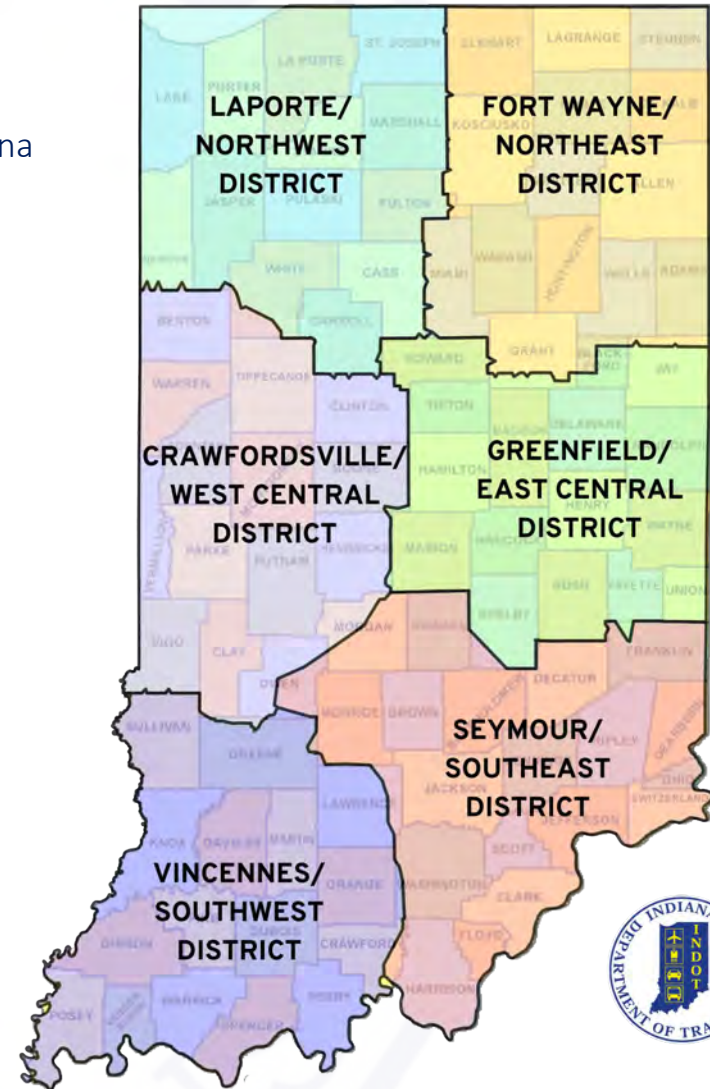
www.in.gov/indot/public-involvement/public-involvement/the-public-involvement-process

