NORTHWEST REGIONAL LOGISTICS COUNCIL

ADVANCING NORTHWEST INDIANA'S LOGISTICS AS THE GATEWAY TO THE WORLD

CONEXUS INDIANA LOGISTICS COUNCIL

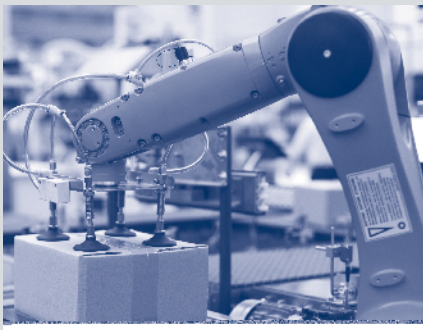
SEPTEMBER 2015

CONEXUS
INDIANA

Conexus Indiana is the state's advanced manufacturing and logistics initiative, dedicated to making Indiana a global leader in these high-growth, high-tech industries.

CONEXUS INDIANA
LOGISTICS
COUNCIL

The mission of CILC is to work with a sense of urgency to strengthen the logistics sector in Indiana by identifying and acting on concrete opportunities for enhancement, which better positions the State to grow existing business, attract new business, and thereby create new jobs.



◆ REGIONAL TACTICS IN SUPPORT OF ACHIEVING INTERSTATE/HIGHWAY GOALS

- **Project 0201: US 30 Limited Access** – Convert the existing 4-lane highway to a 4-lane full access-controlled freeway with interchanges at major intersections. Reason: Relieve the combined bottleneck truck and passenger car congestion on US 30 creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $933.5 million

- **Project 1008: I-65 Additional Lanes** – Widen existing 4-lane rural segments of the Interstate to a minimum of 6 lanes. Reason: Relieve the bottleneck of combined truck and passenger car congestion on I-65 creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $2.086 billion

- **Project 4504/6406: Illiana Expressway** – Construct a proposed 8-lane connector from I-57 in Will County, Illinois, to SR 49 then North to I-80/90 (Toll Road) in Porter County, Indiana. Reason: Relieve the bottleneck of combined truck and passenger car congestion on I-65, I-80, I-90 and I-94 creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $205 million **(4504)**; $843.9 million **(6406)**

◆ REGIONAL TACTICS IN SUPPORT OF ACHIEVING RAIL GOALS

- **Project 4607: Kingsbury Multimodal** – Extend rail lines into Kingsbury Industrial Park that will provide a niche multimodal rail service yard for the distribution of cold storage commodities from Kingsbury, Indiana, to Tampa Bay, Florida, via CSX Rail. Reason: Create economic development giving further rail access to Northern Indiana industries.

  Estimated Cost: $27.2 million

- **Project 4516: Indiana Gateway Project** – Improve rail track owned by Norfolk Southern Railway, which includes track reconfiguration and track and signal upgrades from Indiana to Illinois state line. Reason: Relieve the bottleneck of combined rail cargo and passenger congestion creating better rail traffic flow from the movement of cargo.

  Estimated Cost: $71.4 million

- **Project 6402: Ports of Indiana-Burns Harbor Additional Rail Access** – Extend the Chicago, South Bend & South Bend Railroad tracks to the Ports of Indiana-Burns Harbor. Reason: Create economic development giving further rail access to the Ports of Indiana-Burns Harbor.

  Estimated Cost: Not Available

- **Project 6411: Ports of Indiana-Burns Harbor Additional Heavy Haul Bridge** – Build a second access bridge into the Ports of Indiana-Burns Harbor. Reason: Safety of trucks moving cargo ensuring efficient traffic flow and create better connectivity of Indiana's water ports.

  Estimated Cost: $18 million

REGIONAL TACTICS IN SUPPORT OF ACHIEVING WATERBORNE GOALS

- **Project 4517: Soo Locks** – Construct a new lock to ease the passage of large vessels between Lake Superior ports and steel mills and power plants that support business of the Northwest Region. Reason: Create better connectivity of Indiana's water ports.

  Estimated Cost: $550 million

◆ LOCAL PRIORITY PROJECTS

PROJECT NUMBER	COUNTY	NORTHWEST LOCAL PROJECTS	TIER 1	TIER 2	TIER 3	TIER 4
4501	Lake	Cline Avenue Bridge Reconstruction				
4519	Lake	Indiana Harbor Belt Gibson Rail Yard Terminal Improvements				
4520	Lake	Indiana Harbor Belt Gibson Industry Support Yard				
6401	Porter	Western Valparaiso Bypass				
4503	Lake	Delaware Road Extension				
4505	Lake	Dickey Road/Michigan Road Rail Grade Separation				
4506	Lake	State Road 312/Cline Avenue Rail Grade Separation				
4510	Lake	State Road 312/Huish Drive Rail Grade Separation				
4601	LaPorte	Westville Bypass				
4602	LaPorte	US 35 Freeway Access				
4603	LaPorte	LaPorte Bypass				
4604	LaPorte	Chicago Southshore and South Bend Rail Road Bridge				
4606	LaPorte, Starke	I-94/US 20/US 35 Interchange Improvements				
6403	Porter	Bailly Station Road Rail Grade Separation				
6404	Porter	Porter County Airport Rail Grade Separations				
6405	Porter	Eastside Valparaiso Truck Corridor				
7509	Starke	US 35 Road Improvements				
8601	Warren	Beeline Railroad Extension				
9101	Jasper, White	US 24/US 231 Additional Lane				
0801	Carroll	Delphi North Truck Corridor				
0803	Carroll	Western Southern Railroad Rail Line Extension				
3701	Jasper	State Road 114/County Road South 850 West Intersection Improvements				
3702	Jasper	Rensselaer Truck Bypass				
4507	Lake	State Road 312/Euclid Avenue Rail Grade Separation				
4509	Lake	US 20/US 12/West Fifth Avenue Rail Grade Separation				
4511	Lake	South Colfax Street Rail Grade Separation				

PROJECT NUMBER	COUNTY	NORTHWEST LOCAL PROJECTS	TIER 1	TIER 2	TIER 3	TIER 4
4512	Lake	Kennedy Avenue Rail Grade Separation				
4605	LaPorte	State Road 39 Additional Travel Lanes				
5601	Newton	State Road 14 Road Improvements				
5603	Newton	State Road 55 North Bridge Reconstruction				
6408	Porter	CN/CSX/Norfolk Southern Rail Staging				
7501	Starke	Knox Industrial Park Rail Extension				
7504	Starke	East Division Road Intersection and Improvements				
7505	Starke	South County Road 300 East Improvements				
7507	Starke	East County Road 500 North Improvements				
7508	Starke	West Knox Truck Corridor				
0401	Benton	State Road 18 Additional Travel Lanes				
0802	Carroll	West County Road 100 North Improvements				
4513	Lake	Northwind Crossing Rail Spur				
4515	Lake	North Clark Road Improvements and Rail Grade Separation				
5602	Newton	State Road 55 South Bridge Reconstruction				
6409	Porter	State Road 49 Bridge Reconstruction				
6412	Porter	Ameriplex Rail Extension				
7507	Starke	East County Road 500 North Improvements				
7510	Starke	South Oakwood Avenue Extension and Rail Grade Separation				

BENTON COUNTY
PROJECTS

- **Project 0401: SR 18 Additional Travel Lanes** – Convert from two lanes to four lanes along SR 18 from I-65 to US 52 in Fowler. Reason: Relieve the bottleneck of combined truck and passenger car congestion creating better truck traffic flow for the movement of cargo.

  Estimated Cost: $135.8 million

Private Sector Identified Regional Needs

Northwest Region ; Benton County

Date: 4/14/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements

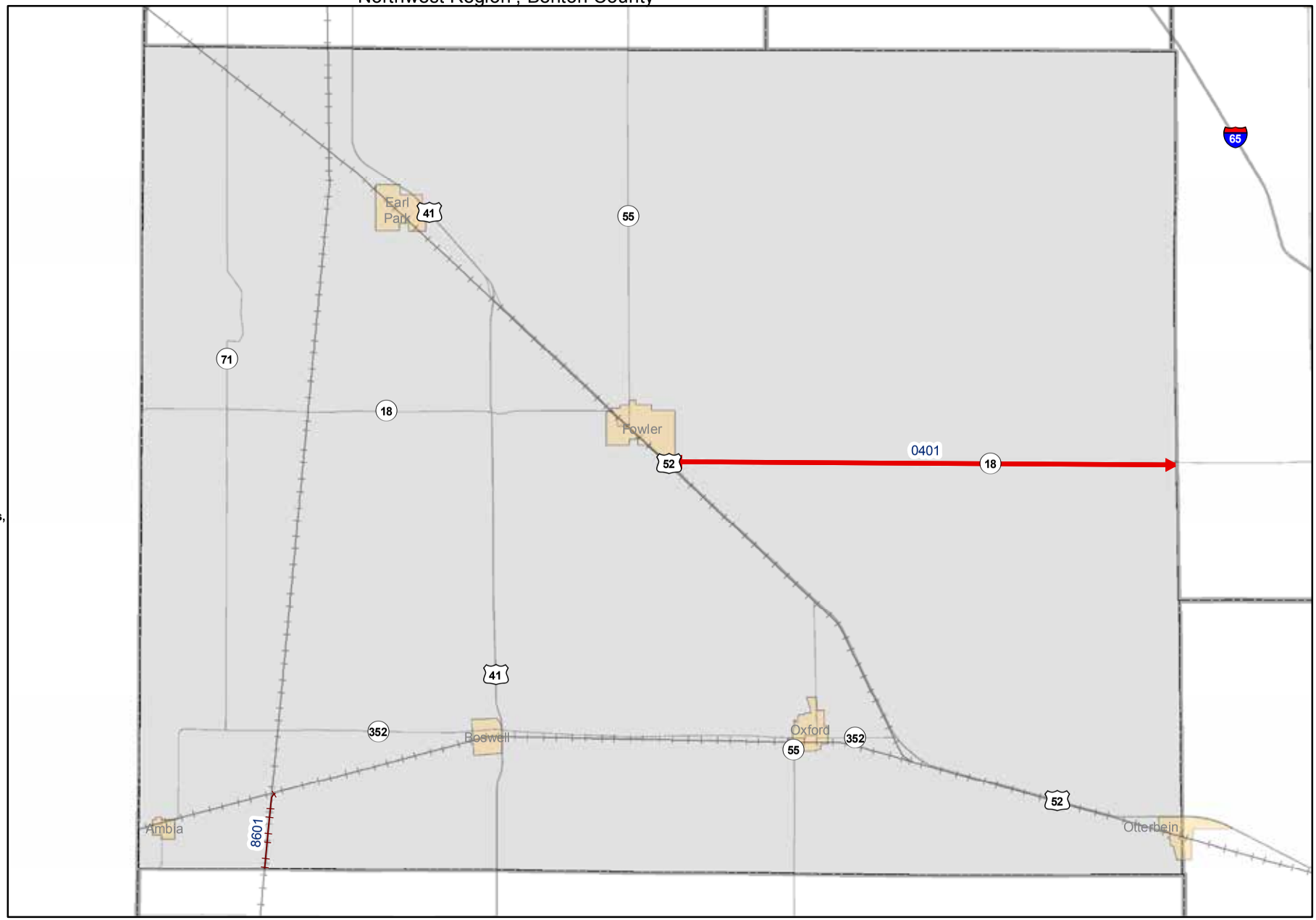
- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds.

