

#### **PRESENTATION START TIME 6:00 PM CDT** SENIOR CENTER GYMNASIUM 705 E. 4<sup>TH</sup> STREET, HOBART, INDIANA

# **SEPTEMBER 10, 2020**

# COUNTY LINE ROAD CLEVELAND AVENUE (CR 700N.) TO US 6 (RIDGE ROAD W. 37<sup>TH</sup> AVE) FEDERAL DESIGNATION NO. 1382598 UBLIC HEARING







# INTRODUCTIONS



# City of Hobart

- Mayor Brian Snedecor
- Josh Huddlestun
- Bob Fulton
- Phil Gralik
- Tim Kingsland

# INDOT

- Lisa Shrader
- Jessica Speiss
- Brandon Miller

# Butler, Fairman and Seufert

- Andrea Langille
- Elizabet Biggio
- Ryan Scott
- Brent Friend
- Jake Dammarell

### AGENDA



- Public Hearing Overview
- Project Stakeholders
- Project History
- Preferred Alternative
- Other Alternatives
- Project Cost
- Project Schedule

- Environmental Overview
- Right-of-Way Overview
- Ways to Provide Feedback
- Public Comment Session
- Next Steps

# **PUBLIC HEARING OVERVIEW**



#### SPEAKER LIST

PROJECT: Improvements to County Line Road in Lake and Porter Counties
DESCRIPTION: Public Hearing
DATE: September 10, 2020

SPEAKER #	FIRST NAME	LAST NAME
1		
2		
2		

#### PUBLIC HEARING INFORMATION PACKET

COUNTY LINE ROAD IMPROVEMENTS

CLEVELAND AVENUE (CR 700 NORTH) TO US 6 (RIDGE ROAD / W. 37TH AVE)

PROJECT SPONSOR: CITY OF HOBART, INDIANA

FEDERAL DESIGNATION NO. 1382598

#### Sign-in Sheets

- Attendance Sheet
- Speaker Sheet
- Mailing List

### Handouts

- Project Information Packet (w/ Comment Sheet)
- Right-of-Way Brochures
- Acquisition
- Relocation

# **PROJECT STAKEHOLDERS**

- City of Hobart
- Lake County
- Porter County
- Adjacent Property Owners
- Elected Public Officials
- INDOT



- Commuters
- Emergency Services
- Schools and Churches
- Local Businesses
- Local Utilities
- Parks and Recreation

• NIRPC



#### City of Hobart INDIANA



#### Roadway Preservation Application: STP Group 1 2013 Submittal

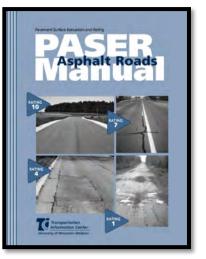
County Line Road Improvements US Highway 6 to Cleveland Avenue in the City of Hobart



### March 2013- Funding Application

- Submitted Roadway Preservation Application: STP Group 1 funds County Line Road from US 6 Highway 6 to Cleveland Avenue
  - Two-lane asphalt roadway with no curb and gutter or paved shoulders
  - Prairie Duneland/Oak Savannah Trail Crossing within the corridor
  - No existing stormwater improvements on the roadway
  - Sidewalk partially exists along the corridor
  - Curb ramps are missing or not ADA compliant
  - Pavement is in a state of disrepair
  - Number 2 Priority Project on City of Hobart's Thoroughfare Plan
    - Currently Number 1 Priority





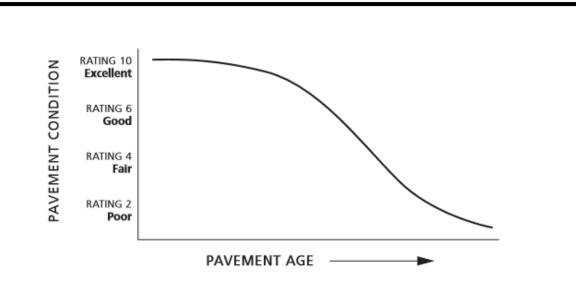
#### Pavement Surface Evaluation and Rating (PASER)

- Evaluation of pavement based on:
  - Surface defects
  - Surface deformation
  - Cracks
  - Patches and potholes





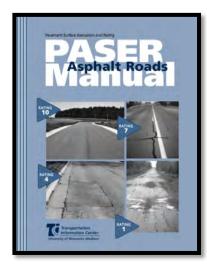




In addition to indicating the surface condition of a road, a given rating also includes a recommendation for needed maintenance or repair. This for the surface of the surf	ELATED TO NEEDED MAINTENANCE OR REPAIR		
		Rating 9 & 10	No maintenance required
	recommendation for needed	Rating 8	Little or no maintenance
	feature of the rating system	Rating 7	No maintenance required
	facilitates its use and enhances its value as a tool in ongoing	r repair. This rating system se and enhances pol in ongoing Rating 5 & 6 Preservative treatments (sealcoating)	Preservative treatments (sealcoating)
	road maintenance.	Rating 3 & 4	Structural improvement and leveling (overlay or recycling)
		Rating 9 & 10No maintenancemmendation for needed ntenance or repair. This ure of the rating system litates its use and enhances alue as a tool in ongoingRating 9 & 10No maintenanceRating 7Routine mainten Rating 5 & 6Preservative treatRating 5 & 6Preservative treat	Reconstruction

#### **PASER** Rating

- Based on scale of 1-10
- **Overall PASER rating 3** 
  - indicating need for structural improvement





City of Hobart INDIANA



Roadway Preservation Application: STP Group 1 2013 Submittal

County Line Road Improvements US Highway 6 to Cleveland Avenue in the City of Hobart



#### March 2013- Funding Application

- Project Scope included
  - Full depth roadway reconstruction
  - Addition of left turn lanes
  - Addition of curb and gutter
  - Addition of storm sewer conveyance system
  - Installation multiuse path and sidewalks
  - Installation street lighting
  - Trail crossing improvements

