



ARCHITECTURE • ENGINEERING • PLANNING
SURVEYING • CONSTRUCTION SERVICES

PUBLIC OPEN HOUSE

APRIL 5, 2023



SOUTH SHORE LINE



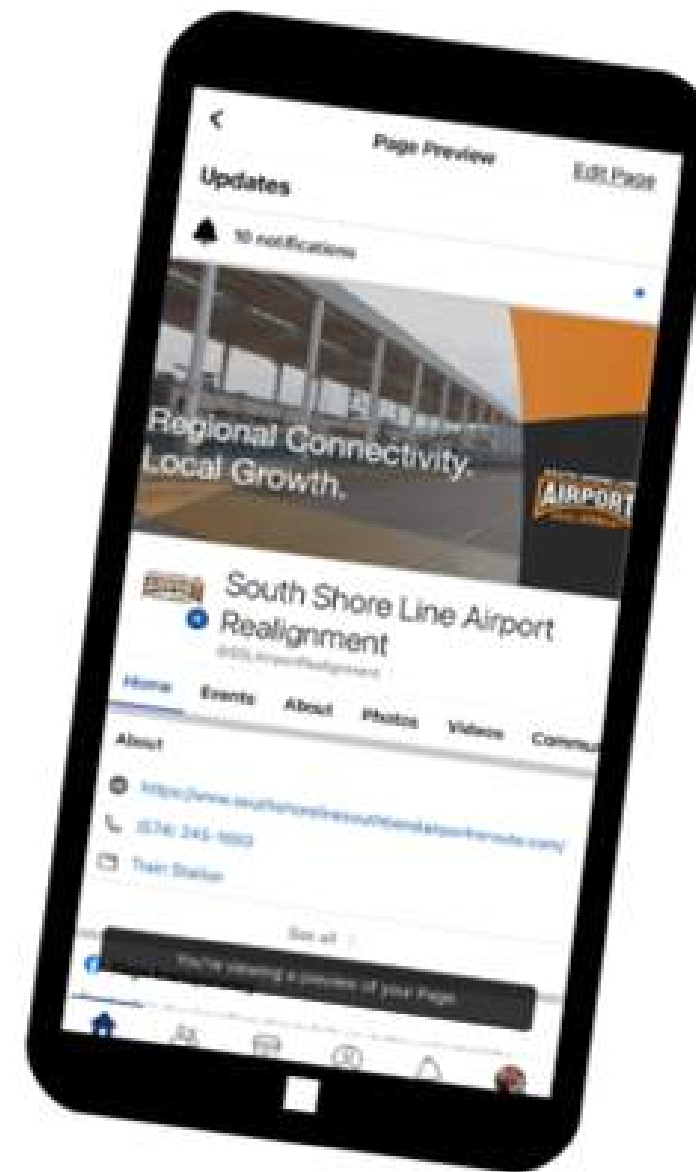


COMMUNICATION
& PROJECT UPDATES

SOUTH SHORE LINE

AIRPORT
REALIGNMENT

PROJECT WEBSITE & SOCIAL MEDIA



www.sslairportrealignment.com



PROJECT SUMMARY

SOUTH SHORE LINE

AIRPORT
REALIGNMENT