Local Facilities are non-state jursidiction facilities that can use state or local funds.

Other Facilities

- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits



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Central Meridian: -87.0000
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Latitude Of Origin: 0.0000
Units: Meter

Data: Indiana GIS Library & Stakeholder Input
INDOT Engineering & Asset Management

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CARROLL COUNTY
PROJECTS

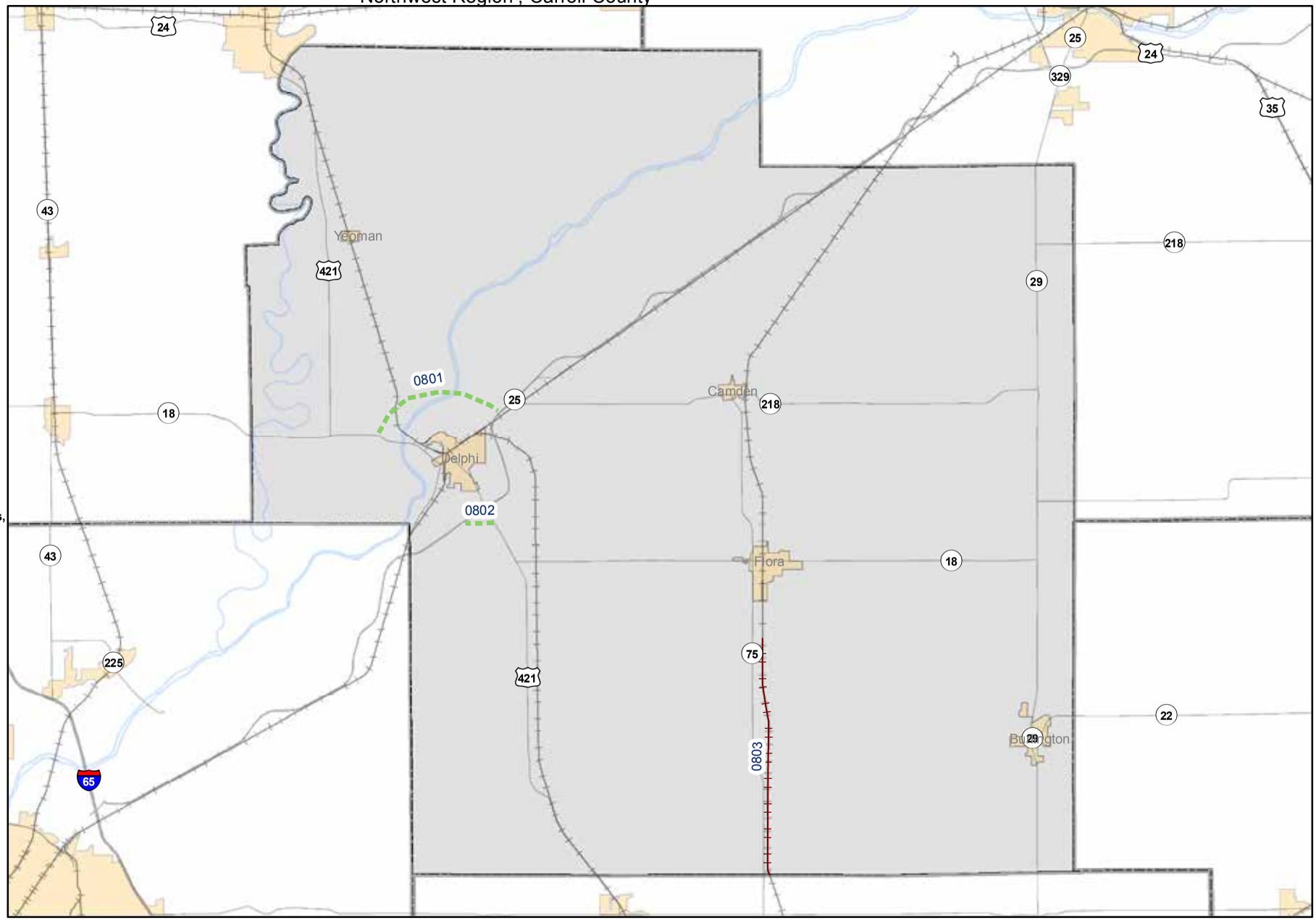
- **Project 0801: Delphi North Truck Corridor** – Design and build a North truck traffic route from West US 421/SR 39 to SR 25. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Delphi creating better truck traffic flow for the movement of cargo.
  Estimated Cost: $33 million

- **Project 0802: West CR 100 North Improvements** – Improve and widen West CR 100 North from US 421/SR 39/SR 18 to SR 25. Reason: Safety of trucks moving cargo ensuring efficient traffic flow and create economic development giving further truck access to Industrial Park industries.
  Estimated Cost: $3.2 million

- **Project 0803: Western Southern Railroad Rail Line Extension** – Install new rail road ties between Bringhurst to the CSX rail line in Frankfort. Reason: Relieve the bottleneck of rail congestion through Carroll and Clinton Counties creating better rail traffic flow for the movement of cargo.
  Estimated Cost: $18.7 million

Private Sector Identified Regional Needs

Northwest Region ; Carroll County



Date: 4/14/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements

- Airport Improvements
- Port Improvements

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Other Facilities

- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

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JASPER COUNTY
PROJECTS

- *Project 1008: I-65 Additional Lanes – This is a regional project reflected on the map on page 6.
- Project 3701: SR 114/CR South 850 West Intersection Improvements – Re-engineer, reconfigure and redesign intersection at SR 114 and CR South 850 West. Reason: Relieve the bottleneck of combined truck and passenger car congestion on SR 114 creating better traffic flow for the movement of cargo.

  Estimated Cost: $1 million

- Project 3702: Rensselaer Truck Bypass – Design and build a truck bypass from US 231 South to US 231 North. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Rensselaer creating better truck traffic flow for the movement of cargo.

  Estimate Cost: $30.7 million

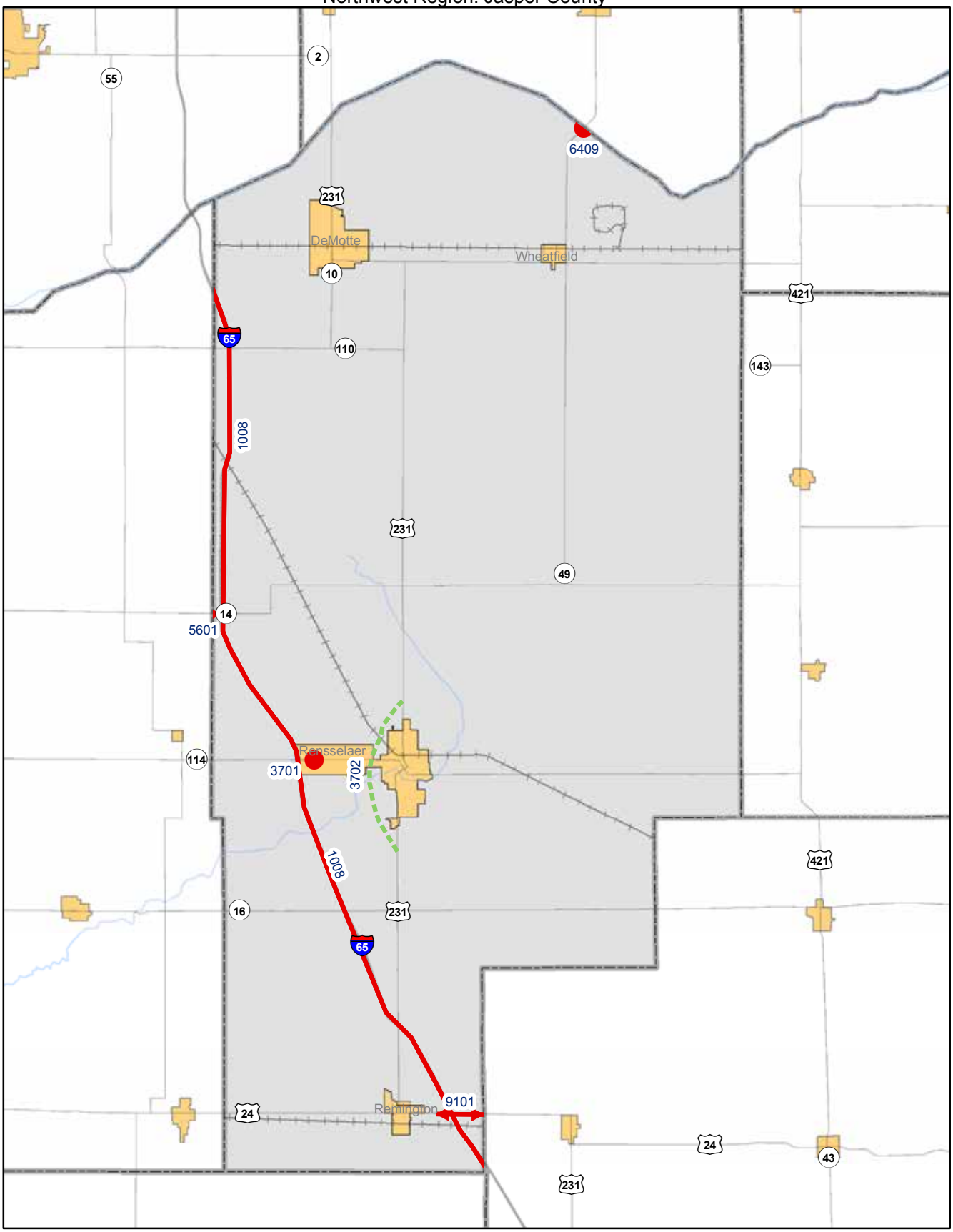
- *Project 5601: SR 14 Road Improvements – This is a local project reflected in the Newton County map on page 22.
- *Project 6409: SR 49 Bridge Reconstruction – This is a local project reflected in the Porter County map on page 24.
- Project 9101: US 24/US 231 Additional Lane – Convert US 24 from two lanes to three lanes from I-65 to the Remington Rail Facility, East of South CR 280 West. Reason: Relieve the bottleneck of combined truck and passenger car congestion along US 24/US 231 creating better traffic flow for the movement of cargo and create economic development giving further rail access to the Remington Rail Facility.