### September 2013

- Funding Awarded
- 2014 Preventative Maintenance Mill and Overlay





Intersection Improvements Application: STP Group 1 2013 Submittal

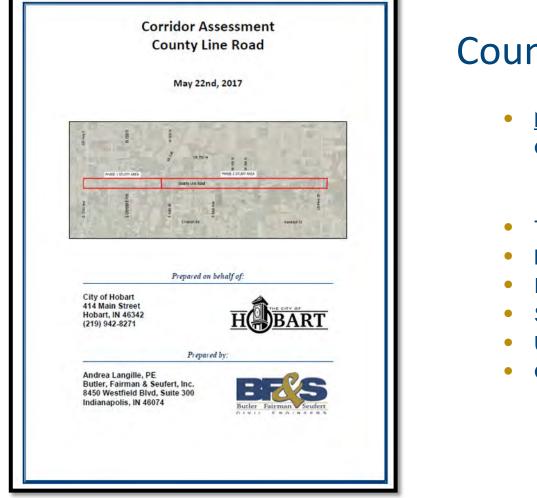
> County Line Road and Cleveland Avenue Intersection Improvements in the City of Hobart



### March 2013- Funding Application

- Submitted Intersection Improvements Application: STP Group 1 funds County Line Road and Cleveland Avenue
  - High crash rate frequency
  - Poor level of service
  - Proposed the construction of a roundabout
- Funding was not Awarded



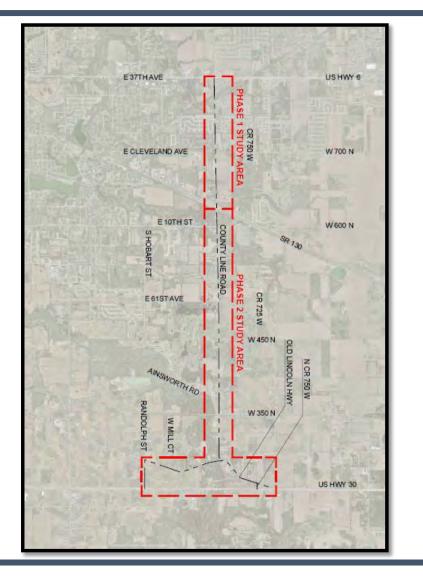


### County Line Road Corridor Assessment

- <u>November 2014</u> Approved Engineering Services Agreement for Corridor Assessment on County Line Road from US 6 to US 30
  - Phase 1- US 6 to SR 130
  - Phase 2- SR 130 to US 30
- Traffic Assessment
- Environmental Assessment
- Roadway Assessment
- Stormwater Assessment
- Utility Assessment
- Geotechnical Evaluation







#### **County Line Road Corridor Assessment**

- November 2014- Issued survey notices to property owners (Phase 1)
- February 2015- Completed Topographic Survey
- July 2015- Completed Geotechnical Investigation
- May 2017- Completed Draft Corridor Assessment
- June 2017- Completed Septic Field investigation (US 6 to Cleveland Ave)

INDIANA DEPARTMENT

OF TRANSPORTATION

HILL

ROAD PLANS

COUNTY I INF ROAD

OCCUPATION 1 OF

VICINITY MAP

1382598

AV (1947) 114

P.E.

ONST

SCALE: NONE

PROJECT NO.

End Project P.O.T. Sta. 113+00.00 \*/

Begin Project P.O.T. 3ta, 58+50.00



### **County Line Road Project Development**

- July 2017- Approved Engineering Services Agreement for Project Development
- September 2017- Historic Property Report approved
  - Kraft Farm eligible for inclusion in National Register of Historic Places
- September 2017- Issued notices to property owners for Archaeological Phase 1a
- October 2019- Archeological Phase 1a report approved
  - No archaeological resources found
- December 2019- Approved Right-of-Way Services Agreement
- February 2020- Intended to hold public information meeting
- March 2020 Section 106 Complete
  - No Adverse Affect Finding
  - Public comment period (No comments received)





	ake/Porter	Route	County Line Road	Des	. No.	1382598
C	ATEGORICAL EXC	LUSION /	ana Environmental Document ENVIRONMENTAJ PROJECT INFORMATION	L ASSESSM	ENT F	ORM
Road	No/County:	County Lin	ne Road/Lake, Porter			
Desig	nation Number:	1382598				
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### **County Line Road Project Development**

- April 2020- Draft Environmental Document Submitted for Review
- May 2020- Uploaded Project information to www.hobartimprovements.com website
- May 2020- Mailed notices to property owners about website
- June 2020- Draft Environmental Document Approved for Release for Public Involvement
- Public Involvement
  - Legal Notice Planned Improvement
    - Posted in the Times of NW Indiana
      - 6/24/2020
      - 07/01/2020
    - Documentation provided on website
  - Response period closed 07/09/2020
  - Public comments were received
  - Requests for a Public Hearing were received



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e for public involvement o	r sign for approval.		Date
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FI	HWA Signature	Date	
Public Involvement			
		BDU, and	6/15/2020
	Date	ES initials	Date
of Public Involvem	ant		
of Phone Involvem	Office of Pr	iblic Involvement D	ate
		iblic Involvement D ent and all other environmental req	
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### **County Line Road Project Development**

- Public Hearing
  - Legal Notice of Public Hearing
    - Posted in The Times of NW Indiana
      - 8/21/2020
      - 8/28/2020
      - 9/04/2020
    - Notices mailed to adjacent property owners
    - Notices sent to people who had provided public comments
    - Documentation provided on website
    - Plans were made available at City Hall and Butler, Fairman and Seufert
  - Hearing Date 09/10/2020
    - In person
    - Online call in option

# **PROJECT OVERVIEW**



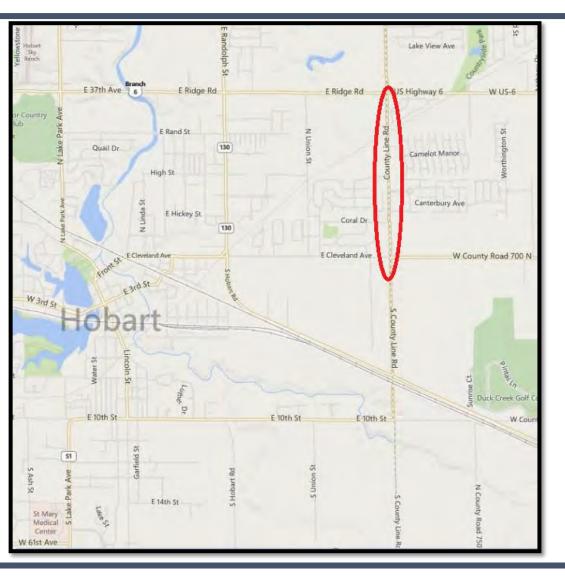


- Project Overview
  - Project Location
  - Existing Conditions
  - Purpose and Need
  - Project Details
    - Proposed Roadway Section
      - Roadway
      - Sidewalk
    - Proposed Drainage
    - Detention
    - On-going Supplemental Hydraulic Review
    - Best Management Practices
    - Lighting
    - Trail Crossing
    - Maintenance of Traffic
    - Tree Loss
    - Utility Impacts