AGENCY STAKEHOLDERS



Federal Aviation
Administration



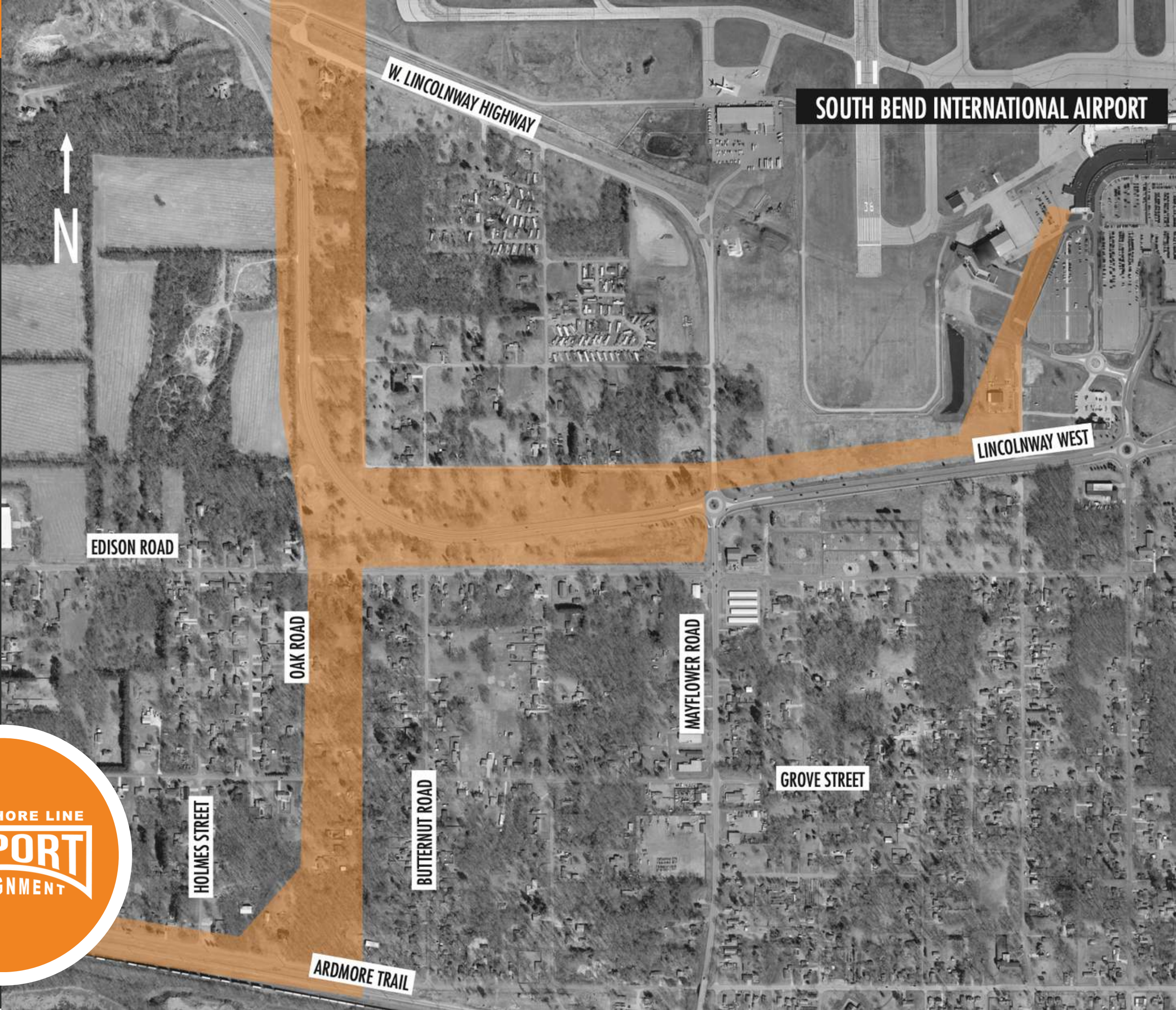
PROJECT OVERVIEW

The South Shore Line station will be moved from the South Bend International Airport terminal's east side to its west side.

In conjunction with other projects, travel time between South Bend and Chicago is expected to be substantially reduced.



