



# INDIANA DEPARTMENT OF TRANSPORTATION

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**Mike Braun, Governor**  
**Lyndsay Quist, Commissioner**

**Lead DES. # 2000607**

## LEGAL NOTICE OF PLANNED IMPROVEMENT

The Indiana Department of Transportation (INDOT) has developed preliminary plans for a proposed hot Mix Asphalt (HMA) overlay and preventative maintenance (Des. No. 2000607 (Lead)), intersection improvement and small structure improvement (Des. No. 2101096), and traffic signal modernization (Des. No. 2500075) along U.S. 12 beginning west of Michigan City, 1.93 miles west of the Junction with U.S. 421 on County Line Road at the Porter-LaPorte County Line and continues east to the border of Indiana and Michigan, in LaPorte County, Indiana.

The purpose of this project is to improve the U.S. 12 corridor by addressing pavement and culvert deficiencies, provide ADA compliant curb ramps and crossings in Michigan City, correct roadway and drainage deficiencies at the U.S. 12 and Beverly Drive intersection, and modernize two traffic signals. In addition, the purpose is to improve traffic pattern consistency, update other supporting transportation infrastructure to current standards, reduce bicycle and pedestrian exposure to roadway vehicles, and accommodate bicycle connectivity.

The need for lead Des. No. 2000607 is based on the deteriorated state of the existing asphalt surface along the U.S. 12 roadway from west of Michigan City, 1.93 miles west of the Junction with U.S. 421 on County Line Road at the Porter-LaPorte County Line and continues east to the Michigan state border.

The need for Des. No. 2101096 is based on the serious condition of two adjoining culverts, inadequate roadway superelevation transitions and a limited sightline at the Beverly Drive and U.S. 12 intersection.

The need for Des. No. 2500075 is based on outdated traffic signal equipment at the Liberty Trail and North Karwick Road intersections.

The preferred alternative would consist of the following construction and preventive maintenance activities.

- Milling the existing U.S. 12 asphalt 1.5-inches in depth and paving 1.5-inch hot mix asphalt (HMA).
- An existing culvert comprised of two separate structures (CV 012-046-37.05 and CV 012-046-37.05 ADJ) consisting of two rectangular reinforced concrete box culverts (RCB) that are four feet wide and 2.5 feet tall and separated by a median is located under U.S. 12 and County Line Road near Beverly Drive at the west end of the project area. The small structure will be replaced with a single 6-foot wide, 4-foot tall, rectangular precast RCB culvert.
- An intersection improvement is proposed at the west end of the project area where U.S. 12 intersects with Beverly Drive. It is anticipated that Beverly Drive will be realigned with U.S. 12 by removing the two existing portions of road that currently connect Beverly Drive and County

Line Road, and Beverly Drive and U.S. 12. A new intersection at a single point will be constructed by realigning a portion of Beverly Drive. The superelevation through U.S. 12 will be corrected and the horizontal curve will be revised. A full-depth pavement replacement and mill and HMA overlay is planned on the existing pavement along U.S. 12. The roadway's proposed typical section at the intersection will consist of two 12-foot wide travel lanes with four-foot wide shoulders.

- Two traffic signals with failing foundations that have outlasted their design life will be modernized for the U.S. 12 intersections with Liberty Trail and North Karwick Road.
- Approximately 300-feet of roadway at the west end of the project limits will be widened to accommodate an extended bike lane from the Singing Sands Trail crossing toward the west Mt. Baldy drive approach in order to maintain a 6-foot safety buffer between car and bike traffic at the median island located at the trail crossing.
- Curb ramps at 17 intersections will be reconstructed to meet ADA compliance.
- Damaged guardrail along the north side of U.S. 12 at Douglas Avenue will be replaced and extended to protect the Singing Sands Trail pedestrians and bikes and satisfy INDOT length of need requirements.
- INDOT-maintained ground mounted sheet signs 15 years and older will be replaced.
- Eight small drainage pipe structures will be replaced in-kind
- One inlet and 12-feet of storm sewer pipe will be replaced in-kind.
- Additional signage will be added to improve railroad crossings and comply with railroad standards.