# **PROJECT LOCATION**





#### **Project Location**

- 1.75 mile east of downtown Hobart
- Border between Lake County and Porter County
- Surrounding area
  - Relatively dense residential area
  - Undeveloped agricultural land
  - Commercial and religious buildings

#### **Project Limits**

- From 200 feet south US 6
- To 400 feet south of Cleveland Ave
- Approximately 1.0 mile





#### ROADWAY

- Minor Arterial Roadway
- AADT 9,000 VPD (2016)
- 5 % Trucks
- Posted Speed Limit 30 mph
- 2 lane roadway
  - Lane width varies 11-12 feet
  - Shoulder width varies 1-2 feet
  - Sidewalk on west side of road from Cleveland Avenue to Coral Drive
- 7 intersecting roadways
- Southbound right turn lanes at Inland Baptist Church
- Right-turn lanes/passing blister between Coral Drive and Arbor Lane
- Oak Savannah/Prairie Duneland Trail Crossing
- Recent maintenance
  - Pavement mill and overlay in 2014





### Drainage

- Roadside ditches/swales
  - Shallow
  - Poorly graded
  - Standing water in front yards
- Roadside shoulders
  - Poorly graded
  - Trapping water on the roadway
- Two existing culverts under County Line Road







### Culverts

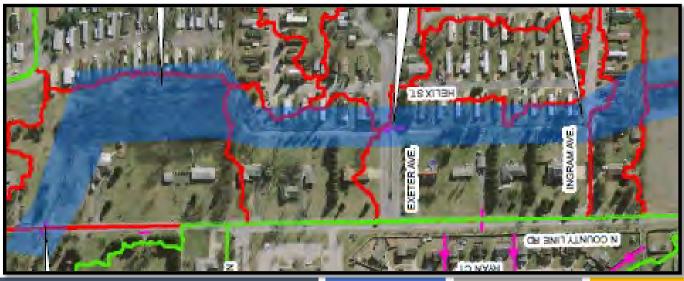
- Unnamed Tributary 1(UNT 1)- Deep River
- Approximate station 100+48 Line A
- Approximately 200 feet south of Oak Savannah Trail
- Existing Structure 72-inch Corrugated Metal Pipe
- Approximately 43 feet long
- Drainage area approximately 385 acres
- Q100 Discharge 118 CFS
- Q100 = Storm event estimated to occur once every 100 years
- CFS=Cubic feet per second
- Culverts are designed for Q100 storm event





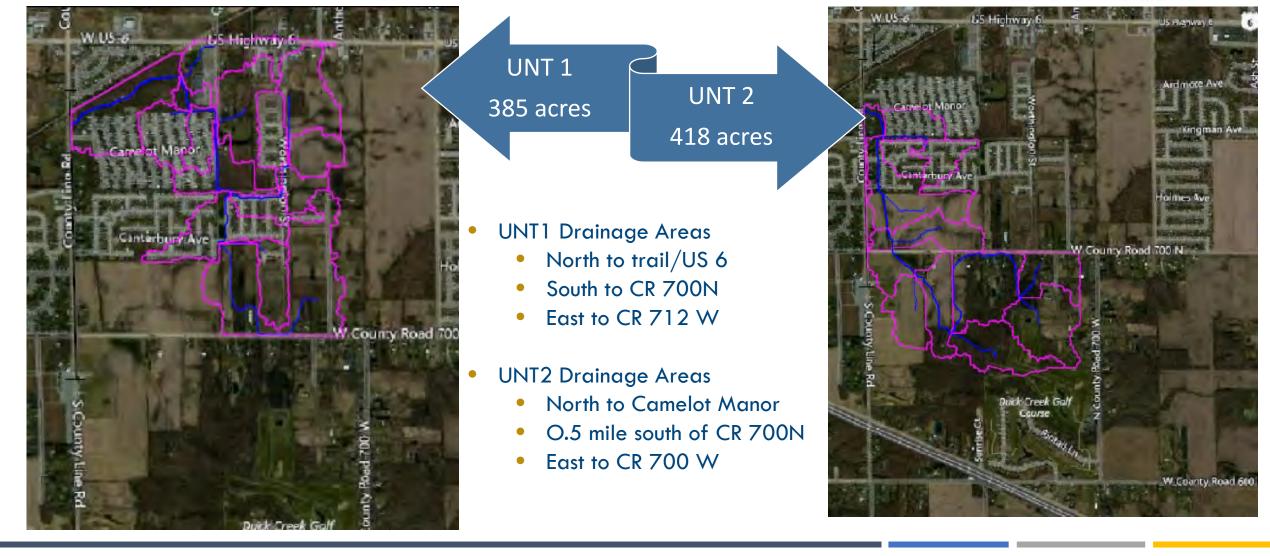
### Culverts

- Unnamed Tributary 2 (UNT 2)- Deep River
- Approximate station 95+11 Line A
- 800 feet south of Oak Savannah Trail
- Existing Structure 30-inch by 60-inch Corrugated Metal Pipe
- Approximately 46 feet long
- Drainage Area approximately 418 acre
- Q100 Discharge 130 CFS











#### Need

- The need for the project arises from poor pavement and drainage conditions along the corridor.
- An overall PASER ratings of 3 was documented in 2013 indicating the need for structural repair.
- The existing pavement exhibits transverse cracking and rutting as well as longitudinal cracking that is showing through the 2014 preventative maintenance overlay.
- The existing drainage system that includes incomplete roadside drainage ditches and swales does not allow the roadway to drain properly and has negatively impacted the pavement structure.