PROJECT AREA



SOUTH BEND INTERNATIONAL AIRPORT

W. LINCOLNWAY HIGHWAY

LINCOLNWAY WEST

EDISON ROAD

OAK ROAD

MAYFLOWER ROAD

GROVE STREET

HOLMES STREET

BUTTERNUT ROAD

ARDMORE TRAIL

TENTATIVE PROJECT SCHEDULE



NTP –
Begin Survey
December 2022

Survey
Complete
March 2023

Preliminary
Engineering
Spring of 2023

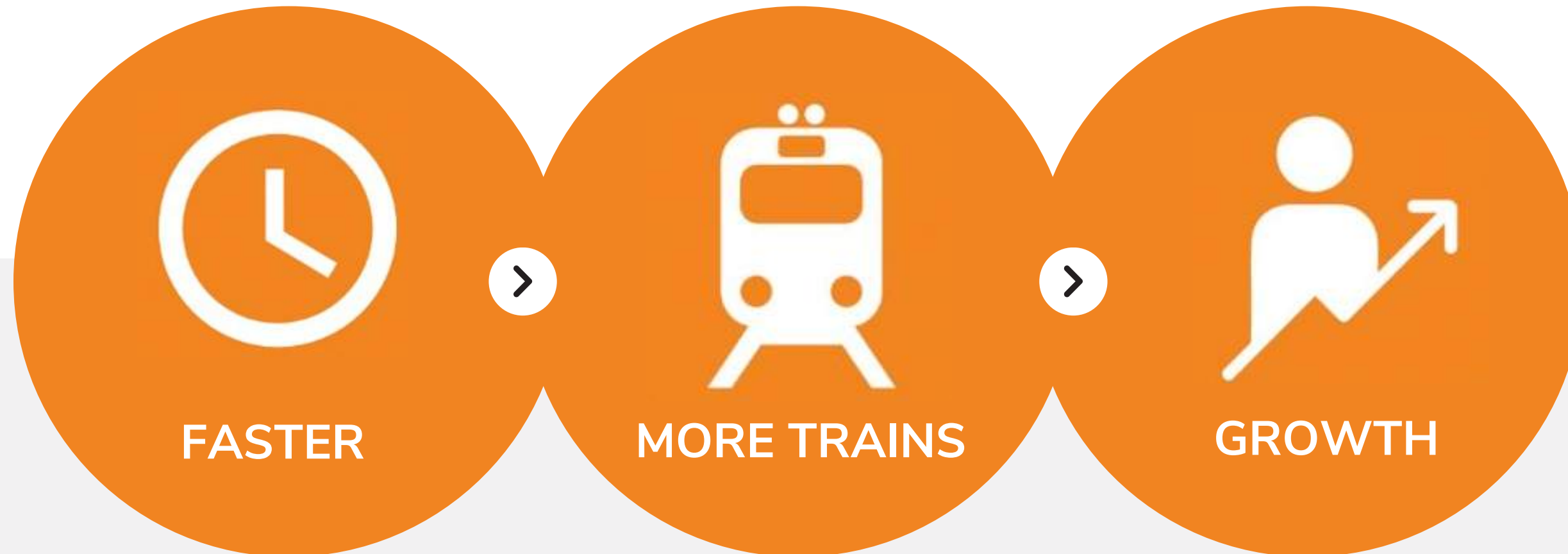
Environmental
Complete
Fall of 2023

Final
Engineering
Spring of 2024

Construction
TBD



BENEFITS & GOALS



- ✓ Approved Environmental Document
- ✓ Reduce Travel Time & Distance
- ✓ Minimize Curves
- ✓ Reduce Grade Crossings
- ✓ Improve Safety

RAIL EXISTING CONDITIONS

- » Rail Service at east end of terminal
- » Reached the end of its lifespan
- » 4.7 miles extending across/along city streets
- » 3 At-Grade Pedestrian Crossings
- » 19 At-Grade Vehicular Crossings
 - » Grandview Street
 - » Sheridan Street
 - » Bendix Drive (2)
 - » Frederickson Street
 - » Prast Boulevard
 - » Bonds Avenue
 - » Greene Street
 - » Ardmore Trail
 - » Lincolnway West
 - » 4 Drives for Kuert Concrete
 - » 5 Internal Airport Drives