  Estimated Cost: $12 million

* These projects are reflected in other sections of this report.

Private Sector Identified Regional Needs

Northwest Region: Jasper County



Date: 4/14/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvement, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements

- Airport Improvements
- Port Improvements

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Other Facilities

- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams
- Corp. Limits

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Miles

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Data; Indiana GIS Library & Stakeholder Input

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LAKE COUNTY
PROJECTS

- *Project 0201: US 30 Limited Access – This is a regional project reflected on the map on page 6.
- *Project 1008: I-65 Additional Lanes – This is a regional project reflected on the map on page 6.
- Project 4501: Cline Avenue Bridge Reconstruction – Re-engineer, reconfigure and redesign the Cline Avenue Bridge. Reason: Ensure the continued flow of truck traffic for the movement of cargo into heavy industrial areas.
  Estimated Cost: $150 million
- Project 4503: Delaware Road Extension – Design and build a new road from 109th Avenue to 101st Avenue. Reason: Safety of trucks moving cargo ensuring efficient traffic flow and create economic development giving further truck access to Ameriplex Industrial Park.
  Estimated Cost: $11 million
- *Project 4504/6406: Illiana Expressway – This is a regional project reflected on the map on page 6.
- Project 4505: Dickey Road/Michigan Road Rail Grade Separation – Design and build a rail grade separation at Dickey Road and Michigan Road in East Chicago on the Indiana Harbor Belt line. Reason: Relieve the bottleneck of combined truck and passenger car traffic through East Chicago to create better truck traffic flow for the movement of cargo.
  Estimated Cost: $25 million
- Project 4506: SR 312/Cline Avenue Rail Grade Separation – Design and build a rail grade separation at SR 312 and Cline Avenue in Hammond on the CSX and Chicago, Southshore & South Bend Railroad lines. Reason: Relieve the bottleneck of combined truck and passenger car traffic through Hammond to create better truck traffic flow for the movement of cargo.
  Estimated Cost: Not Available
- Project 4507: SR 312/Euclid Avenue Rail Grade Separation – Design and build a rail grade separation at SR 312 and Euclid Avenue in East Chicago on the CSX line. Reason: Relieve the bottleneck of combined truck and passenger car traffic through Hammond to create better truck traffic flow for the movement of cargo.
  Estimated Cost: $11 million
- Project 4509: US 20/US 12/West Fifth Avenue Rail Grade Separation – Design and build a rail grade separation near Fulton Street in Gary on the CN line. Reason: Safety of trucks moving cargo ensuring efficient traffic flow in Gary.
  Estimated Cost: $12 million
- Project 4510: SR 312/Huish Drive Rail Grade Separation – Design and build a rail grade separation near SR 312 and Huish Drive in East Chicago on the CN and Indiana Harbor Belt lines. Reason: Safety of trucks moving cargo ensuring efficient traffic flow in East Chicago.
  Estimated Cost: $12 million
- Project 4511: South Colfax Street Rail Grade Separation – Design and build a rail grade separation south of East Main Street on South Colfax Street in Griffith on the CN line. Reason: Safety of trucks moving cargo ensuring efficient traffic flow in Griffith.
  Estimated Cost: $11 million
- Project 4512: Kennedy Avenue Rail Grade Separation – Design and build a rail grade separation North of Division Street on Kennedy Avenue in Schererville on the CN and Norfolk Southern lines. Reason: Safety of trucks moving cargo ensuring efficient traffic flow in Schererville.
  Estimated Cost: $11 million
- Project 4513: Northwind Crossing Rail Spur – Design and build a rail spur from the Norfolk Southern Railroad tracks south of West 61st Avenue to the Northwind Crossing industrial area in Hobart. Reason: Create economic development giving further rail access to Northwind Crossing industries.
  Estimated Cost: Not Available
- Project 4515: North Clark Road Improvements and Rail Grade Separation – Improve and widen North Clark Road from US 12 to US Steel Property Line in Gary. Also, design and build a rail grade separation North of Airport Road in Gary on the CN, CSX and Norfolk Southern lines. Reason: Safety of trucks moving cargo ensuring efficient traffic flow in Gary.
  Estimated Cost: $30.5 million
- Project 4519: Indiana Harbor Belt Gibson Rail Yard Terminal Improvements – Install 3.5 miles of new mainline rail track, rework the interlocking, and extend switching leads at Gibson Rail Yard. Reason: Relieve the bottleneck of rail cargo congestion creating better rail traffic flow for the movement of cargo. Also, create economic development giving further rail access to Northwest Indiana industries.
  Estimated Cost: $22 million
- Project 4520: Indiana Harbor Belt Gibson Industry Support Yard – Design and build a 4- to 6-track industrial service support facility at Gibson Rail Yard. Reason: Relieve the bottleneck of rail cargo congestion creating better rail traffic flow for the movement of cargo.
  Estimated Cost: Not Available
- *Project 5603: SR 55 North Bridge Reconstruction – This is a local project reflected in the Newton County map on page 22.

* These projects are reflected in other sections of this report.

Private Sector Identified Regional Needs

Northwest Region: Lake County

Date: 4/14/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvement, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements

- Airport Improvements
- Port Improvements

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Other Facilities

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- Interstate
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- Corp. Limits

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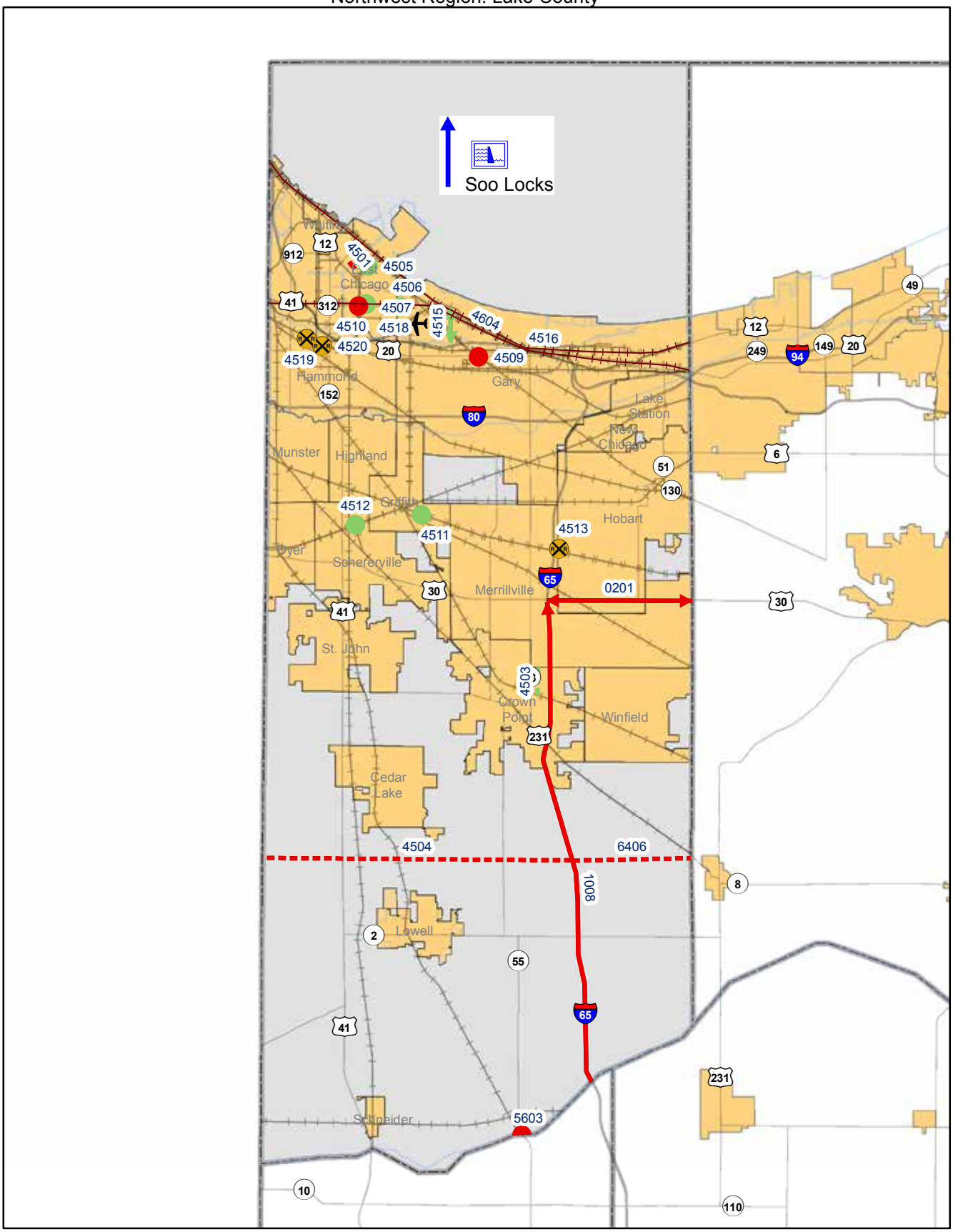