#### Purpose

- Improve the pavement condition along the corridor
  - Full depth reconstruction of roadway including
    - Subgrade treatment
    - Asphalt pavement
- Improve the roadside drainage along the corridor
  - Construction curb and gutters with enclosed storm sewer conveyance system
    - Allow water to drain away from pavement and yards
    - Improve the lifespan of the new pavement
- Reconstruct existing culverts with appropriately sized culverts



All Design Criteria for the project is in accordance with the INDOT Design Manual

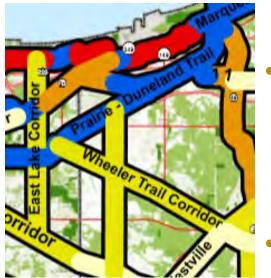
#### • Roadway

- Two-lane roadway
- Left turn lane/Two-way left turn lane
  - Improved safety and mobility
- Concrete curb and gutter (2-feet 7-inches)
- Enclosed storm sewer system

County Line Ro	ad from US Hwy 6 to Clev	veland Avenue
DESIGN ELEMENT	DESIRABLE	
Travel Lane Width	12 feet	11 feet
Two-Way- Left -Turn Lane Width	16 feet	14 feet
Total Pavement Width	40 feet	36 feet

County Line Roa	ad from US Hwy 6 to Cle	veland Avenue
DESIGN ELEMENT	DESIRABLE	
Travel Lane Width	12 feet	11 feet
Turn Lane Width	12 feet	11 feet
Total Pavement Width	36 feet	33 feet





- Sidewalk Considerations
  - Existing sidewalk between Cleveland Avenue and Coral Drive
  - County Line Road is a signed Bike Route south of the Oak Savannah Trail
  - Connectivity between the Oak Savannah Trail and the planned Wheeler Trail Corridor along SR 130
- Location and Width Considerations

County Line Road from US Hwy 6 to Cleveland Avenue										
Location	OPTION 1	OPTION 2	OPTION 3							
US Hwy 6 to Oak Savannah Trail	10 ft. with 5 ft. buffer both sides	5 ft. with 5 ft. buffer both sides	5 ft. with 5 ft. buffer one side							
Oak Savannah Trail to Cleveland Avenue	10 ft. with 5 ft. buffer both sides	10 ft. with 5 ft. buffer one side and 5 ft. with 5 ft. buffer on one side	10 ft. with 5 ft. buffer one side							



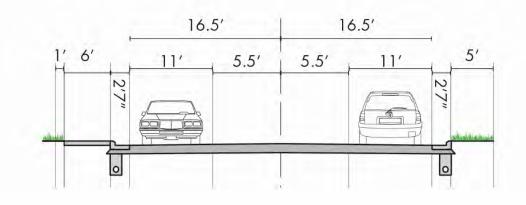
- Constraints
  - Numerous residential properties along the corridor
  - Limited room between Cleveland Ave and Coral Drive
    - Residences close to roadway on west side
    - Kraft Homestead on east side
- Proposed Sidewalk

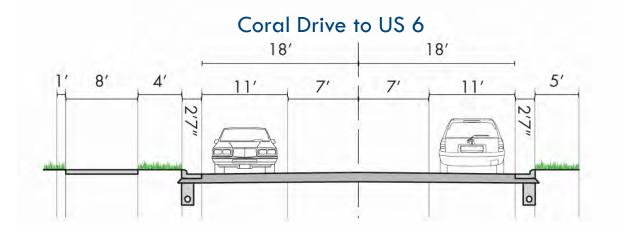
County Line Road from US Hwy 6 to Cleveland Avenue								
Location	West Side	EAST SIDE						
US Hwy 6 to Oak Savannah Trail	8 ft. with 4 ft. buffer	<ul> <li>6 ft sidewalk with no buffer from Camelot Manor to trail.</li> <li>Grading from trail to north end</li> </ul>						
Oak Savannah Trail to Coral Drive	8 ft. with 4 ft. buffer	None proposed						
Coral Drive to Cleveland Avenue	6 ft with no buffer	None proposed						

- Proposed Material
  - 6-foot sidewalk concrete
  - 8-foot sidewalk currently asphalt, a couple of residents would prefer concrete



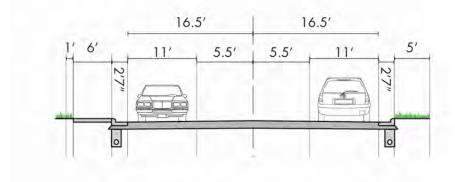
**Cleveland Avenue to Coral Drive** 

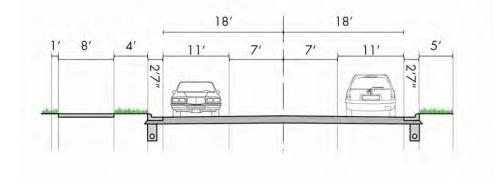




- Two-lane roadway
- Dedicated left turn lane
- 6-foot sidewalk
- Narrow corridor
  - Residences close to road on west
  - Historic property on east
- Existing pavement width =22 feet
- Proposed pavement width = 33 feet
- Two-lane roadway
- Two-way left turn lane
- 8-foot sidewalk on west side
- 6-foot sidewalk added on east from Camelot Manor to the Prairie Duneland trail
- Existing pavement width =22-33 feet
- Proposed pavement width = 36 feet

- Preferred Cross Sections
  - Minimum widths versus Desirable widths
    - Reduces the right-of-way impacts
    - Reduces the tree loss
    - Reduces the increase in impervious surface
- Sidewalk
  - 8-foot sidewalk
    - Allows for future connectivity of Oak Savannah Trail to future trail along SR 130
    - Allows pedestrian and bikers to connect to businesses north of Oak Savannah trail
      - No additional RW impacts
  - 6-foot sidewalk south of Coral Drives
    - Replaces the existing sidewalk
    - Sidewalk remains in existing right-of-way
- Curb and gutter vs shoulder
  - Less right-of-way impacts
  - Provides barrier between yards and roadway









#### • Stormwater Runoff

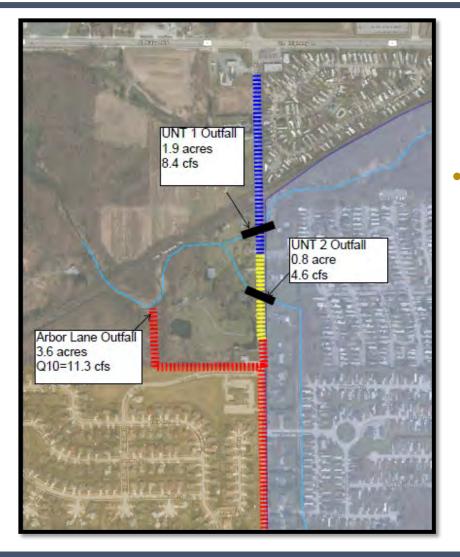
- Collected in enclosed storm sewer system
  - Curb inlets in curb and gutter
  - Drainage swales graded to yard inlets
- Trunkline under roadway pavement
  - Reduce right-of-way impacts
- Total project drainage area 6.3 acres
- Storm Sewer Outlet locations
  - Arbor Lane Outfall
  - Outfall to Culvert at UNT 1
  - Outfall to Culvert at UNT 2
- Enclosed Storm Sewers are designed for a Q10 storm event.
- Q10 is a storm event estimated to occur every 10 years





