



LEGAL NOTICE OF PUBLIC HEARING

Proposed Improvement of US 20 between CR 35 to SR 13 in Elkhart County

The Indiana Department of Transportation (INDOT) will host a public hearing on Tuesday, April 15, 2025, at Essenhous Inn & Conference Center, in Rooms A, B, and C, located at 240 US 20, Middlebury, IN 46540. Doors will open to the public at 5 p.m., with a formal presentation at 5:30 p.m. Meeting participants will have time to view project exhibits and talk to members of the project team 30 minutes before the presentation and up to 60 minutes after the presentation.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on the current preliminary design plans for the corridor improvements on United States Highway (US) 20, approximately 565 feet east of the intersection of US 20 and County Road (CR) 35 to approximately 315 feet west of the intersection of US 20 and State Road (SR) 13, in Middlebury, Elkhart County, Indiana (DES 1900095).

The proposed project is needed to improve safety, reduce traffic congestion, correct geometric and drainage deficiencies, and address local community needs and interests. The following were considered as part of the US 20 improvement project between CR 35 and SR 13:

- **Improve safety.** Reduce the number of rear-end crashes on the facility.
- **Reduce traffic congestion.** Reduce traffic congestion and improve arterial level of service (LOS) to a grade of LOS C or better in the design year of 2044.
- **Correct geometric and drainage deficiencies.** Correct the undesirable horizontal geometry to increase the sight distance at the curve near Wayne Street (CR 16) to meet INDOT design criteria for a 50-mph design speed; and correct the undesirable vertical geometry to meet or exceed current INDOT standards for minimum grades to improve roadway drainage through reduced likelihood of stormwater ponding in the travel lanes.
- **Address local community needs and interests.** Provide adequate separation between pedestrians and vehicles, appropriate pedestrian crossings based on known origins and destinations, and adequate separation between buggies and vehicles. Improve ingress/egress routes for trucks accessing industrial businesses adjacent to US 20.

The revised roadway alignment will shift approximately 12 feet to the south between Westlake Drive and Wayne Street (also known as CR 16) and varies between approximately 12 and 46 feet to the south from Wayne Street to SR 13.

The length of the US 20 curve at Wayne Street was shortened to minimize right-of-way impacts. The typical roadway section was changed from an open shoulder to curb-and-gutter to minimize right-of-way impacts; therefore, storm sewer systems are proposed.

The shift in alignment resulted in minor revisions to stormwater detention basins. The previous design had a proposed stormwater detention basin at the southeast quadrant of Wayne Street and US 20 but

has since been removed from the design, and as a result, the northwest detention basin increased in size. Additionally, the proposed stormwater detention pond south of US 20, approximately 700 feet north of the Pumpkinvine Nature Trail, will increase in size to accommodate new stormwater drainage needs.

The previous design included a proposed sidewalk on the south side of US 20 between Westlake Drive and Spring Valley Road. Due to potential adverse impacts on the existing south side retention pond, this proposed sidewalk was removed from the design.

The maximum existing right-of-way width is approximately 105 feet north and 110 feet south of the US 20 centerline, while the average width of the existing right-of-way is approximately 55 feet north and 45 feet south of the current US 20 centerline. The existing right-of-way is comprised of various land uses, including residential, commercial, and industrial, as well as resources such as forest, terrestrial habitat, and open water features. The maximum proposed right-of-way width is approximately 68 feet north and 62 feet south of the proposed US 20 centerline.

The previous alignment required 12.3 acres of permanent and 7.3 acres of temporary right-of-way. Due to the alignment shift, the need for permanent right-of-way has increased overall, and the amounts of right-of-way by current land use has changed. The current right-of-way acquisition needs based on the current scope changes include approximately 20.7 acres of permanent and 9.4 acres of temporary right-of-way.

The proposed maintenance of traffic (MOT) plan consists of maintaining two lanes of traffic, one in each direction, during construction. The MOT plan will be implemented in three phases. In Phase 1, MOT will shift traffic to the current eastbound shoulders and construct temporary pavement on the northern portion of US 20. In Phase 2, after completion of temporary pavement on the northern portion of the project, eastbound and westbound traffic will switch to the temporary pavement while the southern half of the project is constructed. In Phase 3, eastbound and westbound traffic will shift to the newly constructed road to the south while construction of the northern portion of roadway is finalized. During construction, a suitable detour for bicyclists and pedestrians that wish to use the Pumpkinvine Nature Trail will be provided.

The total cost for the US 20 Improvement Project including mainline construction, improved roadway storm structures, and new ADA facilities and sidewalks is estimated at \$30,700,000. Federal and State funds are anticipated to be used for construction of this project. INDOT and the Federal Highway Administration (FHWA) have agreed that this project falls within the guidelines of a Categorical Exclusion (CE) Level 4 environmental document with minimal environmental impact anticipated. An AI document was initially prepared for the previous alignment, but a second AI document was needed following the shift in roadway alignment to meet the requirements of the National Environmental Policy Act (NEPA). Preliminary design plans, along with the environmental document, are available to view at the following locations:

1. Middlebury Community Public Library, 101 Winslow Street, Middlebury, IN 46540, Phone #: (574) 825-5601
2. Online via the INDOT Fort Wayne District Website, click on *Current Projects* near bottom of page, (<https://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/us-20-added-travel-lanes-in-elkhart-county-cr-35-to-sr-13/>)

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during, and for a period of two (2) weeks following the hearing date will be evaluated, considered, and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to the attention of Dan Syrus at HNTB, 2750 E. 146th Street, # 200, Carmel, IN 46033 or via email at or at dsyrus@hntb.com. **All public comments must be received on or before Wednesday, April 30, 2025.**

In accordance with the Americans with Disabilities Act (ADA), INDOT will provide accommodations for persons and/or groups with disabilities with regards to participation and access to project information as part of the public information process, including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired, and other services as needed. In accordance with Title VI of the Civil Rights Act of 1964, INDOT will provide accommodations for persons and/or groups of Limited English Proficiency (LEP) requiring auxiliary aids, including language interpretation services and document conversion. Should arrangement and coordination of these accommodations and services be required, please contact Dan Syrus at 2750 E. 146th Street, # 200, Carmel, IN 46033, 317-636-4682, or dsyrus@hntb.com by **April 8, 2025**.

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 450.212(a)(7) stating: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." 3) The INDOT Public Involvement Policies and Procedures approved by the FHWA, U.S. Department of Transportation, on July 7, 2021.