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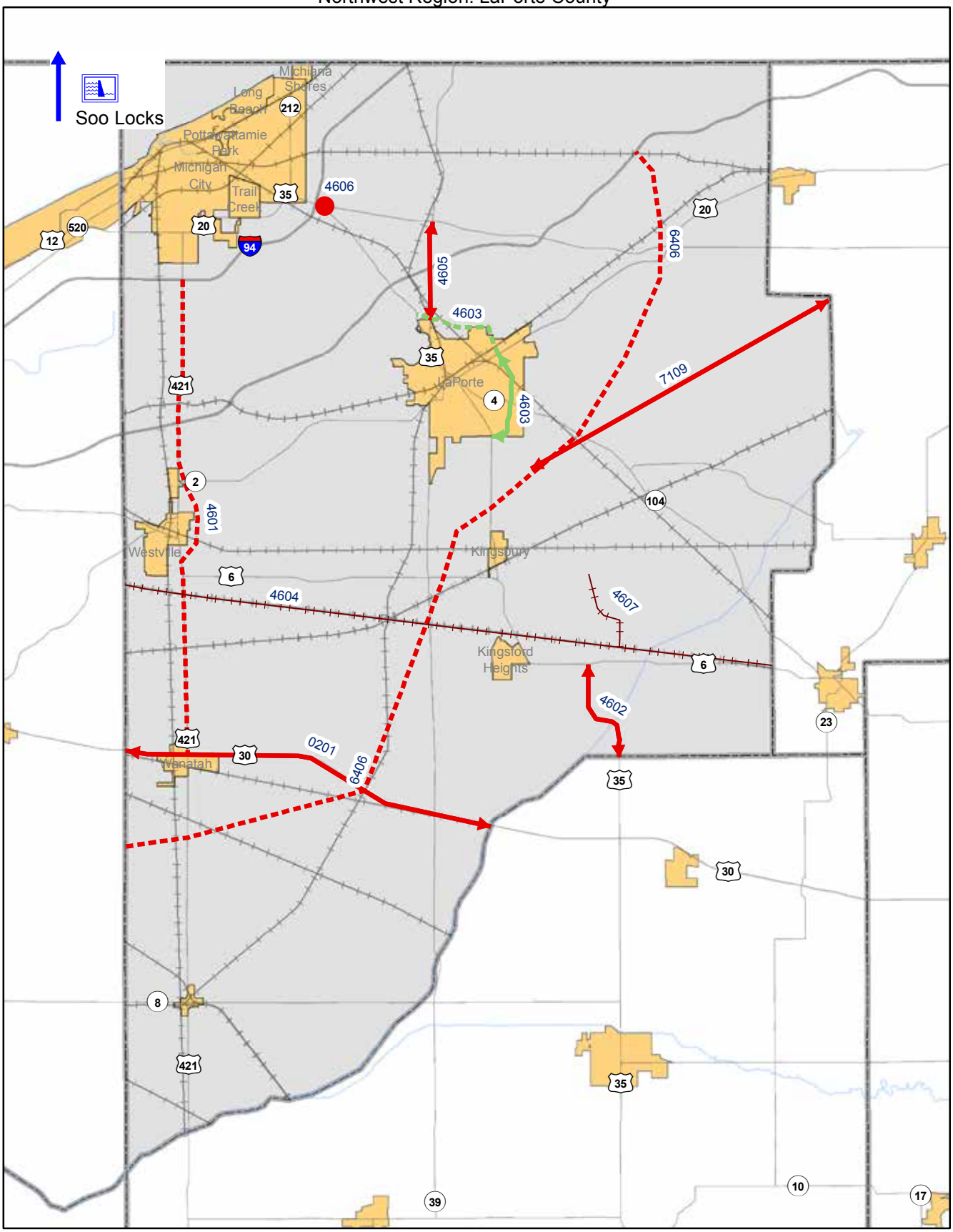
LAPORTE COUNTY
PROJECTS

- *Project 0201: US 30 Limited Access – This is a regional project reflected on the map on page 6.
- Project 4601: Westville Bypass – Design and build an East Westville four lane truck bypass from I-94 to US 30. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Westville creating better truck traffic flow for the movement of cargo.
  Estimated Cost: $178.5 million
- Project 4602: US 35 Freeway Access – Convert US 35 South of Kingsbury from the existing 2-lane highway to a 4-lane full access-controlled freeway from the intersection at US 6/US 35 to US 30. Also, create an industrial roundabout at the US 6/US 35 intersection. Reason: Create economic development by allowing better truck and rail access to the Kingsbury Intermodal.
  Estimated Cost: $254 million
- Project 4603: LaPorte Bypass – Design and build an East LaPorte truck bypass from US 35 North to US 35 South. Reason: Relieve the bottleneck of combined truck and passenger car congestion through LaPorte creating better truck traffic flow for the movement of cargo.
  Estimated Cost: $120.5 million
- Project 4604: Chicago Southshore & South Bend Railroad Bridge – Install new rail road bridges to allow for heavier rail cars of at least 286,000 lbs. Reason: Create economic development by allowing for heavier rail cargo shipments.
  Estimated Cost: $10 million
- Project 4605: SR 39 Additional Travel Lanes – Convert from two lanes to four lanes along SR 39 from West Severs Road North of LaPorte to US 20 in Springville. Reason: Relieve the bottleneck of combined truck and passenger car congestion creating better truck traffic flow for the movement of cargo.
  Estimated Cost: $17.3 million
- Project 4606: I-94/US 20/US 35 Interchange Improvements – Re-engineer, reconfigure and redesign US I-94/US 20/US 35 interchange. Reason: Relieve the bottleneck of combined truck and passenger car traffic to create better truck traffic flow for the movement of cargo.
  Estimated Cost: $6 million
- *Project 6406: Illiana Expressway – This is a regional project reflected on the map on page 6.

* These projects are reflected in other sections of this report.

Private Sector Identified Regional Needs

Northwest Region: LaPorte County



Date: 4/14/2015

Identified Enhancement Categories for Local and State Facilities

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Multi-Modal Enhancements

- Airport Improvements
- Port Improvements

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Other Facilities

- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams
- Corp. Limits

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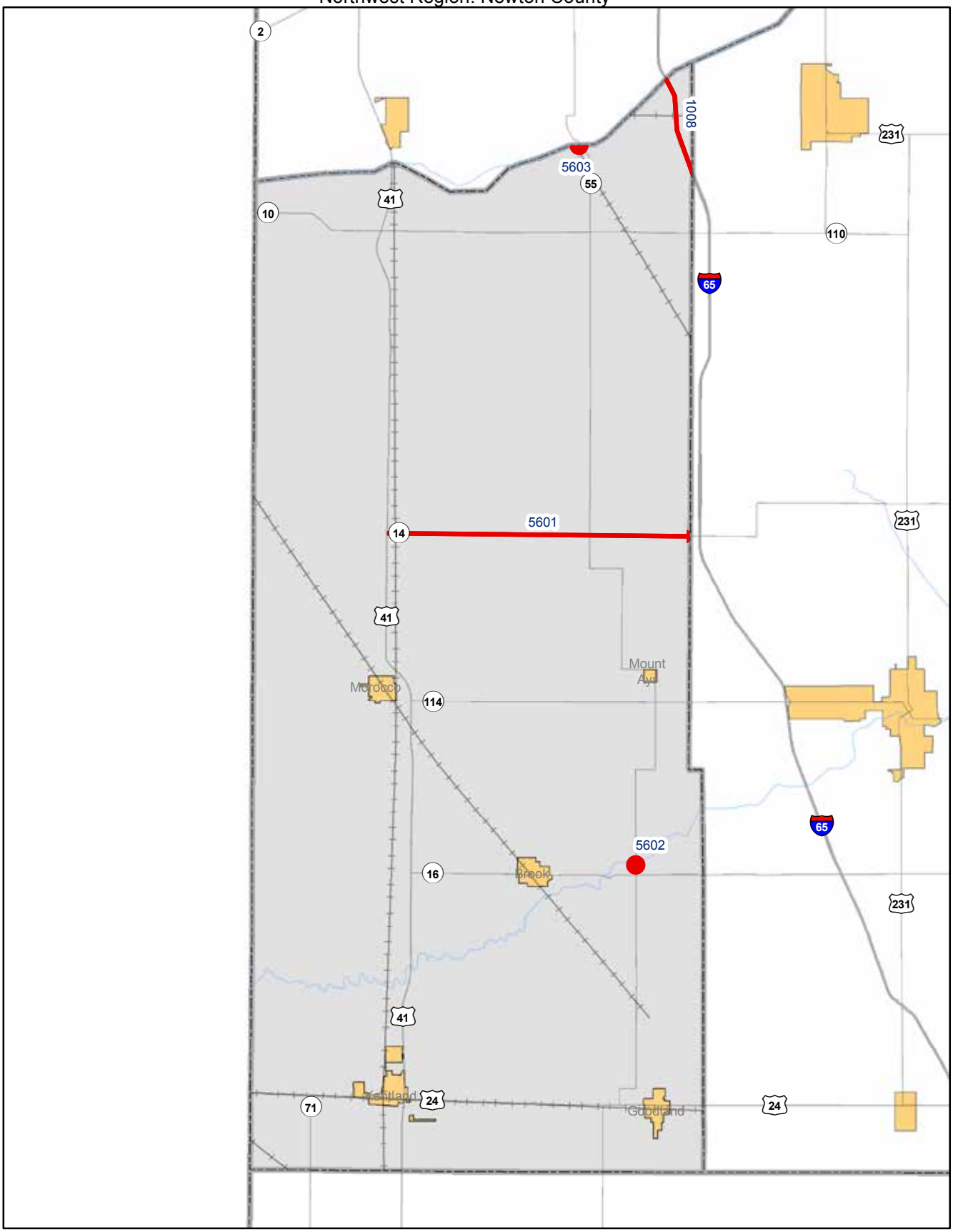
NEWTON COUNTY
PROJECTS