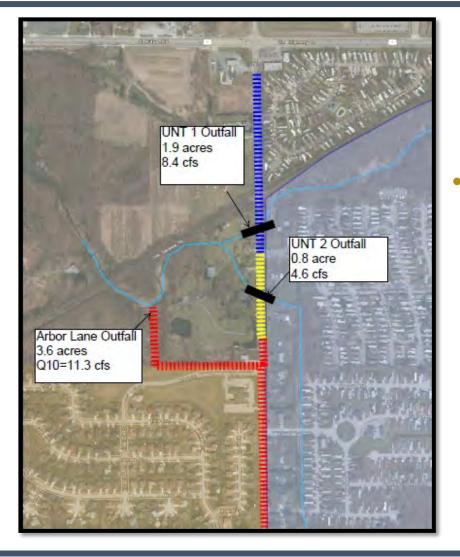
- Arbor Lane Storm Sewer Outfall
  - From Cleveland Avenue to Arbor Lane (3350 feet)
  - Total drainage area 3.6 acres
  - Q10 discharge 11.2 CFS
  - Time of Concentration 24 minutes
  - 36-inch Pipe
  - Structure at northeast quadrant of County Line Road and Cleveland Ave
    - Included to provide future outlet for the southeast and northeast area of the existing the drainage basin
      - to relieve pressure on existing ditch
      - provide an outlet for future detention
    - Interlocal Agreement between City of Hobart and Porter County will be required and will be approved at public meetings
    - Future Discharge Rates will be regulated by local ordinances
      - Hobart Stormwater Technical Manual
      - Porter County Stormwater Design Manual
      - Lake County Stormwater Technical Manual Standards





- UNT 2 Outfall
  - From Arbor Lane to Camelot Manor (600 feet)
  - Total drainage area 0.8 acre
  - Q10 discharge 4.6 CFS
  - Time of Concentration 7 minutes
  - Two 12-inch pipes connected to proposed culvert





- UNT 1 Outfall
  - From Camelot Manor to Family Express Drive(1500 feet)
  - Total drainage area 1.9 acres
  - Q10 discharge 8.4 CFS
  - Time of Concentration 14 minutes
  - 24-inch pipe connected to proposed culvert



Functional Classification	Allowable Backwater, Annual EP	Roadway Serviceability, Annual EP	Service- ability Freeboard *	Bridge, Allowable Velocity, Annual EP	Culvert, Allowable Velocity, Annual EP
Freeway	1%	1%	2 ft	1%	2%
Ramp	1%	1%	0 ft	1%	2%
Non-Freeway, 4 or More Lanes	1%	1%	2 ft	1%	2%
Two-Lane Facility, AADT > 3000	1%	1%	1 ft	1%	2%
Two-Lane Facility, 1000 < AADT ≤ 3000	1%	4%	0 ft	1%	4%
Two-Lane Facility, AADT ≤ 1000	1%	10%	0 ft	1%	10%

#### Culverts

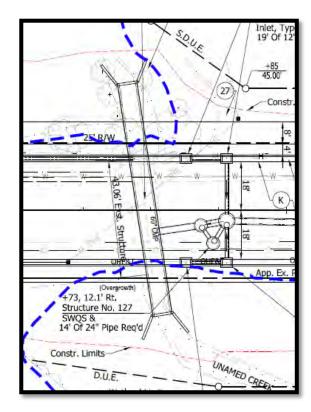
- <u>Culvert design completed in accordance</u> with INDOT Design Manual
- IDNR Coordinated Discharge Curves Peak Runoff
- HY-8 Version 7.2 Culvert Analysis

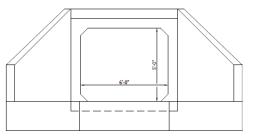
		Methodology					
Facility Description	Rational Method*	TR-20 or HEC-HMS	IDNR Coordinated Curves	USGS Gaging Information	Stream Stats	Purdue Regression Equations	
Culvert	2	2	1		3		



- <u>UNT 1 100+48 Line A</u>
  - Drainage Area- 385 acres
  - Q100-119 cfs
- Existing Structure
  - 72-inch Corrugated Metal Pipe
  - Waterway opening 28.3 ft2
  - Proposed Structure
    - 6-foot by 5-foot Reinforced Concrete Box
    - 6-inch sump
      - Provides more natural streambed for fish and wildlife
    - Waterway opening 27 ft2

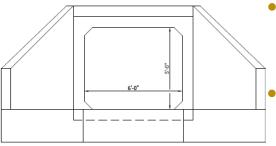
Structure Type	Size	Length (ft)	Flowline Elev. Up/Down	Sump Invert Elev. Up/Down	Slope (ft/ft)	Inlet- Outlet/ HW Depth (ft)	Tail Water (ft)	Backwater (ft)/Velocity (ft/sec)
Existing CMP Pipe	6'	43	612.47/ 612.04	N/A	0.01	4.98/ 617.45	3.46	1.52/4.97
Concrete Box	6'x5'	97	612.66/ 611.69	612.16/ 611.19	0.01	3.79/ 616.39	3.79	0.13/3.63





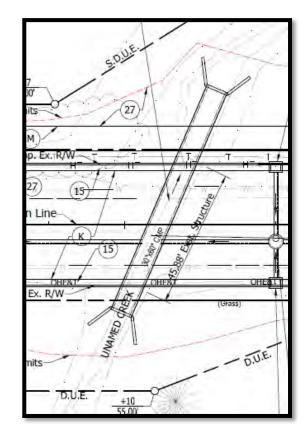


- UNT 2 95+11 Line A
  - Drainage Area- 418 acres
  - Q100-130 CFS



- Existing Structure
  - 60-inch by 30-inch Corrugated Metal Pipe
  - Waterway opening 9.5-11.5 ft2
- Proposed Structure
  - 6-foot by 5-foot Reinforced Concrete Box
  - 12-inch sump
    - Provides more natural streambed for fish and wildlife
  - Waterway opening 24 ft2

