



**Public Comment Report**  
**Amendment #24 - 01 to the FY 2024-2028**  
**Transportation Improvement Program (TIP)**  
**Northwestern Indiana Regional Planning Commission**  
**Technical Planning Committee**  
**February 6, 2024**

Amendment # 24-01 of the FY 2024-2028 Transportation Improvement Program was released for a 21-day public comment period which began on January 12<sup>th</sup>, 2024 and ended on February 2<sup>nd</sup>, 2024. The amendments are made available for viewing at [www.nirpc.org](http://www.nirpc.org) and press releases with links were posted on several social media sites. No comments were received during this period.

NIRPC staff also sent the amendment to the Interagency Consultation Group (ICG) on January 10<sup>th</sup>, 2024, and did receive comment from Erica Tait of FHWA. The comment and the response from NIRPC are:

FHWA has reviewed the amendment draft, and we have some comments/ questions, which I've listed below:

- (FHWA) For the road reconstruction projects that are being added (for example, des#2300726), can you confirm that there are no added capacity components?
  - (NIRPC) The projects labeled as Road Reconstruction that are sponsored by an LPA, do not have any expansion elements to them. The scope of work for des # 23000726 is only a 0.2 mile stretch of a Minor Arterial that is being *reduced* in capacity from 4 lanes to 3 (road diet). That said, the change is still reflected in our travel demand model, but since it is a reduction in capacity, it should be exempt from Conformity.
- (FHWA) For the Borman project (des# 1901643), are the project cost total and description elements, correct? Does the project extend into Illinois? If so, do the project limits in the TIP reflect that? Some recent information we've received shows the latest cost estimate for the project to be \$227M.
  - (NIRPC) We do not know the details of the project and only discovered the project when it was announced to be the recipient of a MEGA award and was entered into this Amendment. We are deferring this comment to INDOT and their Project Manager for his comments.
- (FHWA) For the bridge replacement projects that are being added (for example, des#23000894, 2300895), can you confirm that there are no added capacity components?
  - (NIRPC) We received a comment from INDOT that their projects are actually Bridge Rehabilitation projects. We have corrected these errors in our Amendment. For des # 2101129 (Lake County) and des # 2301255 (LaPorte County), NIRPC can confirm that there is no added capacity in these projects.

- (FHWA) Regarding the Willowcreek Road project (des# 1700500 and 2301188), should the project limits/description for the study/NEPA (1700500) match the project limits for the project being constructed (2301188)?
  - (NIRPC) The Project Title for 1700500 is Willowcreek Road Extension Corridor Study (with NEPA) at Willowcreek Road and has in its description “CR 700N to US 30...”. 2301188 has a description “Willowcreek Road extension, Phase 2, from CR 650 W to 1,200' north of SR 130.” Thus, it is a component of the corridor, and the entire corridor is in NIRPC’s LRTP (NW/ 2050+). We confirm that it does fall within these limits.

Approval and Approval by Concurrence was given for these projects on this amendment by members of the ICG on January 18, 2024.