- *Project 1008: I-65 Additional Lanes – This is a regional project reflected on the map on page 6.
- Project 5601: SR 14 Road Improvements – Improve and widen SR 14 from I-65 to US 41 North of Morocco. Reason: Safety of trucks moving cargo ensuring efficient traffic flow.
  Estimated Cost: $42 million
- Project 5602: SR 55 South Bridge Reconstruction – Re-engineer, reconfigure and redesign the SR 55 Bridge over the Iroquois River near Brooke/Foresman. Reason: Safety of trucks moving cargo ensuring efficient traffic flow near Brooke/Foresman.
  Estimated Cost: $2 million
- Project 5603: SR 55 North Bridge Reconstruction – Re-engineer, reconfigure and redesign the SR 55 Bridge over the Iroquois River near Thayer/Shelby. Reason: Safety of trucks moving cargo ensuring efficient traffic flow near Thayer/Shelby.
  Estimated Cost: $2 million

* These projects are reflected in other sections of this report.

Private Sector Identified Regional Needs

Northwest Region: Newton County



Date: 3/5/2015

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- Interstate
- Navigable Streams
- Corp. Limits

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Miles

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PORTER COUNTY

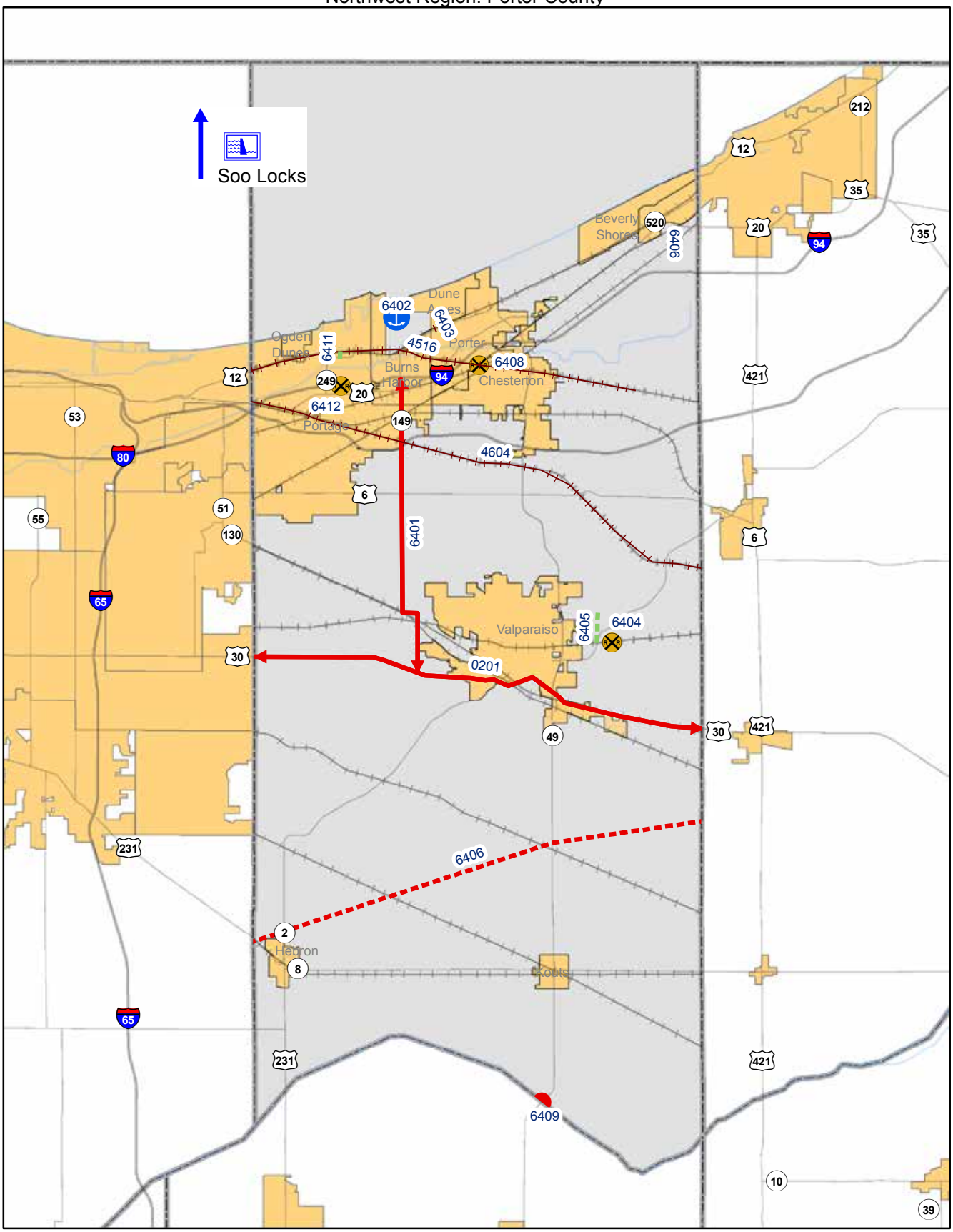
PROJECTS

- *Project 0201: US 30 Limited Access – This is a regional project reflected on the map on page 6.
- *Project 4516: Indiana Gateway Project – This is a regional project reflected on the map on page 6.
- *Project 4604: Chicago Southshore & South Bend Railroad Bridge – This is a local project reflected in the LaPorte County map on page 20.
- Project 6401: Western Valparaiso Bypass – Improve and widen SR 149 from I-94 to SR 130. Also, design and build an extension of SR 149 south of SR 130 to US 30 with railroad overpasses. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Valparaiso creating better truck traffic flow for the movement of cargo.
  Estimated Cost: $230.7 million
- Project 6403: Bailly Station Road Rail Grade Separations – Design and build rail grade separations in Chesterton at the CN, CSX and Norfolk Southern lines. Reason: Relieve the bottleneck of combined truck and rail congestion at Bailly Station Road and safety of trucks moving cargo creating better traffic flow for the movement of cargo in Chesterton.
  Estimated Cost: $10 million
- Project 6404: Porter County Airport Rail Road Grade Separations – Design and build rail grade separations on Montdale Drive/CR North 400 East at the Chicago, Ft. Wayne & Eastern Railroad and the Norfolk Southern lines. Reason: Safety of trucks moving cargo ensuring efficient traffic flow to the Porter County Airport and creates economic development to the surrounding industrial park.
  Estimated Cost: $16.6 million
- Project 6405: Eastside Valparaiso Truck Corridor – Design and build a new road from CR 400 North, South to Evans Avenue, East of CR North 325 East at the juncture of SR 2. Also, design and build a rail grade separation at Evans Avenue and SR 2 on the CN line. Reason: Safety of trucks moving cargo ensuring efficient traffic flow in Valparaiso.
  Estimated Cost: $17 million
- Project 6408: CN/CSX/Norfolk Southern Rail Staging – Design and build a new rail staging track on the CN/CSX/Norfolk Southern rail line West of North Jackson Boulevard to facilitate rail cargo movements in Porter. Reason: Relieve the bottleneck of rail congestion and improve rail safety creating better traffic flow for the movement of cargo.
  Estimated Cost: $8 million
- Project 6409: SR 49 Bridge Reconstruction – Re-engineer, reconfigure and redesign the bridge along SR 49 over the Kankakee River. Reason: Ensure the continued flow of truck traffic for the movement of cargo.
  Estimated Cost: $5 million
- *Project 6411: Ports of Indiana-Burns Harbor Additional Heavy Haul Bridge – This is a regional project reflected on the map on page 6.
- Project 6412: Ameriplex Rail Extension – Extend the CSX Railroad tracks to the Ameriplex industrial area north of I-94 near SR 249 in Portage. Reason: Create economic development giving further rail access to Ameriplex industries.
  Estimated Cost: Not Available

* These projects are reflected in other sections of this report.