Structure Type	Size	Length (ft)	Flowline Elev. Up/Down	Sump Invert Elev. Up/Down	Slope (ft/ft)	Inlet- Outlet/ HW Depth (ft)	Tail Water (ft)	Backwater (ft)/Velocity (ft/sec)
Existing CMP Pipe	6'	45	618.00/ 617.73	N/A	0.006	6.28/ 624.46	2.11	4.35/9.38
Concrete Box	6'x5'	88	618.10/ 617.57	617.10/ 616.57	0.006	3.90/ 622.00	2.27	1.63/6.89



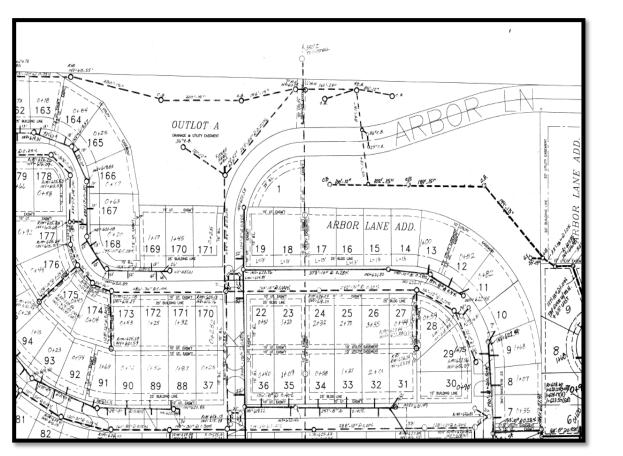


• Storm Water Summary through the County Line Road Project

	Drainage Area	Percent of Total Area	Discharge	Percent of Q100 runoff	Approximate increase in impervious surface	Time of Concentration
Storm Sewer Arbor Lane Outfall	3.6 acres	0.5%	Q10= 11.3 CFS Q100=15.8 CFS	5.6%	1.9 acres	24 min
Storm Sewer UNT 2 Outfall	0.8 acres	0.1%	Q10=4.6 CFS Q100=6.1 CFS	2.2%	0.1 acre	7 min
Storm Sewer UNT 1 Outfall	1.9 acres	0. 3%	Q10=8.4 CFS Q100=11.2 CFS	4.0%	0.6 acre	14 min
UNT 1 Culvert	385 acres	47.5%	Q100= 119 CFS	42.1%	0 acre	194 min
UNT 2 Culvert	418 acres	51.6%	Q100=130 CFS	46.1%	0 acre	296 min
Total	809.3 acres		282.1 cfs		2.0 acres	

## DETENTION



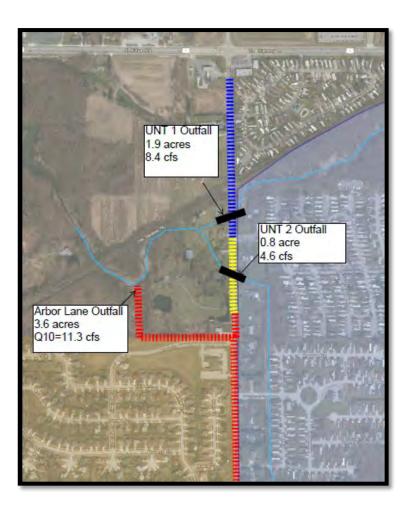


- Use of Existing Detention Ponds at Arbor Lane
  - Arbor Lane Subdivision storm sewer flows under detention ponds, outlets directly to the tributary
  - Ponds appear to collect the grass area surrounding Arbor Lane
    - Bottom of west pond area 620.50 ft
    - Bottom of east pond area is 621.50 ft
    - Top of pond elevation 626.00 ft
  - County Line Road storm sewer trunkline elevation near ponds is 616.50 ft
  - City and design team will revisit drainage to see if its feasible and prudent to revise storm sewer and existing pond to allow a portion of runoff to outlet to the existing ponds



- City of Hobart and Design team received comments related to drainage
  - Concerns about added storm water
  - Potential impacts downstream of proposed culverts
  - Existing Oak Savannah Trail Culvert
- City of Hobart initiated a supplemental hydraulic review to
  - Further evaluate the downstream impacts of the proposed County Line Road culverts
  - Evaluated the existing Oak Savannah Trail Culvert





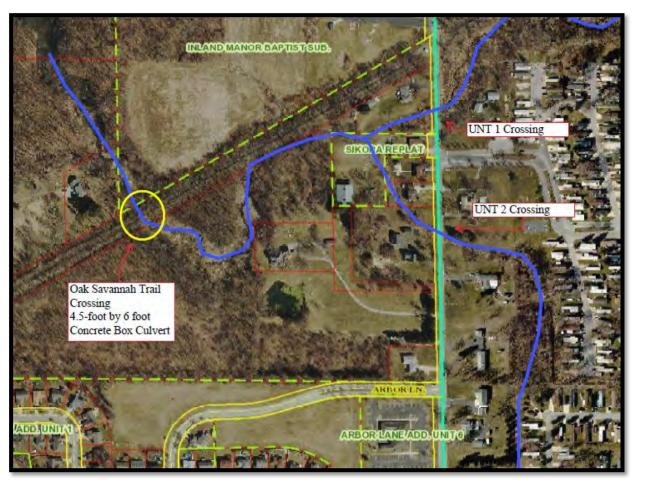
- Concerns about potential flooding downstream of the County Line Road culverts due to added stormwater at the proposed culverts
  - UNT 1 Culvert- increase of approximately 0.5 acre added drainage area from north end of project
  - 0.1% increase
  - Grades do not allow discharge north of Oak Savannah
    - Revision to pattern would require construction of 300-400 feet of storm sewer trunkline either
      - South of Family Express
      - North of Oak Savannah Trail
  - City of Hobart is further reviewing if revisions are feasible and prudent
  - UNT 2 Culvert- decrease of approximately 1.5 acres drainage area from the south end of the project
  - 0.3 % decrease