Visit Project Web Page on.in.gov/des200309

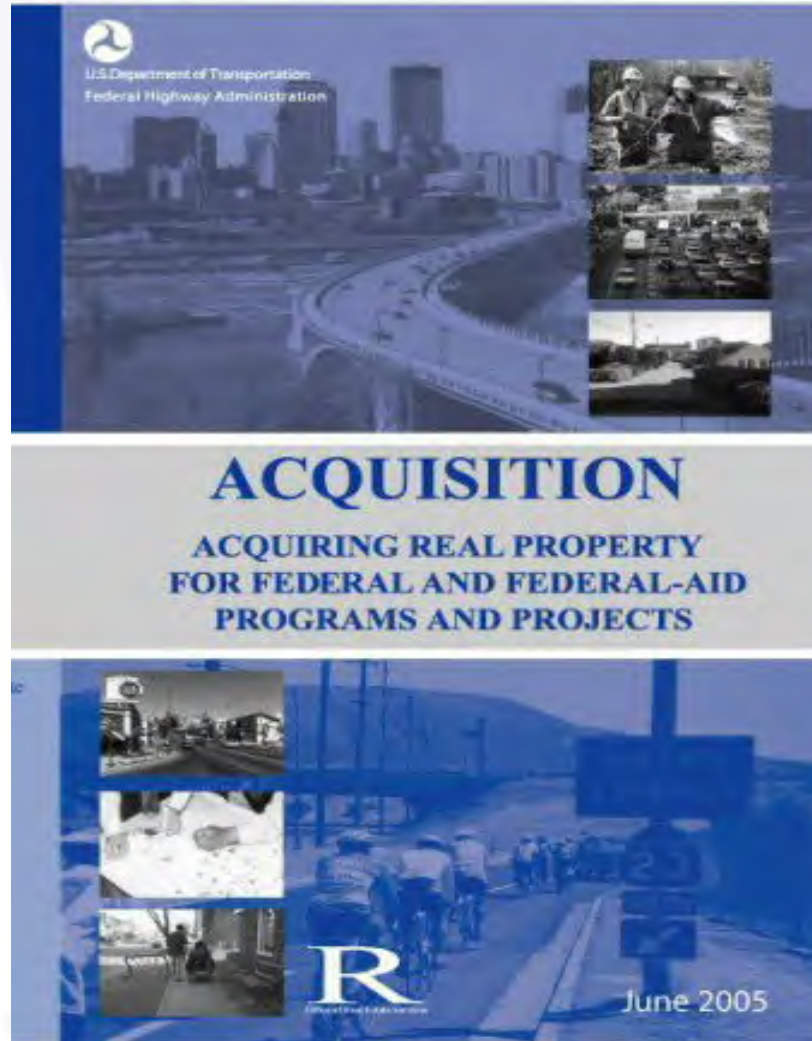
Transportation Services Call Center

Provides citizen and business customers with a single point-of-contact to request transportation services, obtain information, or provide feedback through multiple channels of communications.

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Real Estate



Real Estate Acquisition Process

- "Uniform Act of 1970"
 - All federal, state and local governments must comply
 - Requires an offer for just compensation
- Acquisition Process
 - Appraisals
 - Review Appraisals
 - Negotiation
 - Right-of-Way (ROW) needed for project
 - 0.34 acre of permanent new ROW (0.25 agricultural, 0.09 commercial)
 - No temporary ROW needed
 - No permanent easements needed
 - INDOT Real Estate Team to work with impacted property owners
- Right-of-Way (ROW)
 - Permanent ROW
 - Land, once purchased by INDOT from legal land owner, becomes ROW owned by INDOT
 - Existing apparent ROW
 - Existing apparent ROW - INDOT acquired land by Highway Grant some years ago, transactions in some cases were not properly recorded, requires further action by INDOT
 - Temporary ROW
 - Land required during the construction of a project and is used for the purposes of construction-related activity
 - INDOT pays legal land owner a fee for land use during construction and/or as part of construction-related activities

Alternatives Considered

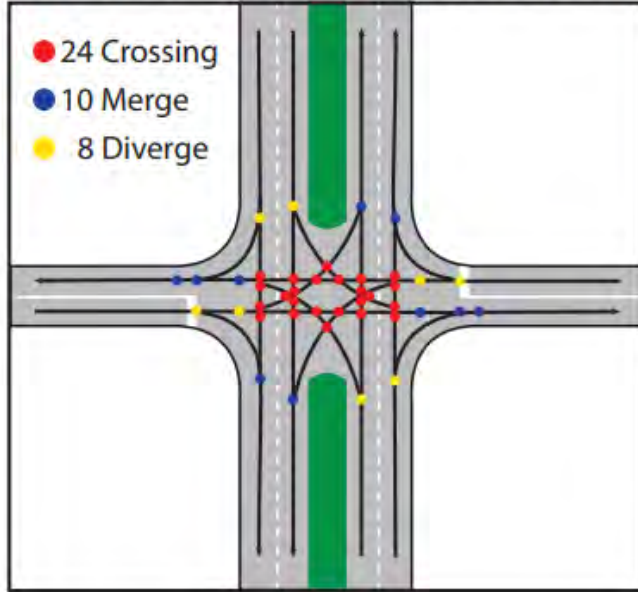
- No Build Alternative
 - Baseline for comparison of build alternative
 - Does not meet purpose and need of project
 - Does not improve the mobility or safety of the intersection
- Traffic Signal
 - Does not meet signal warrants per latest traffic volume
 - Signals are known to increase crashes due to rear-ends and red light running
 - Does not reduce intersection conflict points or fatal crashes
- Roundabout
 - Primary traffic movement is the U.S. 41 thru movement
 - Unbalanced traffic for approaches, making roundabout less desirable
 - Requires larger area, would severely impact SE residence and NW business