Private Sector Identified Regional Needs

Northwest Region: Porter County



Date: 8/13/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvement, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements

- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities

- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams
- Corp. Limits

N

0 2 4

Miles

Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
Latitude Of Origin: 0.0000
Units: Meter

INDOT Engineering & Asset Management
Data; Indiana GIS Library & Stakeholder Input

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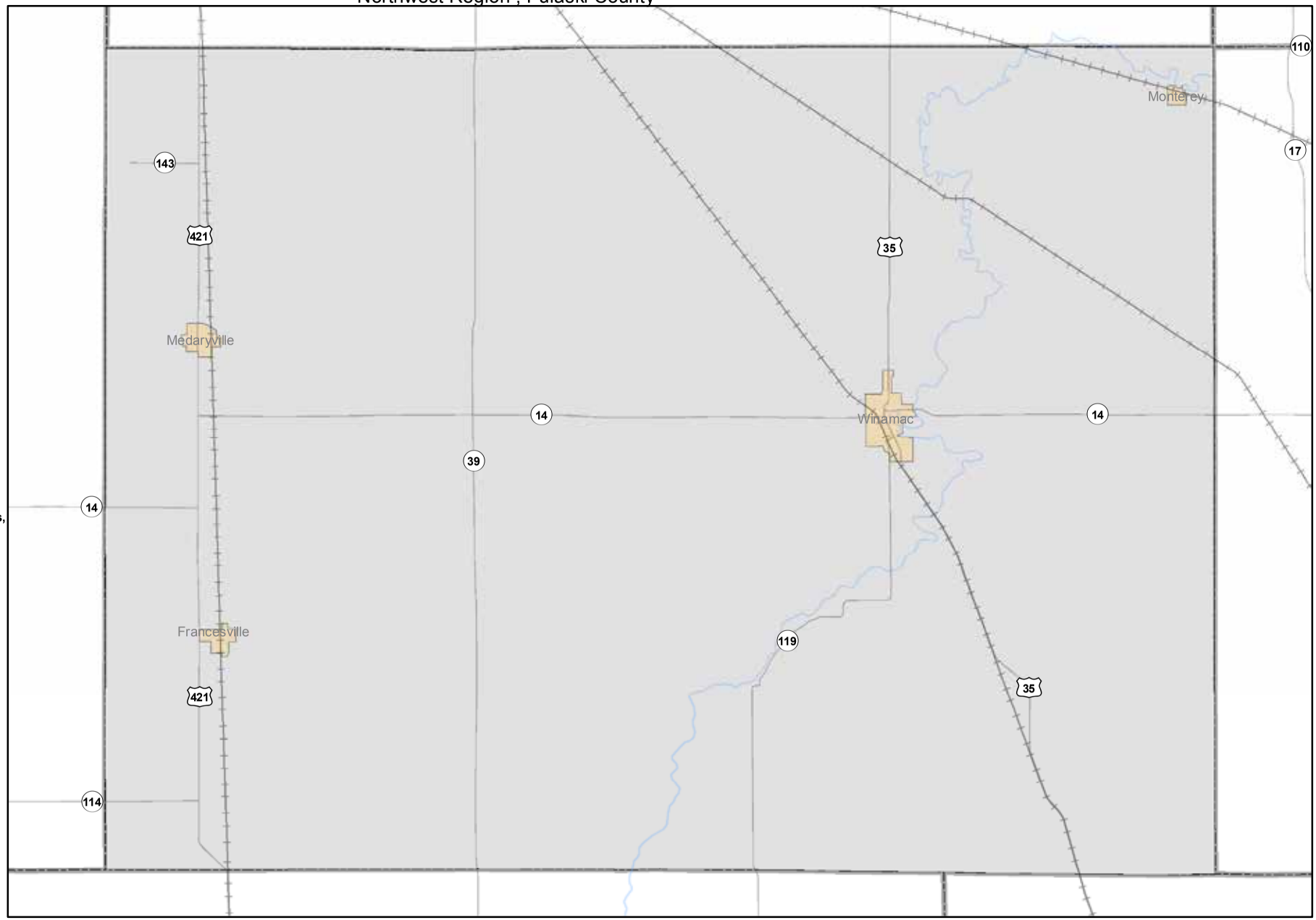
PULASKI COUNTY
PROJECTS

- Nothing regional or local that affects the movement of cargo.

Private Sector Identified Regional Needs

Northwest Region ; Pulaski County



Date: 3/5/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements

- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds.

Local Facilities are non-state jursidiction facilities that can use state or local funds.

Other Facilities

- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

N

0 1.25 2.5 Miles

Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
Datum: North American 1983
False Easting: 500,000.0000
False Northing: 0.0000
Central Meridian: -87.0000
Scale Factor: 0.9996
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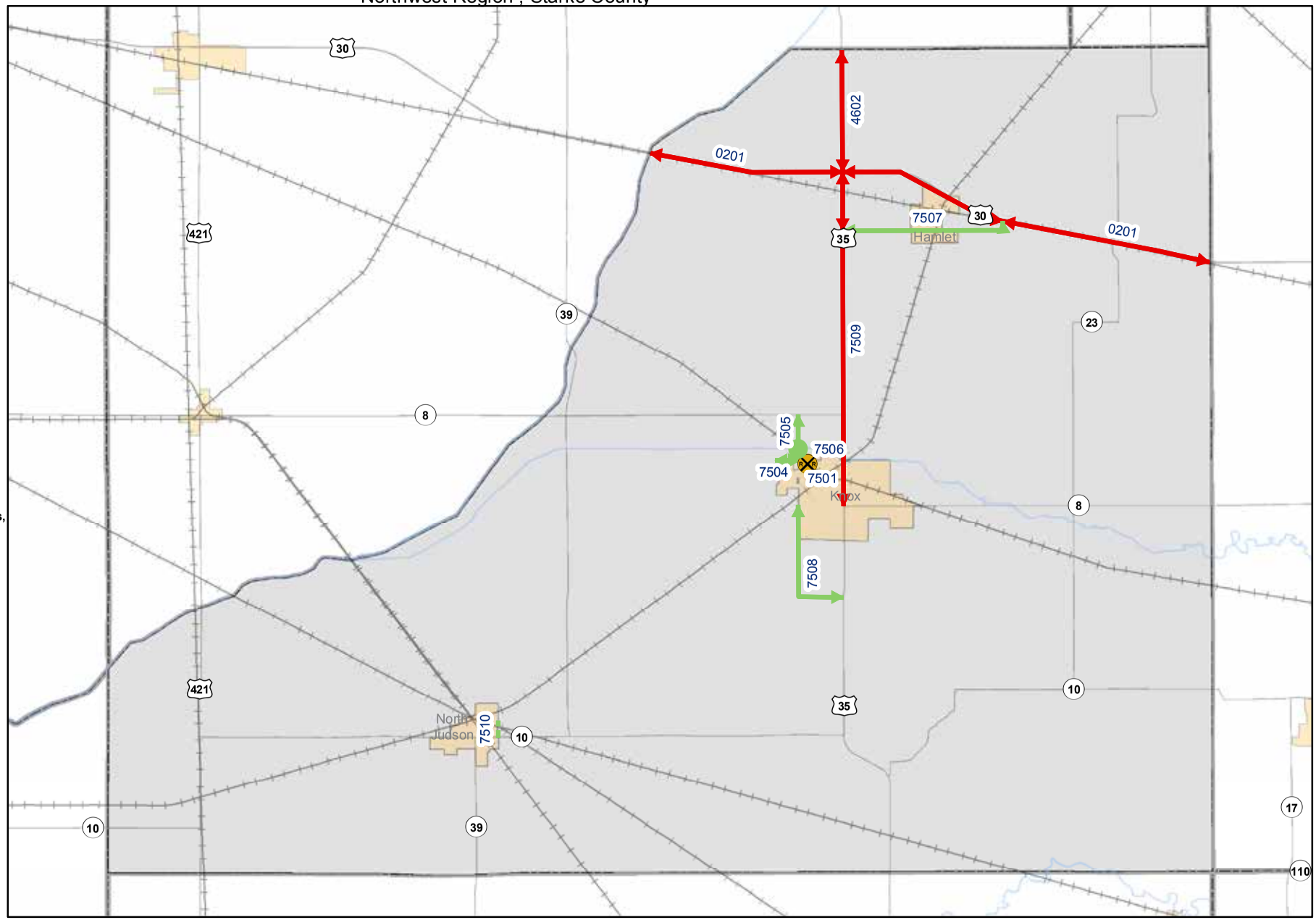
STARKE COUNTY
PROJECTS

- *Project 0201: US 30 Limited Access – This is a regional project reflected on the map on page 6.
- *Project 4602: US 35 Freeway Access – This is a local project reflected in the LaPorte County map on page 20.
- Project 7501: Knox Industrial Park Rail Extension – Extend the Norfolk Southern Railroad tracks throughout the Knox Industrial Park. Reason: Create economic development giving further rail access to Knox Industrial Park industries.
  Estimated Cost: $2 million
- Project 7504: East Division Road Intersection and Improvements – Re-engineer, reconfigure and redesign the intersection at East Division Road and South CR South 300 East and improve and widen East Division Road from CR South 300 East to South CR 250 East. Reason: Create economic development by providing better truck access to the Knox Industrial Park.
  Estimated Cost: $2.8 million
- Project 7505: South CR 300 East Improvements – Improve and widen South CR 300 East from East Division Road to SR 8. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Knox creating better truck traffic flow for the movement of cargo.
  Estimated Cost: $5.2 million
- Project 7507: East CR 500 North Improvements – Improve and widen East CR 500 North from US 35 to North CR 750 East at US 30. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Hamlet creating better truck traffic flow for the movement of cargo.
  Estimated Cost: $15.5 million
- Project 7508: West Knox Truck Corridor – Improve and widen South CR 300 East from West Culver Road to East Toto Road/ East CR 300 South to US 35. Reason: Relieve the bottleneck of combined truck and passenger car congestion through Knox creating better truck traffic flow for the movement of cargo.
  Estimated Cost: $12.6 million
- Project 7509: US 35 Road Improvements – Convert US 35 from two lanes to four lanes from US 30 to SR 8 North of Knox. Reason: Relieve the bottleneck of combined truck and passenger car congestion along US 35 creating better traffic flow for the movement of cargo.
  Estimated Cost: $58.6 million
- Project 7510: South Oakwood Avenue Extension and Rail Grade Separation – Design and build an extension of South Oakwood Avenue from SR39/SR 10 to the North Judson Industrial Park and build and design a rail grade separation at the Chesapeake & Indiana Railroad. Reason: Relieve the bottleneck of combined truck and passenger car congestion through North Judson creating better truck traffic flow for the movement of cargo.
  Estimated Cost: $12.6 million

* These projects are reflected in other sections of this report.