- Concerns about potential flooding downstream of the County Line Road culverts due to increased culvert size
- Preliminary Findings (based on LIDAR Survey and Steady Flow)
  - UNT 1 Culvert 6-foot by 5-foot Reinforced Box Concrete Culvert
    - Average increase to the upstream Q100 elevation by 4.3 inches
    - Average increase to the downstream Q100 elevation by 3.3 inches
    - Alternate Culvert UNT 1 5-foot by 4-foot Reinforced Concrete Box Culvert
      - Average increase to the upstream Q100 elevation by 25.5 inches
      - Average increase to the downstream Q100 elevation by 3.3 inches
  - UNT 2 Culvert 6-foot by 5-foot Reinforced Concrete Box Culvert
    - Average decrease the upstream Q100 elevation by 19.6 inches
    - Average increase downstream Q100 elevation by 1.2 inches
    - Alternate Culvert UNT 1 5-foot by 4-foot Reinforced Concrete Box Culvert
      - Average decrease to the upstream Q100 elevation by 9.4 inches
      - Average increase downstream Q100 elevation by 1.2 inches







- Concerns about Oak Savannah Trail Crossing Culvert
  - Undersized
  - Causing flooding to backyards of properties west of County Line Road near the tributaries
- Lake County Culvert
- 4.5-foot by 6-foot Concrete Box Culvert
- 1500 feet downstream of County Line Road culverts
- City of Hobart has coordinated with Lake
   County in the past regarding this culvert and will continue to do so

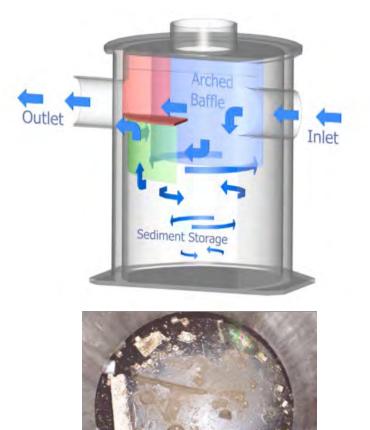




- Further Evaluation and Coordination being completed on the Oak Savannah Trail Crossing
  - Replacement
    - Culvert size determination
  - Stream grading
  - Debris removal
  - Timeline for improvements
- Topographic Survey was completed 8/27/2020
- Findings and report anticipated by 9/30/2020

## **BEST MANAGEMENT PRACTICES**





#### Mechanical Hydrodynamic Separators

- Remove Total Suspended Solids (TSS), floating debris and oils before stormwater is released to watershed
- Will be installed at two storms sewer outfalls
  - Arbor Lane Outfall and
  - Outlet UNT1 Culvert
- Rule 5 Permit will be obtained
  - Include erosion control measures during and after construction

## LIGHTING







- Lighting
- Placed along west side of County Line Road
- 140-Watt LED Lights
- Type III Distribution
- 40-foot poles with 8-foot mast arms
- Spaced at 190-feet
- Designed to meet minimum roadway lighting standards
- Considering limiting proposed lights to just intersections

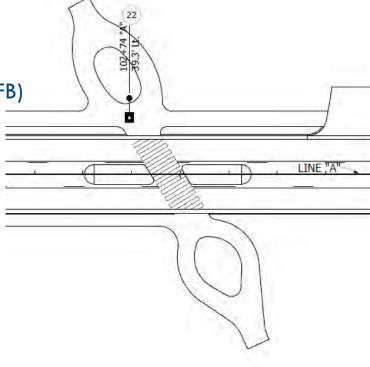
## **TRAIL CROSSING**





#### • Trail Crossing Improvements

- Raised concrete median/refuge island
- Improved signage
- Added Rapid Rectangular Flashing Beacon (RRFB)
- Added lighting



### **MAINTENANCE OF TRAFFIC**



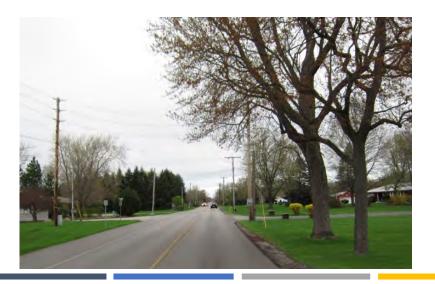
- Maintenance of Traffic (MOT)
  - Closures with detours
    - Construction of culverts (7 days each)
    - Closure for construction of County Line Road and Cleveland Avenue (90-120 days)
    - Signed Detours will be provided
  - Maintaining traffic during construction
    - One lane/one direction of travel will be maintained
  - Ingress and Egress to all properties will be maintained at all times.



## **TREE LOSS**







#### • Tree removal

- Only those within the proposed project area and in direct conflict with the project need to be removed
- Tree loss will be considered in the appraisals completed for right-of-way acquisition
- Opportunity for tree replacement at
  - Proposed culverts
  - Arbor Lane subdivision outfall
  - Trail crossing area

## **UTILITY IMPACTS**



#### • Utilities

- Indiana America Water Company
- Frontier
- NIPSCO Electric
- NIPSCO Gas
- Comcast
- Hobart Sanitary District



## **ALTERNATIVES**

HE CITY OF BART BEES

- Other Alternatives
  - Do-Nothing Alternatives
  - Construction of a Roundabout at Cleveland Avenue
    - Various layouts and lane configurations
      - Improve level of service at the intersection
      - Assist with current seasonal traffic backups
  - Construction of a Roundabout at Coral Drive
    - Various layouts
      - Improve traffic flow
      - Assist with current seasonal traffic backups