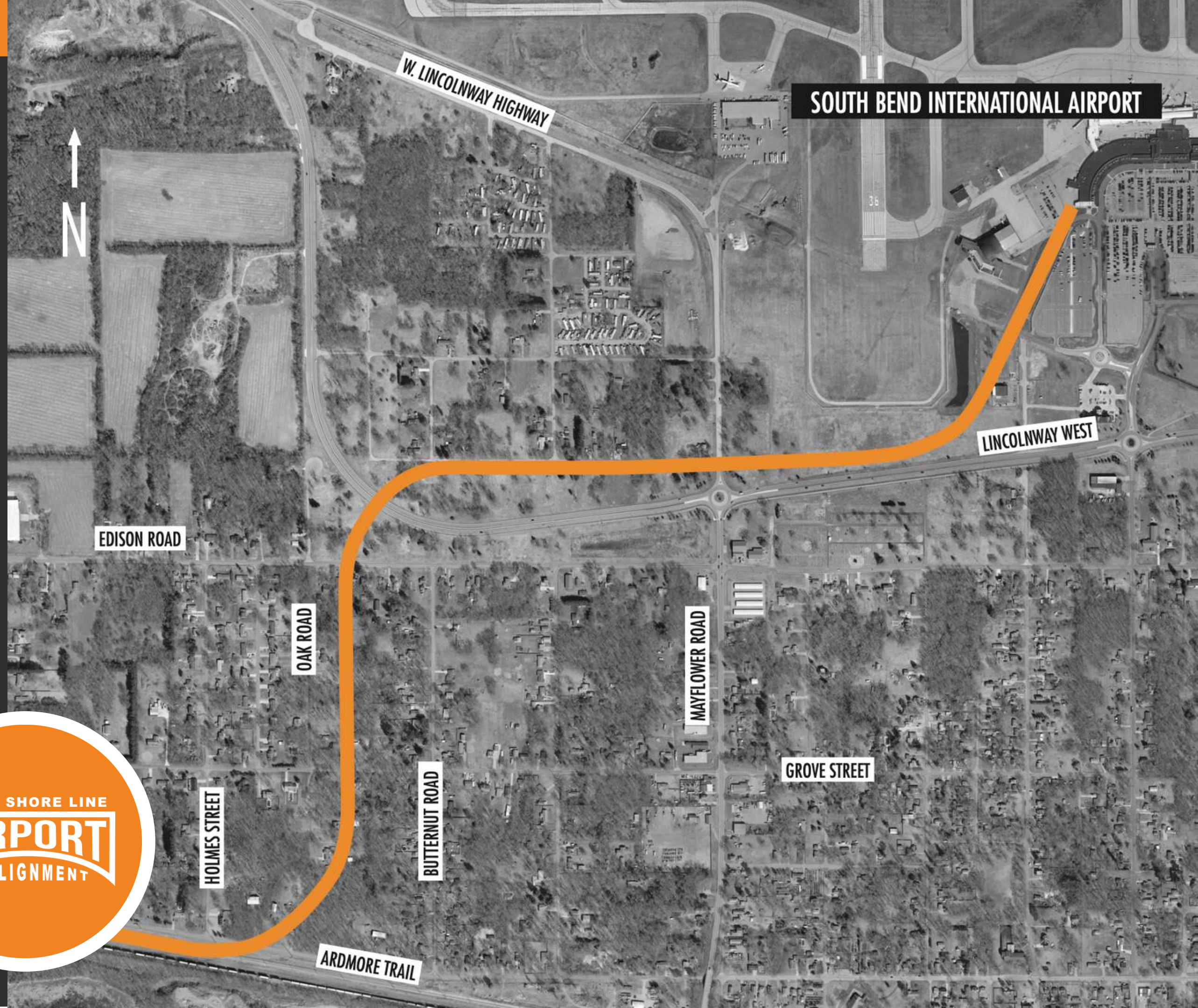
NEW ROUTE

SOUTH SHORE LINE

AIRPORT
REALIGNMENT

PROPOSED ROUTE

- Realignment to West side
- New modern platform and terminal remodel
- Grade separation at Lincolnway West for safety of riders and drivers
- Maintain access to existing track for any future projects



PLATFORM RENDERING

- 8-Car Platform
- Lighting and deicing
- Wind shelters
- Message boards/PA speakers, security cameras