Private Sector Identified Regional Needs

Northwest Region ; Starke County



Date: 4/14/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements

- Airport Improvements
- Port Improvements

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Local Facilities are non-state jursidiction facilities that can use state or local funds.

Other Facilities

- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

N

0 1.25 2.5 Miles

Coordinate System: NAD 1983 UTM Zone 16N
Projection: Transverse Mercator
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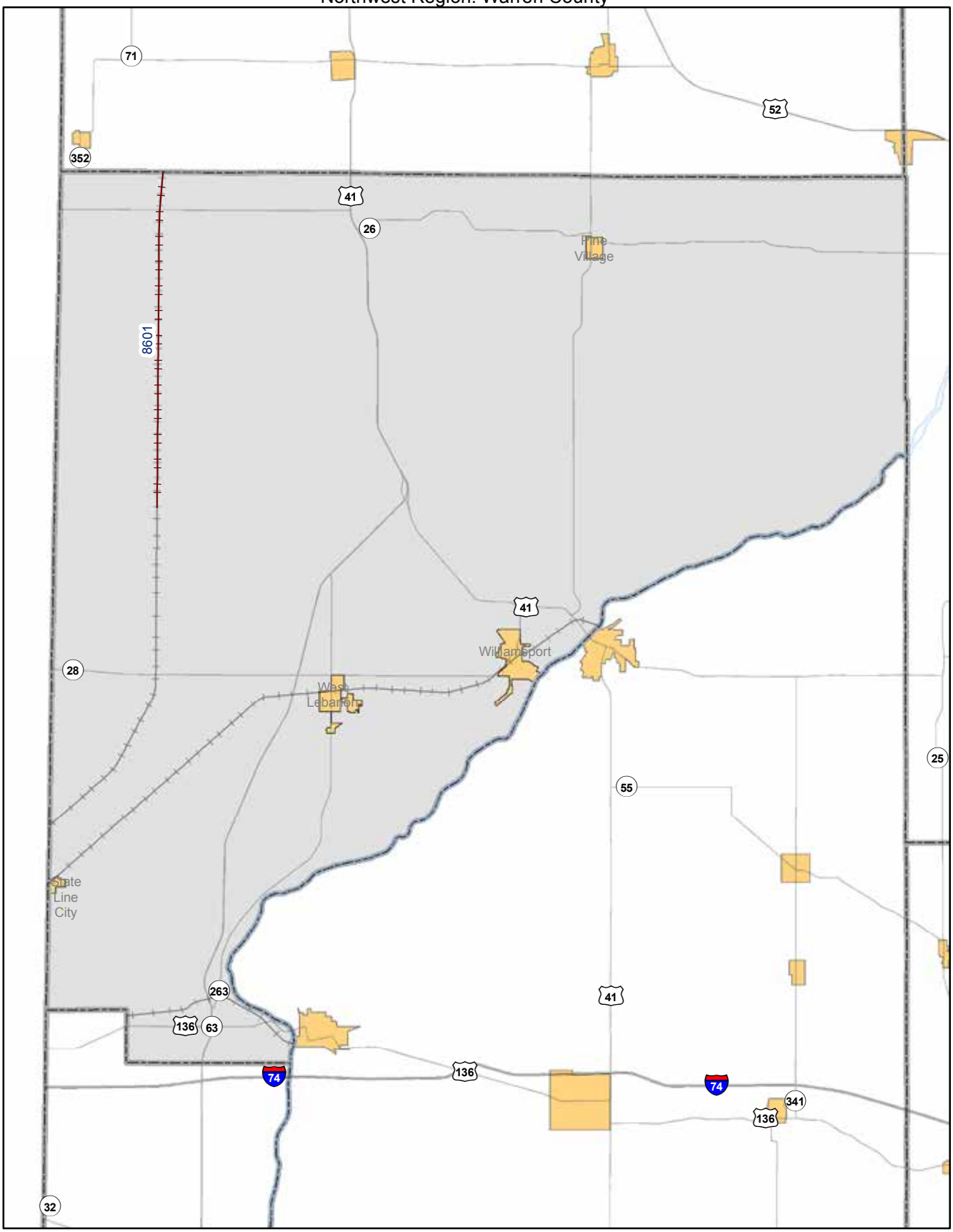
WARREN COUNTY
PROJECTS

- **Project 8601: Bee Line Railroad Extension** – Extend the Bee Line Railroad South to the Norfolk Southern Railroad near Marshfield. Reason: Create economic development giving further rail access to agriculture commodities.

  Estimated Cost: $20 million

Private Sector Identified Regional Needs

Northwest Region: Warren County



Date: 4/14/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvement, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements

- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds. Local Facilities are non-state jurisdiction facilities that can use state or local funds.

Other Facilities

- Existing Rail
- Non-Interstate
- Interstate
- Navigable Streams
- Corp. Limits

N

0 1.5 3

Miles

Coordinate System: NAD 1983 UTM Zone 16N
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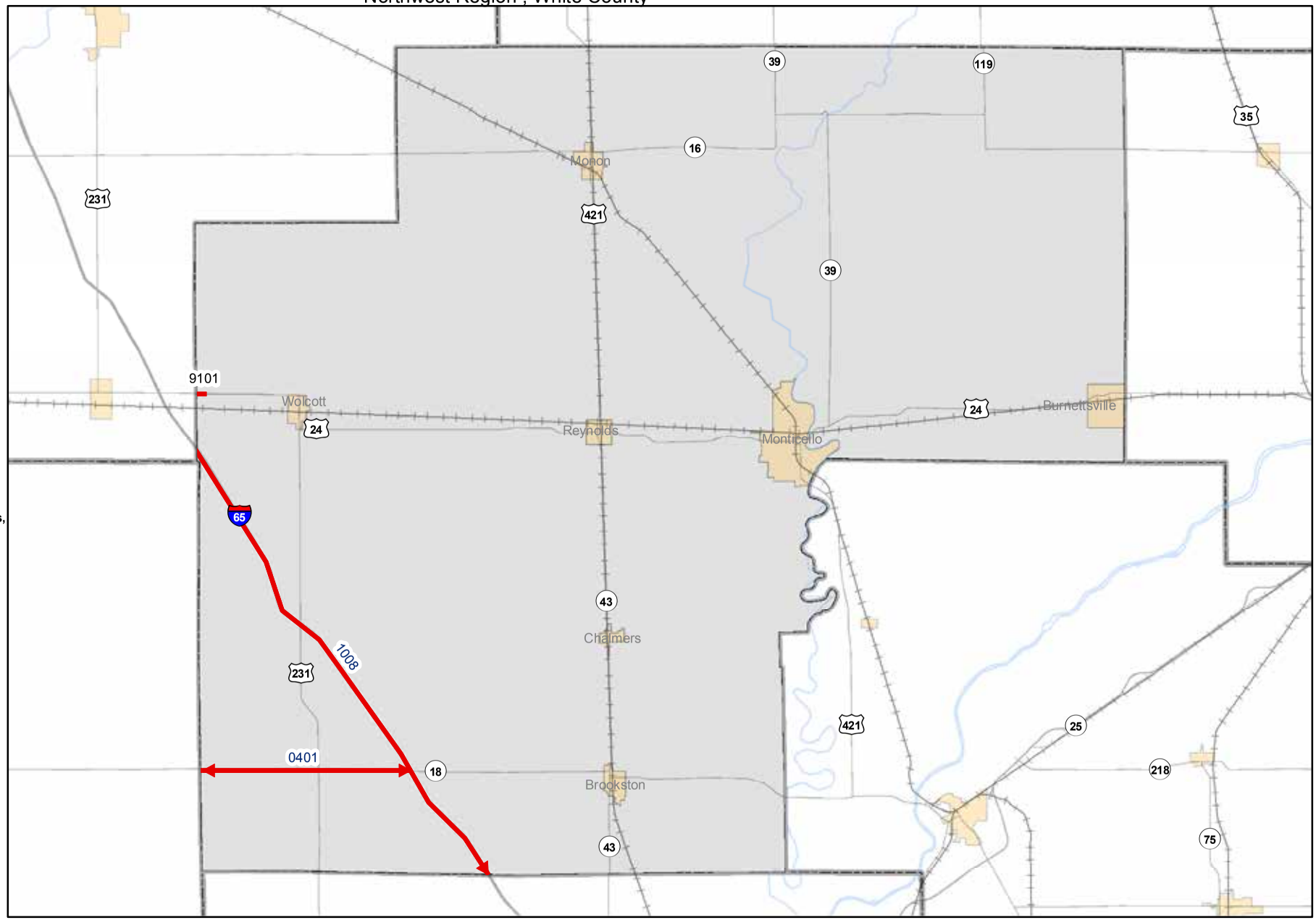
WHITE COUNTY
PROJECTS

- *Project 1008: I-65 Additional Lanes – This is a regional project reflected on the map on page 6.
- *Project 0401: SR 18 Additional Travel Lanes – This is a local project reflected in the Benton County map on page 12.
- *Project 9101: US 24/US 231 Additional Lane – This is a local project reflected in the Jasper County map on page 16.

* These projects are reflected in other sections of this report.

Private Sector Identified Regional Needs

Northwest Region ; White County



Date: 8/31/2015

Identified Enhancement Categories for Local and State Facilities

Mobility Improvements (Added travel lanes, freeway upgrade)

- State Facility
- New Terrain, State Facility
- Local Facility
- New Terrain, Local Facility
- New Rail Capacity (new rail line or added capacity)

Operational Improvements (Intersection improvements, new interchange, interchange modification, and spot improvements)

- State Facility
- Local Facility
- Rail Crossing Improvement

Multi-Modal Enhancements

- Airport Improvements
- Port Improvements

State Facilities are US, State Route, or US Highway funded with state and federal funds.

Local Facilities are non-state jursidiction facilities that can use state or local funds.