Alternatives Considered

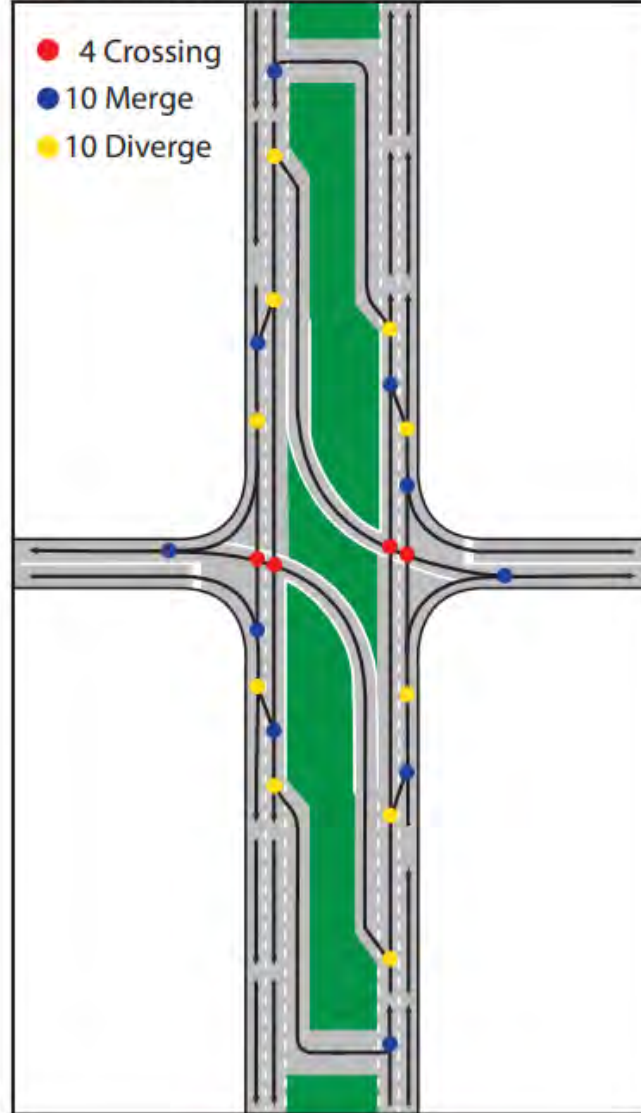
- Median U-Turn Only (MUT)
 - Reduces conflict points
 - Provides less mobility with no crossing points
 - Operational analysis did not demonstrate a significant difference in safety improvement compared to an RCI
- Reduced Conflict Intersection (RCI) – **Preferred Alternative**
 - Reduces conflict points
 - Maintains left turn capability from US 41 to 151st Avenue
 - Recent statistics: 11 RCIs installed at 4-lane highway intersections in Indiana since 2015
 - 78% reduction in injury and fatal crashes
 - 30% reduction in property damage crashes
 - 53% reduction in crashes of all severities

Reduced Conflict Intersection

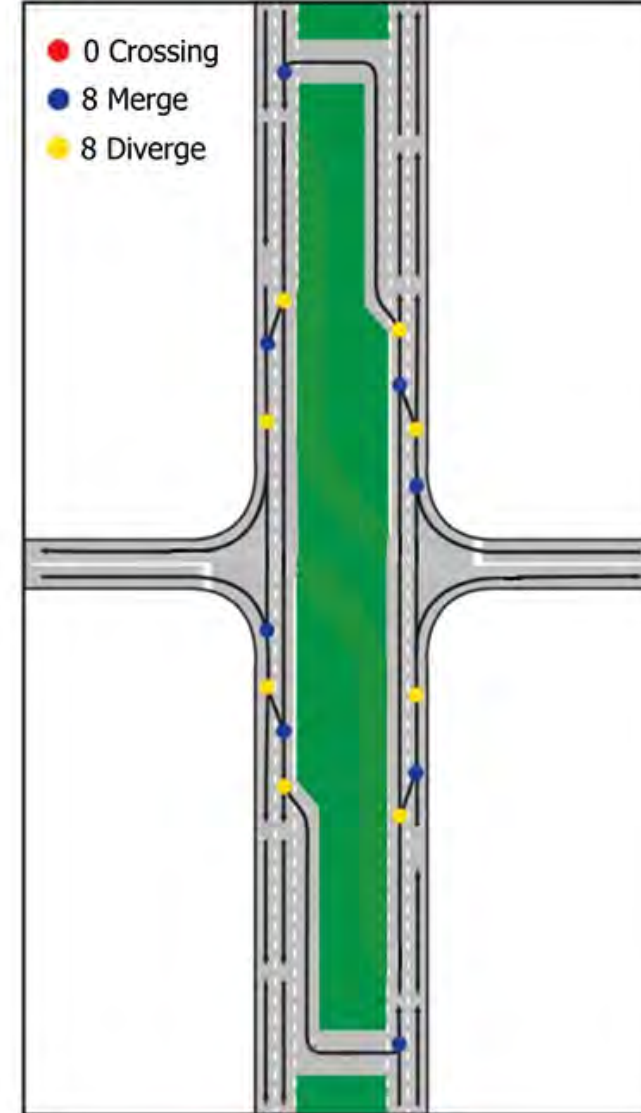
Conventional Intersection Conflict Points



