



DES. # 1801906

LEGAL NOTICE OF PLANNED IMPROVEMENT

The City of Hobart, with administrative oversight from the Indiana Department of Transportation (INDOT) is developing preliminary plans for a proposed Colorado Street over Canadian National/Grand Trunk & Western (CN/GTW) Railroad Grade Separation Project (Des. No. 1801906) located in Hobart, Lake County, Indiana. This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

The purpose of this project is to eliminate the frequent delays and backing up of traffic at the Colorado Street crossing of the CN/GTW railroad. The need for this project is evidenced by delays regularly experienced by vehicular traffic at the existing at-grade crossing of Colorado Street and the CN/GTW railroad. Delays are a result of the frequency of trains crossing through the intersection as well as the slowing and/or stopping of trains utilizing the switch track located approximately 100 feet east of the railroad crossing, often causing trains to block the roadway. According to the U.S. Department of Transportation (DOT) Railroad Crossing Inventory (May 25, 2021), the railroad crossing averages 1.29 trains per hour (31 trains per day) and four (4) trains switching tracks daily. The abundance of trains crossing the intersection leads to frequent delays and causes traffic to back up through the intersection at 69th Avenue, located approximately 500 feet south of the railroad crossing. Furthermore, according to the U.S. Department of Transportation System for Highway-Rail Grade Crossing Investment Analysis handbook, relative to the conditions currently exhibited at the intersection (average of more than 30 trains crossing per day), the need for a grade separation is warranted.

The project proposes to construct a grade separation over the existing at-grade crossing of Colorado Street and the CN/GTW railroad. The typical roadway section will generally consist of two 12-foot wide travel lanes (one northbound/one southbound) with 2-foot, 7-inch wide curb and gutter on each side of the roadway. Approaching the newly constructed 69th Avenue and Colorado Street roundabout, the travel lanes widen to 24-foot wide (southbound) and 17-foot wide (northbound) and will be separated by a raised concrete splitter island. A 10-foot wide multi-use path will be constructed along the southbound travel lane (west side of roadway) and will be separated from the roadway by a guardrail. In addition, Colorado Street will be shifted approximately 75-feet west to align with the newly constructed roundabout at 69th Avenue. A storm sewer system will be constructed to convey drainage throughout the project area.

A 2-span continuous composite, prestressed, concrete bulb tee beam bridge will be constructed to span the CN/GTW railroad tracks. The bridge will be 152-foot, 0.5-inches long with an out to out coping width of 44 feet, 1 inch. The bridge will be constructed to allow for potential future expansion to a four-lane typical roadway section by constructing fill, an embankment, and a retaining wall along the east side of the bridge and roadway. Concrete bridge rails with pedestrian fencing will be installed along both sides of the bridge. The bridge will have a maximum clearance height of 23 feet, 8 inches and consist of two 12-foot wide travel lanes (one northbound/one southbound). Shoulders will be 4 feet, 6 inches wide along the east side of the bridge and 2 feet wide along the west side of the bridge. The 10-foot wide multi-use path will taper down to 9 feet, 1 inch wide along the west side of the bridge and will be separated from

the roadway by a steel bridge rail. The proposed construction of this project will require 2.99 acres of new permanent right-of-way and 0.043 acre of temporary right-of-way.

The maintenance of traffic (MOT) plan for this project will require closure of Colorado Street to thru traffic during construction. The detour route includes utilizing 69th Avenue, Marcella Boulevard, and 61st Avenue. From closure point to closure point, the detour is a distance of approximately 3.60 miles. Access to all properties will be maintained during project construction. The MOT will remain in place for the duration of construction, approximately 12-18 months. Project stakeholders including local school corporations and emergency services will be notified of potential closures and/or detours prior to any construction. The proposed start of construction is Fall 2022.

The cost associated with this project is approximately \$8,413,030, which includes preliminary engineering, right-of-way, and construction with both federal and state funds anticipated to be used. The FHWA and INDOT have agreed this project falls within the guidelines of a Categorical Exclusion (CE) Level 4 environmental document. Preliminary design plans along with the CE are available for review at the following locations:

1. Online at the project's website: <https://www.structurepointpublic.com/coloradost>
2. INDOT LaPorte District Office: 315 Boyd Boulevard, LaPorte, IN 46350
3. Lake County Public Library - Hobart Branch, 100 Main Street, Hobart, IN 46342

All interested persons may request a public hearing be held and/or submit comments to the attention of Scott Farrell, American Structurepoint, 9025 River Road, Suite 200, Indianapolis, IN 46240 or at (317) 547-5580 or sfarrell@structurepoint.com on or before February 21, 2022. In addition, project information, including the environmental document, may be mailed to interested persons upon request.

In accordance with the Americans with Disabilities Act (ADA), persons and/or groups requiring project information be made available in alternative formats are encouraged to contact Scott Farrell at (317) 547-5580 or sfarrell@structurepoint.com for the arrangement and coordination of services. In accordance with Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in another language are encouraged to contact Scott Farrell at (317) 547-5580 or sfarrell@structurepoint.com.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT *Project Development Public Involvement Procedures Manual* approved by the Federal Highway Administration on July 7, 2021.