



Nick Batta, Highway Engineer
Office of Urban & Corridor Planning
Feasibility Engineering Section

MEMORANDUM

May 1, 2007

To: KimberLee Parker
Office of Project Management

From: Nick Batta

Re: Project Summary of SR 2 ATL in LaPorte

The subject project, Des No. 0500100, is an added travel lanes project in the City of LaPorte in LaPorte County. The improvement begins at K St (RP 58+74) and ends at 1st St (RP 59+15), southwest of the central business district. The estimated project length is 0.41 mile.

This portion of SR 2 is functionally classified as an urban other principal arterial. The speed limit is 30 mph, dropping to 25 mph north of 1st St. SR 2 is on the 3R and National Truck Networks. SR 39 travels over SR 2.

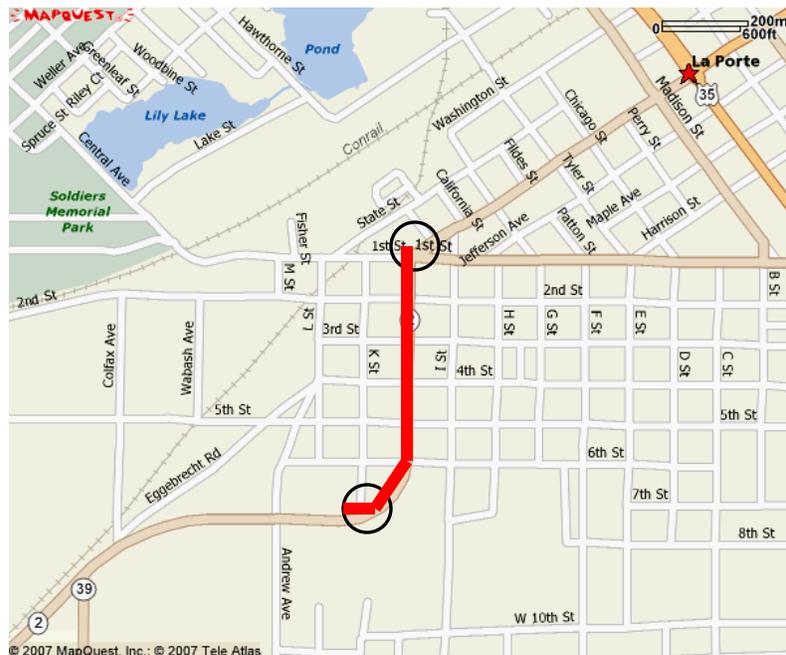
The existing cross section of SR 2 between 1st St and 6th St is a two-lane curbed facility (36' of pavement). Four-foot sidewalks with a five-foot grass buffer line both sides of the street. The apparent existing total R/W is 60'. Between K St and 6th St, the cross section has three through lanes (two westbound and one eastbound), with 6'-8' paved shoulders and no drainage control or sidewalks.

The horizontal alignment has two curves, one at each end of the project. The south curve is 790' in length with a radius of 500' (design speed of 35 mph). The north curve runs through the 1st St intersection and is 95' in length with a radius of 100' (design speed of 20 mph). The vertical alignment is level.

Seven public roads intersect SR 2 inside the project limits. Two of the intersections are signalized: 1st and 6th Streets. The remaining intersections are two-way stop controlled with SR 2 in free-flow.

The land-use is dense with residential and small commercial properties. Parking is prohibited along SR 2. Near the project begin at K St, SR 2 is a four-lane facility (no median) for 0.5 mile to the west. Beyond 1st St to the east, SR 2 is five-lane facility and continues as a multi-lane highway to South Bend. A need for this project is transportation systems management, since there are multi-lane facilities at either end of the two-lane segment between K St and 1st St.

The estimated 2003 AADT is 15,660 based on INDOT's County Flow Maps. Updated traffic counts and capacity analysis will better define if there are any congestion needs and how to target them.





Nick Batta, Highway Engineer
Office of Urban & Corridor Planning
Feasibility Engineering Section

The anticipated improvement to SR 2 involves increasing the number of through travel lanes from 2 to 4 on its existing horizontal alignment. The scoping phase should analyze the need and feasibility of a center two-way left-turn lane. The geometrics of the intersection legs at 1st St (north project limit) should be studied by its crash records. Right-of-way acquisition from the estimated 35-40 parcels along this portion of SR 2 could be needed.