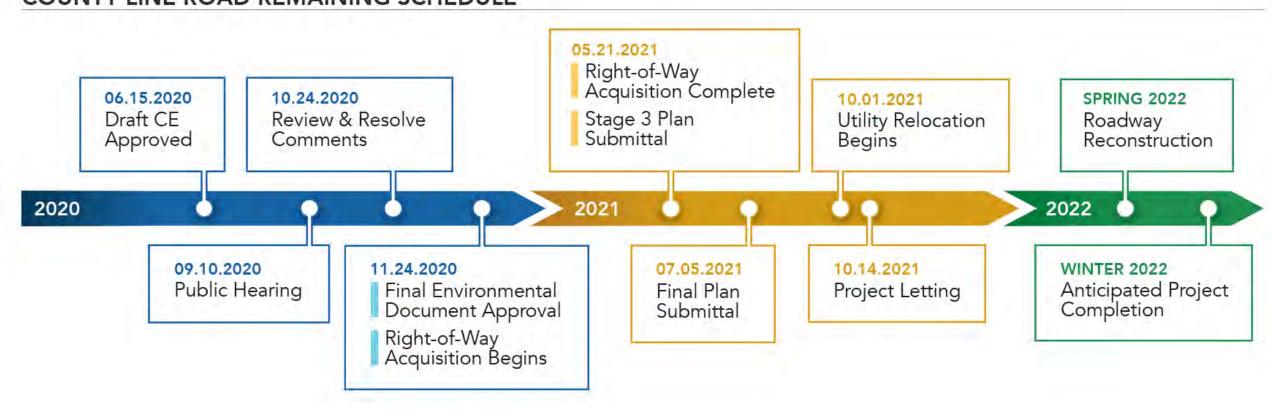
## **PROJECT COST**

HE CITY OF BART ERES

- Preliminary Engineering
  - \$545,105.00 -100% Locally Funded
- Right-of-Way Services
  - \$360,040.00 100% Locally funded
- Land Improvement and Damages
  - 80% Federally Funded
  - Federal Award \$200,000.00
  - Local Match Estimate \$50,000.00
- Construction and Construction Inspection
  - 80% Federally Funded
  - Federal Award \$6,877,000.00
  - Local Match Estimate \$1,719,250.00
- Construction Inspection selection and fees will be determined after RFP process
- Contractor and Construction cost will be determined after a competitive bidding process

## **PROJECT SCHEDULE**

#### COUNTY LINE ROAD REMAINING SCHEDULE



BART BART

# **ENVIRONMENTAL OVERVIEW**







Draft Environmental Document: Categorical Exclusion (CE) Level 2 Approved for Public Involvement by INDOT June 15, 2020

#### National Environmental Policy Act (NEPA)

- Forest: Approximately 0.21 acre (or an estimated 85 trees) of permanent impact
- Wetlands: Less than 0.1 acre of impacts
- Streams: A total of approximately 168 linear feet of impacts to two unnamed tributaries to Deep River
- No Regulated Floodways Impacted

# **ENVIRONMENTAL OVERVIEW**



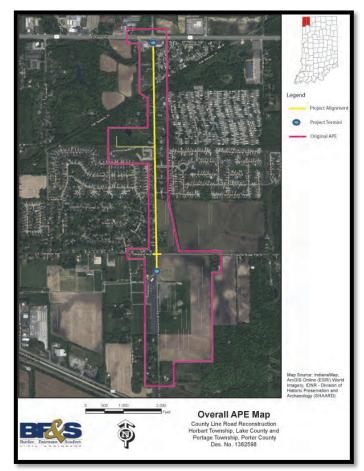




- Agricultural: Conversion of approx. 0.66 acre of farmland
- Endangered Species
- Environmental Justice
- Drinking Water:
  - Source Water Protection Area
  - Unrecorded Wells
- Section 4(f) of the U.S. Department of Transportation Act of 1966

## **ENVIRONMENTAL OVERVIEW**





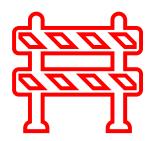
#### **Cultural Resources:**

Section 106 of the National Historic Preservation Act of 1966

- National Register of Historic Places (NRHP)
- Area of Potential Effect (APE)
  - Section 106 finding of "No Adverse Effect" pursuant to Pursuant to 36 CFR 800.11(e)







Environmental/Project Commitments

- Made by project sponsor to ensure design and construction contains specific elements and/or to avoid or minimize specific environmental impacts
- May be formulated at any time during project development
- Often come from resource agencies or from local government units
- "Firm" or "For Further Consideration"
- Included in construction contract to control contractor actions and communication with the project engineer



## **RIGHT-OF-WAY OVERVIEW**



#### Findings based on preliminary plans:

- No residential or commercial relocations anticipated
- Permanent right-of-way: approximately 3.4 acres\*
- Temporary right-of-way: approximately 1.2 acres
- Utility/drainage easements: approximately 2.8 acres
- Temporary ROW is for yard grading and reconstructing private drives and the Oak Savannah/Prairie Duneland trail crossing

## **RIGHT-OF-WAY OVERVIEW**

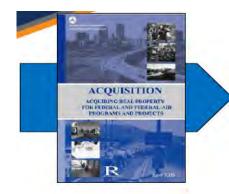


#### **REAL ESTATE ACQUISITION PROCESS**

- "Uniform Act of 1970"
  - All federal, state and local governments must comply
  - Requires an offer for just compensation
- Acquisition Process
  - Abstraction of parcels
  - Appraisals
  - Offer to purchase
    - Begins after formal public involvement
  - Negotiations

## **RIGHT-OF-WAY OVERVIEW**





http://www.fhwa.dot.gov/real\_estate/ uniform\_act/acquisition/real\_property.cfm



http://www.fhwa.dot.gov/real\_estate/ publications/your\_rights/



## **FEEDBACK**



- Deadline for Comments: September 24, 2020
  - Comment period will be extended to October 15, 2020
- Various Methods for Submittal:
  - Formal Statement Session (tonight)
  - Privately Recorded Statements (tonight)
  - Written Comments (postal mail, electronic mail, fax)
    - Send to Ryan Scott (Butler, Fairman and Seufert, Inc.)
    - Postmarked no later than September 24, 2020
       October 15, 2020





### **Contact Information**

Ryan Scott

Hearings Examiner Butler, Fairman and Seufert, Inc. 8450 Westfield Blvd., Suite 300 Indianapolis, IN 46240 rscott@bfsengr.com Phone: 317-713-4615 Fax: 317-713-4616





#### **Public View Locations**

City of Hobart Engineering Office 414 Main St. Hobart, IN 46342 Phone: 219-942-8271

Butler, Fairman and Seufert, Inc. 8450 Westfield Boulevard, Suite 300 Indianapolis, Indiana 46240 Phone: 317-713-4615

Online: <a href="http://hobartimprovements.com">http://hobartimprovements.com</a>





People signed-up to speak will be called first.

Please state your name and speak clearly.

Thank you!

## **NEXT STEPS**



- Comments already received will be incorporated into the Environmental Document
- Public Comments Collected
  - Deadline: September 24, 2020 October 15,2020
- Plan Modifications Considered Based on Public Input
- INDOT Review and Evaluation for Hearing Certification
- Final Environmental Document Approval
- Legal Notice of Intent Published
- Right-of-Way Acquisition Begins



#### THANK YOU FOR YOUR INVOLVEMENT!

## Project engineers and team members available for informal Q&A following the public comment session