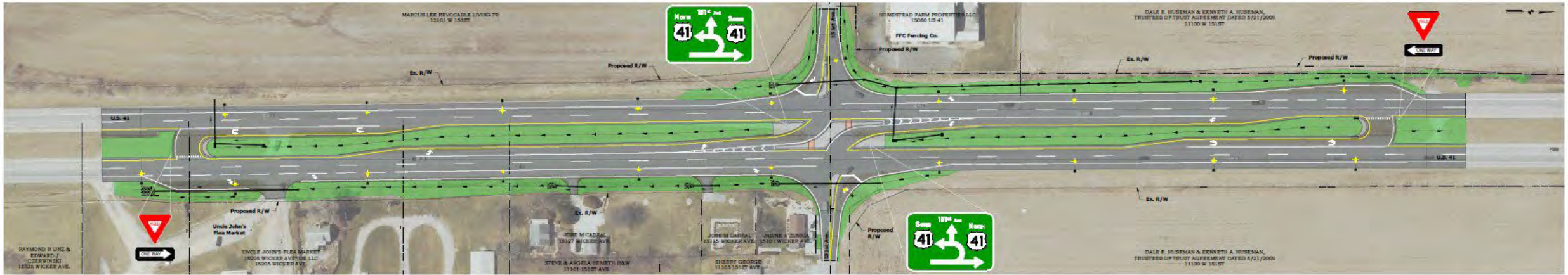
RCI Conflict Points



MUT



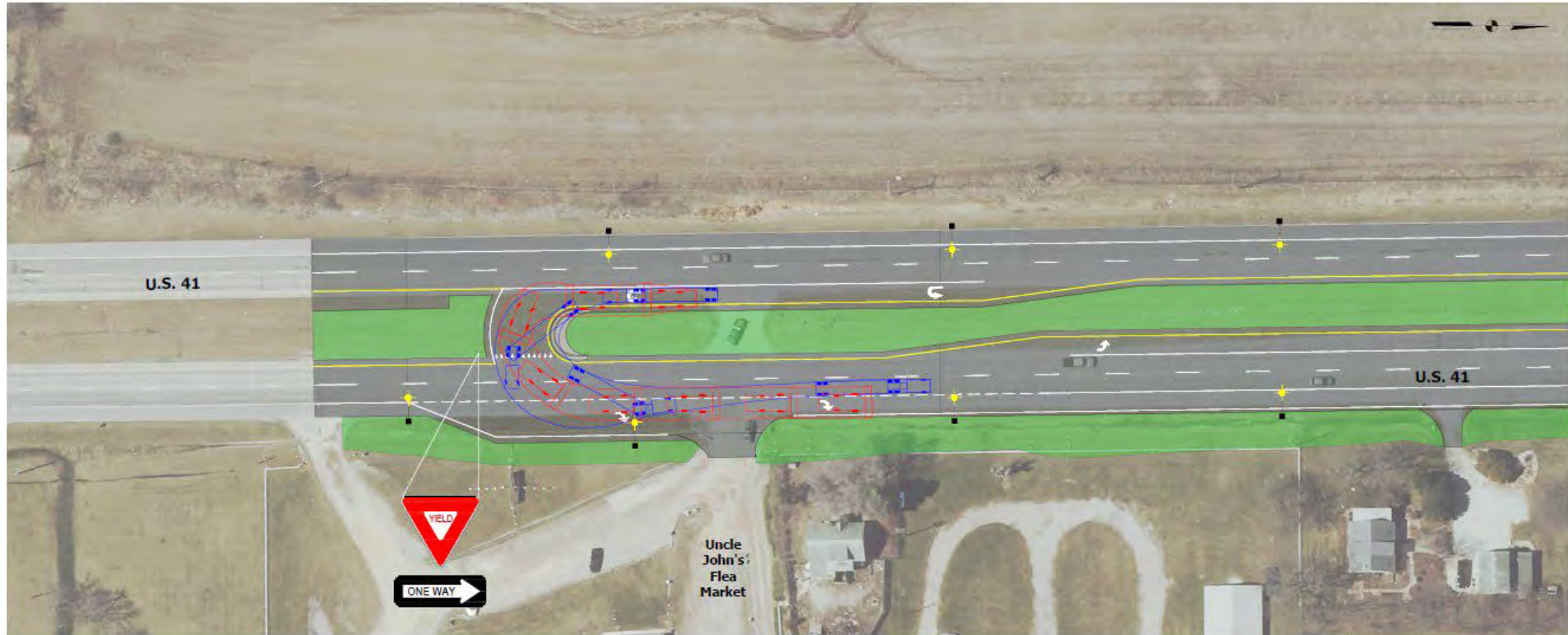
U.S. 41 & 151ST AVE. REDUCED CONFLICT INTERSECTION



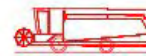
- LEGEND:**
- Asphalt Pavement/Driv
 - Seeding/Sodding
 - Concrete Median/Curb
 - Bicycle Crossing
 - Proposed Light Pole