STATION IMPROVEMENTS



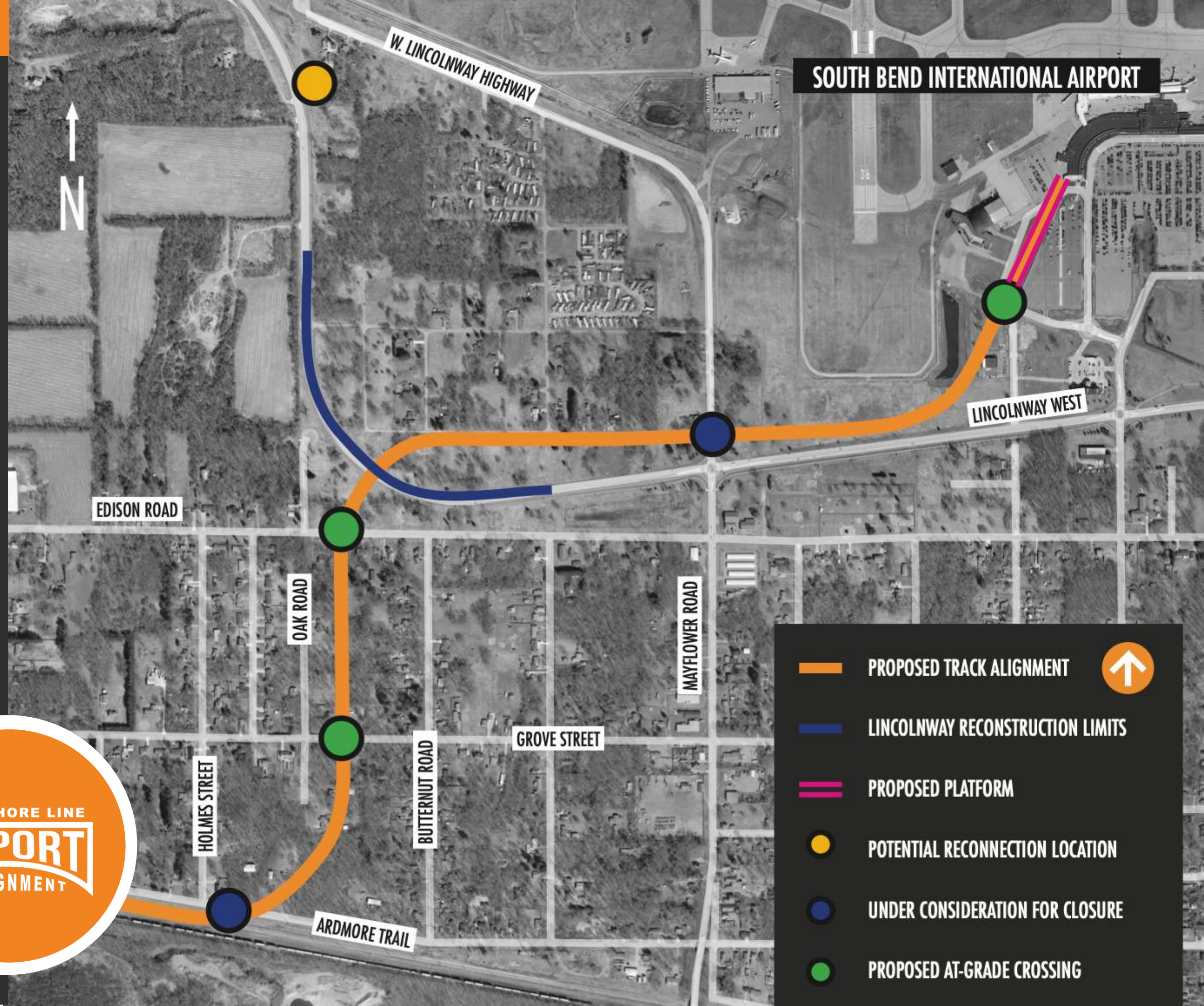
ROADWAY DESIGN

- At-grade crossings: Grove Street, Edison Road, Progress Drive
- Grade separation at Lincolnway West
- Potential road closures: Ardmore Trail and Mayflower Road (North leg of roundabout)



ROADWAY IMPACTS

Potential Closures:
Ardmore Trail and
Mayflower Road (North
leg of roundabout)





NEPA PROCESS

SOUTH SHORE LINE

AIRPORT
REALIGNMENT

WHAT IS NEPA?