In response to prior changes in traffic patterns along this corridor, the project proposes right sizing lane re-configurations for sections of U.S. 12 between the Porter/LaPorte County line and the Michigan state line. Right-sizing lane configurations reduce the number of through-travel lanes from two in each direction to one each direction and convert existing excess lanes to a center two-way left turn lane (TWLTL).

The existing U.S. 12 roadway width varies from 43-feet to 92-feet from the centerline of composite and HMA pavement.

The apparent existing right-of-way (ROW) varies throughout the project corridor, ranging from a minimum full ROW width (the total width from either side of the roadway) of 60-feet to 200-feet.

Construction of the project will require approximately 0.239 acre of permanent ROW acquisition, 0.144 acre of reacquired ROW acquisition, and 0.066 acre of temporary ROW is anticipated for this project across seven parcels. The estimated cost of the project is \$15,429,449. Federal and state funds are to be utilized for the construction of the project.

Tree clearing is not anticipated for this project. Approximately 0.0136 acre of temporary and 0.02571 acre of permanent wetland impacts. are anticipated to be impacted by this project from small structure activities due to excavation, riprap installation, temporary cofferdams, and construction access. Over one acre of soil will be disturbed primarily in the U.S. 12 and Beverly Drive intersection improvement site.

The proposed Maintenance of Traffic (MOT) plan for the HMA overlay will require vehicular traffic to be maintained with a single lane closure utilizing flaggers. A minimum of one lane eastbound and

westbound shall be maintained at all times. Signal modernization construction will also coincide with the HMA construction and utilize the same MOT. Pedestrian traffic will be re-routed during ADA curb ramp closure and re-construction. An official state route full closure detour will utilize I-94, U.S. 20, S.R. 520 and U.S. 12 during the small structure replacements and Beverly Drive reconfiguration. Access to all properties will be maintained throughout construction. School corporations and emergency services will be notified of closures prior to construction. The proposed start of construction is Summer of 2026.

The FHWA and INDOT have agreed that this project falls within the guidelines of a Level 1 Categorical Exclusion (CE-1). No significant adverse impacts to the human or natural environment were identified as part of this environmental documentation. There will be no significant wetland or waterway impacts and there are no endangered species of plants or animals that will be impacted

Preliminary design plans and the draft CE-1 are being made available for review at the following locations:

1. Michigan City Public Library - 100 East 4th St, Michigan City, IN 46360
2. INDOT LaPorte District Office - 315 Boyd Boulevard, LaPorte, IN, 46350
3. INDOT LaPorte District website - <https://bit.ly/US12R43027>.

**All interested persons may request a public hearing or express their concerns or comments on the project by submitting written comments to the attention of Ms. Lisa Harris at Lawson-Fisher P.C., 525 West Washington Street, South Bend, IN 46601, or via email at [lharris@lawson-fisher.com](mailto:lharris@lawson-fisher.com). All comments or requests for a public hearing should be submitted on or before Saturday, December 6, 2025.** 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 Lawson-Fisher P.C. for the arrangement and coordination of services. Please contact Ms. Lisa Harris at [lharris@lawson-fisher.com](mailto:lharris@lawson-fisher.com) or (574) 234-3167 Ext. 165. 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 Ms. Lisa Harris at [lharris@lawson-fisher.com](mailto:lharris@lawson-fisher.com) or (574) 234-3167 Ext. 165.

If a hearing is determined to be in the best interest of the public, the community will be notified. Otherwise, any comments or materials received as a result of this legal notice will be considered in the decision-making process. The design plans are not yet final until after these public involvement requirements are finalized. The CE-1 will be updated to reflect all public comments and inquiries.

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 (PIPM)* approved by the Federal Highway Administration on July 7, 2021.