U.S. 41 & 151ST AVE. SOUTH U-TURN



WB-65

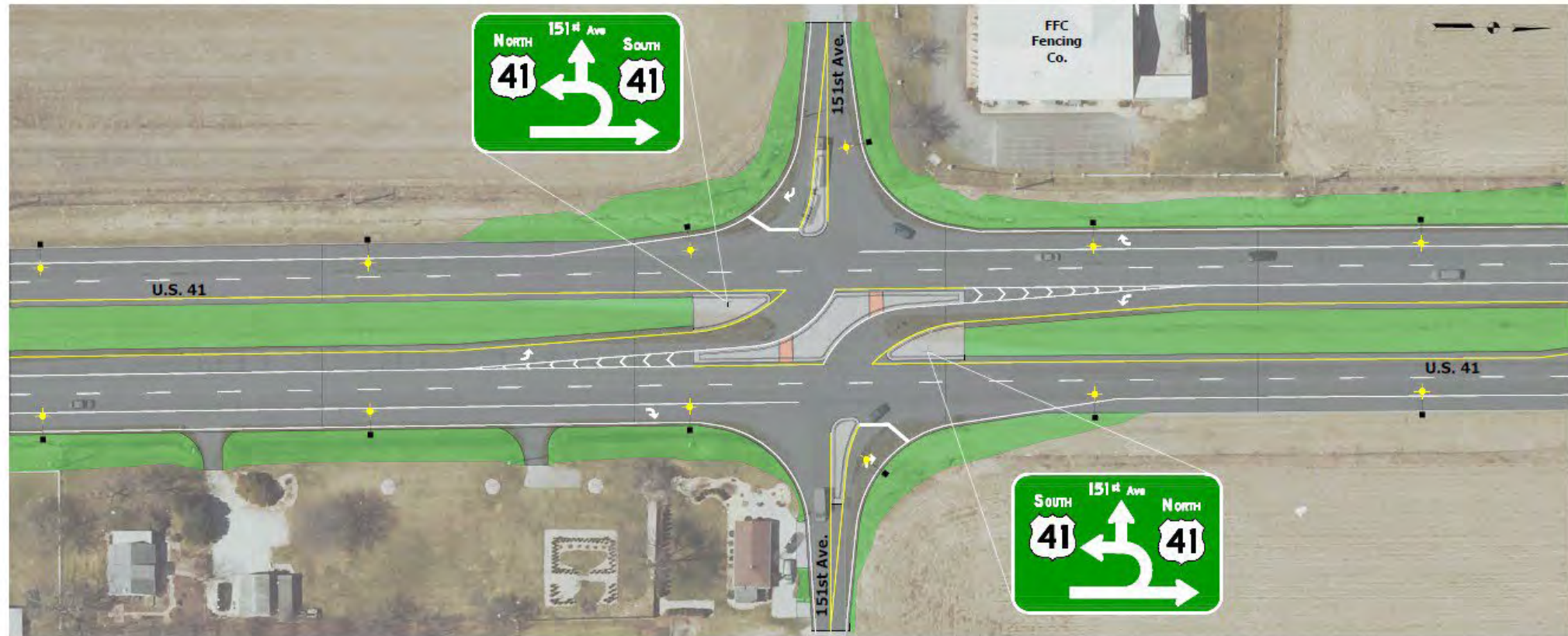


Combine

LEGEND:

-  Asphalt Pavement/Drive
-  Seeding/Sodding
-  Concrete Median/Curb
-  Proposed Light Pole

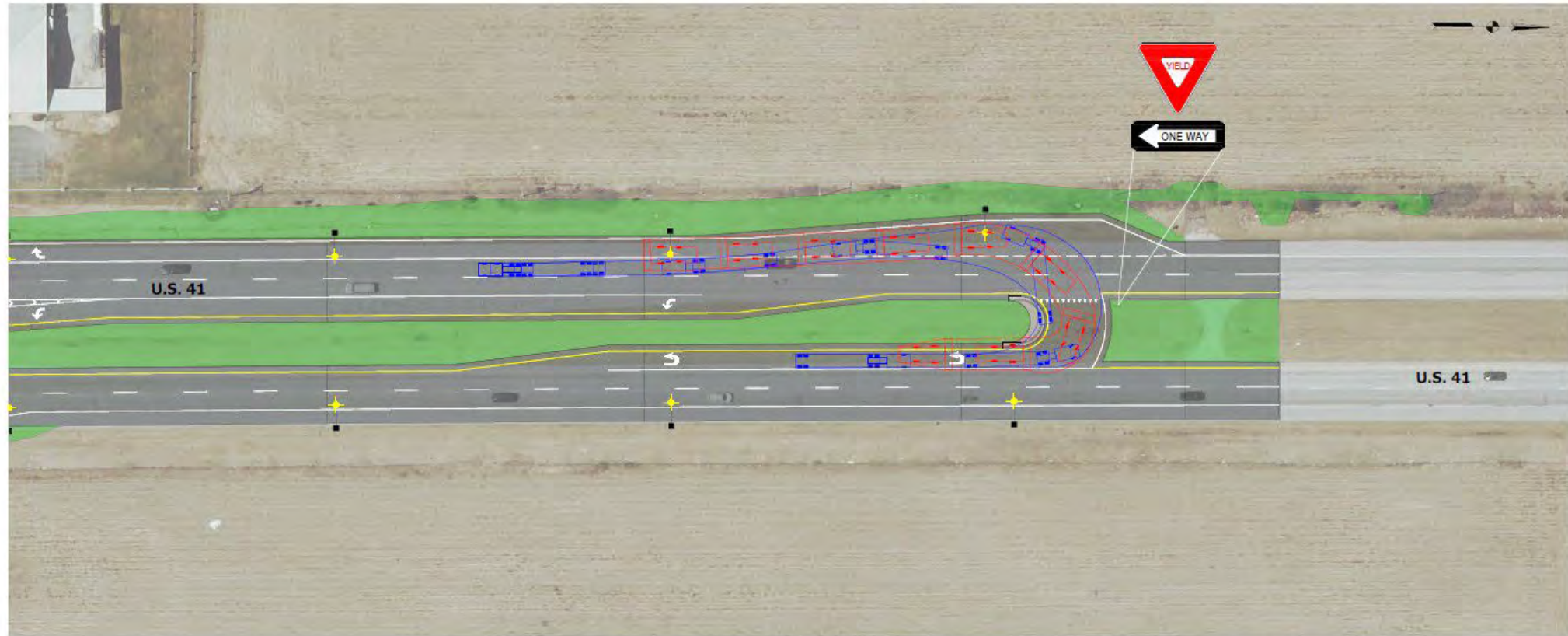
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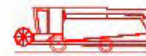
LEGEND:

- Asphalt Pavement/Drive
- Seeding/Sodding
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U.S. 41 & 151ST AVE. NORTH U-TURN



WB-65

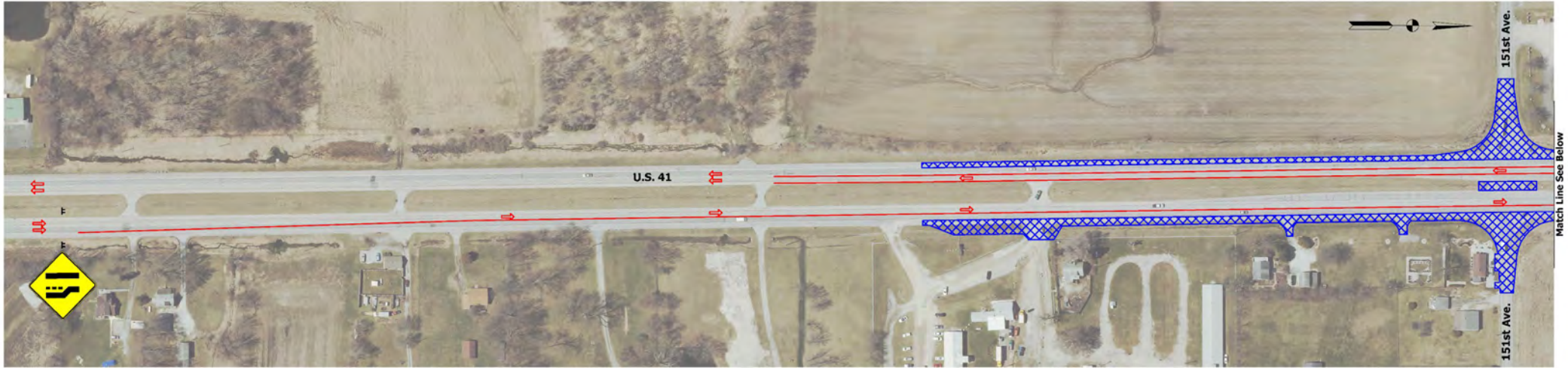


Combine




LEGEND:

-  Asphalt Pavement
-  Seeding/Sodding
-  Concrete Median/Curb
-  Proposed Light Pole