Clean Air Act
Section 4(f) – Parks
Endangered Species Act
Hazardous Materials

Clean Water Act
Floodplains & Wetlands
Environmental Justice Orders
National Historic Preservation Act

PURPOSE



Purpose Statement

- Provide a new, more direct route for both passenger and freight operations to the west side of the South Bend International Airport.
- Provide a safer route by reducing the number of at-grade crossings within the area.
- Provide an opportunity for potential connections and linkages between multiple modes of transportation.
- Foster economic development within the study area with connections to proposed intermodal freight park.
- Expand capacity of the passenger service to meet the growing ridership demand. The platforms would be expanded to accommodate the growth in ridership.
- Reduce commute times for residents both within and surrounding the study area. This project, in conjunction with two other NICTD projects (Double Track and West Lake), is essential to provide service between Chicago and South Bend in no more than 90 minutes. In order to accomplish this, NICTD needs this project to shorten the route with a realignment to the west side of the airport.

NEED



The Needs to be Addressed:

- Transit trips are 14 minutes longer due to the current configuration of this portion of the SSL. A more direct and shorter route between Chicago and the South Bend International Airport would occur by eliminating 3 track miles, and in conjunction with other projects, reduce the overall passenger travel time to 90 minutes making the SSL more competitive with automobiles.
- In its current configuration today, the existing platform is a three-car platform with limited ability for expansion. Patrons are required to walk through the train, creating longer boarding and alighting times. In addition, longer trains impact the overall operations and traffic flow within the airport. As ridership demand increases, NICTD anticipates running eight car trains to respond to the demand.
- There are 19 vehicular and 3 pedestrian at-grade crossings along the existing SSL into the airport. At-grade crossings create safety concerns for commuters, pedestrians, cyclists, and automobiles. The project would reduce the number of at-grade crossings to four by creating a shorter and more direct route to the airport.
- The study area does not have direct linkages between freight rail, passenger rail, and airport freight services. The realignment of the SSL to the west of the airport would provide a direct connection for multiple modes of transportation and better access to the regional roadway transportation network.
- The study area has limited economic opportunities. Economic development within the region is needed to support the growing workforce and the region.

HISTORY



- Supplemental Environmental Assessment (EA) in 2007 - Evaluated the relocation of the South Shore Line to the west side of the airport terminal
- Finding of No Significant Impact (FONSI) was issued in 2007
- Lincolnway West Reconstruction
- Additional alternative route analysis for the South Shore Line
- South Bend International Airport acquired some properties along the proposed railroad alignment.

NEPA PROCESS

FAA Re-Evaluation

Written re-evaluation to determine if the content and findings of previous documentation are still valid.



IMPACT ANALYSIS



Resource Impacts:

- Noise
- Compatible Land Use
- Social Impacts (including Environmental Justice)
- Transportation
- Air Quality
- Water Quality
- Section 4(f)
- Cultural Resources
- Biological Resources
- Endangered and Threatened Species
- Wetlands and Streams
- Floodplains
- Farmland
- Energy Supply and Natural Resources
- Light Emissions
- Hazardous Waste
- Construction Impacts

QUIET ZONES

Grove Street and
Edison Road





RIGHT OF WAY
ACQUISITION

SOUTH SHORE LINE

AIRPORT
REALIGNMENT

ACQUISITION

www.fhwa.dot.gov/real_estate



Process

- Notification of Intent to Acquire
- Appraisal by a Certified Appraiser
- Review Appraiser
- Determination of “Just Compensation”
- Presentation of written Offer to Purchase based on Appraisal
- Will not be required to move for at least 90-days and until an adequate replacement housing option is available

RELOCATION

www.fhwa.dot.gov/real_estate



Relocation

- Advisory assistance for displaced persons or businesses
- Relocation Agent will visit you early in the process to explain benefits and services that you may be eligible to receive

Residential Homeowner Occupants (at least 180 days)

- Moving costs support
- Price differential payment

RELOCATION

www.fhwa.dot.gov/real_estate



Tenant Occupants (at least 90 days)

- Moving Costs
- Rental Assistance/Down Payment

Businesses

- Moving and Related Costs
- Reestablishment Costs
- Fixed Payment

THANK YOU



Presentation will restart in 5 minutes

Copy of presentation will be available online.

01 Please exit the gym to visit the public info stations and view the display boards.

02 Comment cards are available in the large gymnasium and a court reporter is available in the cafeteria for public comment.

Future public meeting
to be announced.