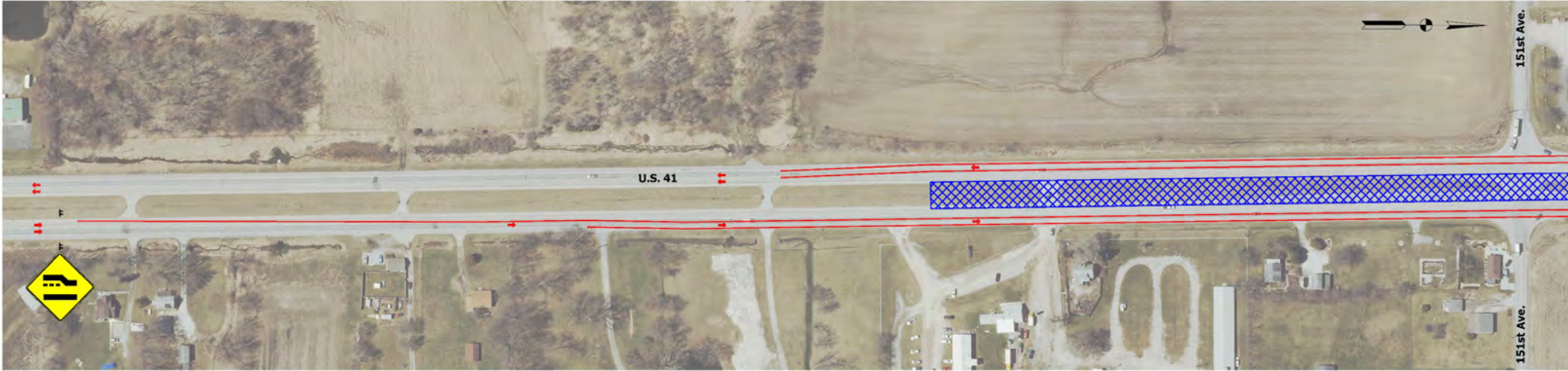
MAINTENANCE OF TRAFFIC - PHASE I



LEGEND:

-  Direction of Traffic
-  Construction Area
-  Construction Sign

MAINTENANCE OF TRAFFIC - PHASE II



- LEGEND:**
- Direction of Traffic
 - ▨ Construction Area
 - ⚠ Construction Sign

RCI Testimonials

- Video testimonial from converted RCI skeptics
- Titled “Why Reduced Conflict Intersections?”
 - Knox County Sheriff
 - Oaktown Firefighter

RCI Testimonials

[RCI Testimonials \(youtube.com\)](https://www.youtube.com/watch?v=...)



Planning for Growth and Safety

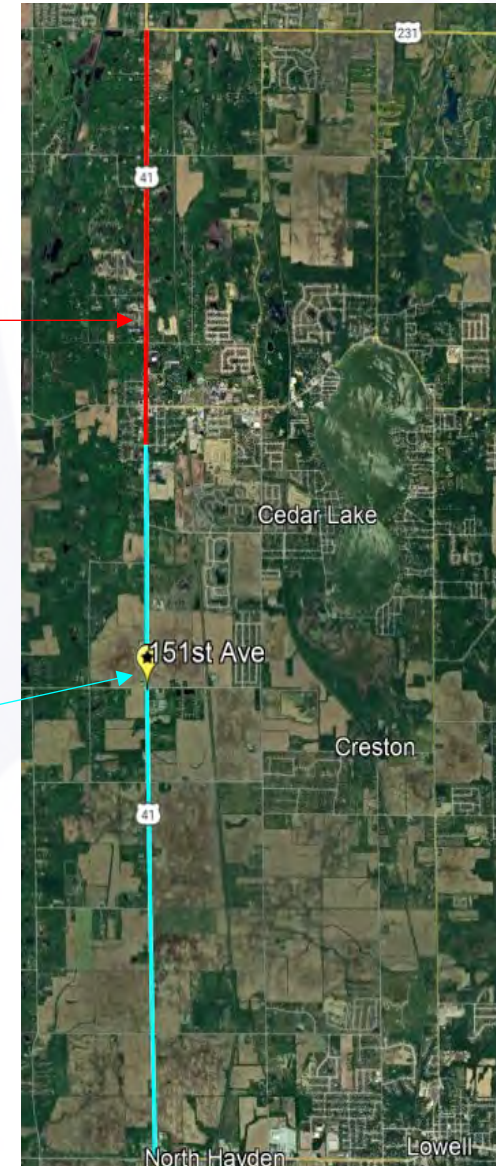
- Analyzed to 2045
 - RCI will improve the Level of Service (LOS) to 151st Avenue
 - LOS 151st Avenue eastbound from F to C
 - LOS 151st Avenue westbound from C to B
 - U.S. 41 will remain at LOS A and B for northbound and southbound

Planning for Growth and Safety

- US 41 Corridor from SR 2 to US 231

Undivided Section
Center Left-Turn Lane
Letting July 2026

Divided Section
Reduced Conflict
Intersection
at 151st Avenue



Planning for Growth and Safety

- US 41, Divided Highway Section
 - Reduced Conflict Intersections can adapt to changes in growth
 - Primary intersections and/or U-turn intersections can be signalized in the future
 - North Carolina DOT refers to these corridors as “Superstreets”
 - https://youtu.be/634TxomYsZ4?si=SCHDtu_WsrwCWqCX
 - Case Study: Town of Rolesville, NC

Planning for Growth and Safety

- Town of Rolesville, connected to Raleigh, NC via US 401



Planning for Growth and Safety

- Town of Rolesville, connected to Raleigh, NC via US 401

Why Rolesville?

The Town of Rolesville is positioned in the greater Research Triangle area and is a great place to raise a family or open a business. Rolesville maintains that genuine community of a small town while enjoying all the amenities that living near Raleigh and the Triangle has to offer.

Location And Quality Of Life

- *Connection to the Capital* - Just 15 miles from downtown Raleigh, with easy access to I-540 and I-440 via US 401.
- A half hour to **RDU International Airport** and Research Triangle Park
- Ranked **#1 Safest City in North Carolina** by SafeWise 2023
- Consistently one of the fastest-growing communities in Wake County - Rolesville's population has grown **150%** since 2010.

<https://www.rolesvillenc.gov/economic-development/why-rolesville>

- Ensure economic vitality for Lowell and Cedar Lake by preserving mobility and safety along US 41

Project Schedule

- Public Hearing: October 1, 2024
- Public comments requested by Wednesday, October 16, 2024
- INDOT review and consideration of public comments – Fall 2024
 - Finalize environmental document
 - Reach project decision
 - Complete design
 - Inform community and project stakeholders of project decision
- Proposed construction: Spring 2026; Anticipate completion: Fall 2026

POST HEARING UPDATE: While the initial presentation spoke of 2026 construction, INDOT is working diligently to advance toward 2025 construction

Submit Public Comments

- **Submit public comments using the options described in first page of information packet:**
 - Public Comment Form
 - Via e-mail
 - Participating during public comment session via microphone
 - Verbal comments recorded and transcribed for inclusion into public hearings transcript
- **INDOT respectfully requests comments be submitted by Friday, October 16, 2024**
- All comments submitted will become part of public record, entered into transcript, reviewed, evaluated and given full consideration during decision making process.

Next Steps

- **Public and project stakeholder input**
 - Submit comments via options described in project handout
- **INDOT review and evaluation**
 - All comments are given full consideration during decision-making process
 - Address comments, finalize/approve environmental document, complete project design
- **Communicate a decision**
 - INDOT will notify project stakeholders of decision
 - Work through local media, social media outlets; paid legal notice
 - Make project documents accessible via repositories
- **Questions? Contact Public Involvement Team**

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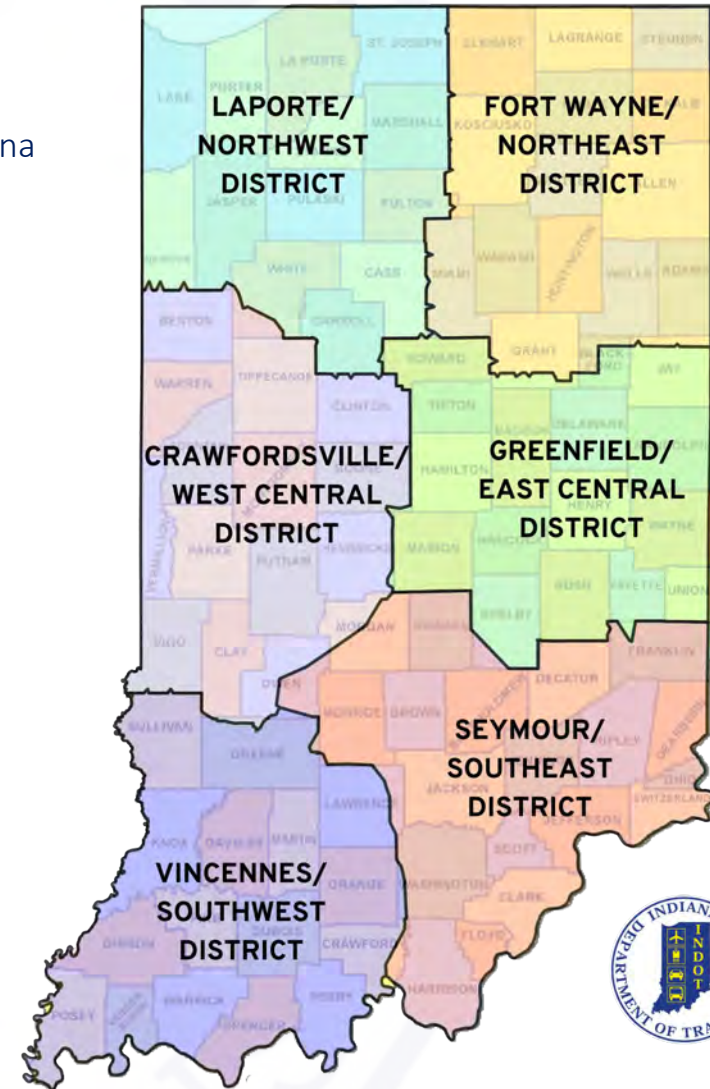
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Public Comment Session

- **Please visit with INDOT project officials following the public comment session**
- **Project Open House**
 - Project maps, displays, INDOT project team and informal Q & A
 - INDOT La Porte District page <http://www.in.gov/indot/2705.htm>
 - Comment forms may be turned in at the handout table