Other Facilities

- Non-Interstate
- Interstate
- Existing Rail
- Navigable Streams
- Corp. Limits

N

0 1.75 3.5 Miles

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TACTICS IN SUPPORT OF ACHIEVING PUBLIC POLICY GOALS

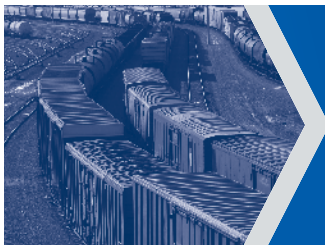
- Air Pilot Duty Time (Federal)
  - Reduce the "First Officer Qualification (FOQ) Rule" or 1,500 Hour Rule without compromising flight safety through Federal legislation or regulation
- Barge Captain Regulations (Federal)
  - Reduce the US Coast Guard boat pilot time requirements without compromising maritime safety from the current five years through Federal legislation or regulation
- Truck Driver Hours of Service (Federal)
  - Increase the driver hours of service with the Federal Motor Carrier Safety Administrations regulation without compromising highway safety through Federal legislation or regulation
- Interstate/Highway Land Use (State)
  - Pass State legislation to create categories of allowable commercial/industrial/residential land use around certain Interstate/highway interchanges
- Setback and Stoplight Policies (State)
  - Pass State legislation to create a setback and traffic light policy on high trafficked Federal Interstates and State highways in Indiana

TACTICS IN SUPPORT OF ACHIEVING PUBLIC AWARENESS GOALS

- "Did You Know Stories" in the Northwest Region to educate the public on the importance of logistics industry to the Northwest Region and therefore the need for world-class logistics infrastructure
- Newspaper/magazine online opinion pieces in the Northwest Region to educate the public on the importance of the logistics industry
- Editorial boards in the Northwest Region to educate the public on the importance of the logistics industry
- NWRLC Strategic Plan launch press conferences; editorial boards; newspaper/online opinion pieces to educate the public on the importance of the logistics industry to the Northwest Region
- TV/Radio interviews to educate the public on the importance of the logistics industry to the Northwest Region

TACTICS IN SUPPORT OF ACHIEVING WORKFORCE DEVELOPMENT GOALS

- Create a plan of action to address the shortages of air cargo pilots, truck drivers, barge captains, locomotive engineers, warehouse/logistics maintenance technicians, 4-year degree supervisors and supply chain graduates
- Support the concept of implementing a statewide CDL+ Program
- Support and expand the Conexus Indiana A+ Partners Program
- Support and expand the Conexus Indiana HIRE Technology curriculum into high schools to develop job skills in logistics and operations for the Northwest Region
- Partner with local workforce development boards to market logistics careers



LOGISTICS MARKET ANALYSIS

TRANSPORTATION MODE SWOT ANALYSIS

Strengths, Weaknesses, Opportunities, Threats (SWOT) for Indiana's Northwest Regional Logistics Sector

INFRASTRUCTURE SWOT

STRENGTHS:

- Air:
  - Strong network of airport facilities
  - Existing excess air capacity
  - Total of 17 general aviation airports: Arens Field Airport; Boyer Flight Park Ultralight; Delphi Municipal Airport; Flora Municipal Airport; Flying U Ranch Airport; Gary-Chicago International Airport; Griffith-Merrillville Airport; Hobart Sky Ranch Airport; Jasper County Airport; Kentland Municipal Airport; La Porte Municipal Airport; Lake Village Airport; Lowell Airport; Michigan City Municipal Airport; Porter County Municipal Airport; Starke County Airport; White County Airport
  - Midwest location
  - Strategic geographic coverage of aviation facilities located around the Northwest Region
- Rail:
  - Heavy presence of Class I railroads: Canadian National Railway, CSX Transportation and Norfolk Southern Railway
  - 10 Class II and III railroads: Bee Line Railroad; Chesapeake and Indiana Railroad; Chicago, Fort Wayne and Eastern Railroad; Chicago South Shore and South Bend Railroad; Gary Railway; Indiana Harbor Belt Railroad; Kankakee, Beaverville and Southern Railroad; Toledo, Peoria and Western Railway; and Winamac Southern Railway
  - Connectivity/convergence of Class I railroads
  - High percentage of rail service sites

- Trucking (Roads):
  - 4 major Interstates & 11 major highways: I-65, I-80, I-90, I-94, US 6, US 12, US 20, US 24, US 30, US 35, US 41, US 52, US 136, US 231, and US 421
  - Strong Midwest location: borders Illinois & Michigan
  - Proximity to Chicago
  - Heavy haul routes
- Waterborne:
  - 1 public port on Lake Michigan: Burns Harbor
  - 3 private ports on Lake Michigan
- General:
  - Indiana has a trade surplus
  - Leader in exports/imports of important commodities (coal, iron/steel products, grain, food products, scrap metal, etc.)

WEAKNESSES:

- Air:
  - Northwest Region airports have minimal international/domestic air cargo business
  - Bottlenecks due to airport congestion at Chicago O'Hare Airport
  - Reliant on Chicago O'Hare Airport for international/domestic air cargo
- Rail:
  - Primarily pass through region for rail intermodal
  - Reliant on Chicago intermodal services
  - Lack of large volume intermodal facility(ies)
  - Limited railroad access to ports
  - Rail congestion
  - Lack of large agricultural loading facilities
- Trucking (Roads):
  - Bottlenecks or traffic congestion: Northwest Indiana and Chicago
  - Lack of multiple North/South state access routes
  - Lack of adequate capacity on Indiana's Interstate highways
  - Vulnerability to Chicago congestion

- Waterborne:
  - Decaying lock infrastructure on Great Lakes
  - Dredging issues for ports and waterways on Great Lakes
  - Lack of area for disposal of dredged material from Lake Michigan
  - Limited railroad access to ports
  - Ability for future expansion
- General:
  - Lack of import/export diversification

OPPORTUNITIES:

- Air:
  - Position the Northwest Region as a reliever (avoiding congestion in Chicago) airport for domestic/international air cargo by utilizing excess capacity
  - Create a strategy to better utilize the Northwest Region's airports
  - Utilize runways and facilities at several airports to accommodate air shipping opportunities
- Rail:
  - Freight tonnage will nearly double by 2035, according to the US Department of Transportation (USDOT)
  - Build additional/better railroad access to Indiana ports
  - Niche multimodal service at Kingsbury near La Porte
  - Expansion of Indiana Harbor Belt
- Trucking (Roads):
  - Freight tonnage will nearly double by 2035, according to USDOT
  - Relieve bottlenecks in the Northwest Region
  - Upgrade the Northwest Region's strategic bridges that are structurally deficient or functionally obsolete
  - Create faster, more efficient truck movement with limited access on US 30
  - Build dedicated truck lanes that separate trucks from passenger cars on I-80/90 and I-65
  - Allow increase in truck weight limits along Michigan and Illinois borders
- Waterborne:
  - Re-engineer and repair the decaying lock infrastructure on Great Lakes
  - Dredge the areas around ports and waterways on the Great Lakes
  - Build additional/better railroad access to Indiana ports
  - Create a solution for disposing of dredged material from Lake Michigan

- General:
  - Tonnage will nearly double by 2035, according to the USDOT
  - The value of US imports and exports is expected to be equivalent to 60 percent of GDP by 2030
  - Work for diversification of exports/imports

THREATS:

- Air:
  - Continued underutilization of the Northwest Region's airports
  - Dependence on increasing bottlenecks in Chicago leading to inefficient air cargo service
  - Lack of State funding to meet infrastructure needs
  - Continued industry trend toward belly hold cargo
- Rail:
  - Continuation of the Northwest Region as a pass through area for rail
  - Reliance on Chicago intermodal services
  - Lack of ownership by public entities of intermodal opportunities
  - Surrounding states pushing for rail investment
- Trucking (Roads):
  - Lack of funding to build roads to relieve bottlenecks or traffic congestion
  - Lack of funding to upgrade the Northwest Region's strategic bridges that are structurally deficient or functionally obsolete
- Waterborne:
  - Failure of decaying lock infrastructure, leading to lack of access to Lake Michigan for iron ore to steel mills
  - Inability to provide necessary access by not dredging Lake Michigan
  - Loss of business due to inadequate railroad access to ports
- General:
  - Lack of diversification of exports/imports
  - Lack of funding for all infrastructure modes
  - Impact of Federal Government energy policy on all modes of transportation

PUBLIC POLICY SWOT

STRENGTHS:

- Air:
  - Federal Government reimburses up to 90% of costs for qualified airport projects
  - Local funding of all the Northwest Region's airports
  - Use of public private partnerships for airports
- Rail:
  - Ports of Indiana bonding authority for rail facilities
  - Use of public private partnerships for rail facilities
- Trucking (Roads):
  - P3 funding for Indiana highways and roads
  - State of Indiana focusing on road building
- Waterborne:
  - Ports of Indiana (public and private)
  - Ports of Indiana bonding authority for port activity
- General:
  - Indiana's use of public/private partnerships to fund key projects in the Northwest Region
  - Transportation and Logistics Tax Credit
  - Tax abatement for vacant buildings

WEAKNESSES:

- Air:
  - Lack of Federal/State air funding for the Northwest Region
  - Airline pilot duty time & entry level requirements for flight time
  - Pilot shortages
  - No true regional airport authority for freight
- Rail:
  - Lack of "ownership" by public entities on rail freight movement
  - Lack of Federal/State funding
  - Railroad employer hours of service requirements

- Trucking (Roads):
  - Federal/State use of gas taxes for other general Federal/State revenue needs
  - Non-competitive cost structure for heavy haul compared to surrounding states
  - Inefficiencies in collection of fuel taxes
  - Changes to Hours of Service regulations
  - Truck driver shortages
  - Insurance costs increased by Federal/State regulations
- Waterborne:
  - Use of Harbor Maintenance Tax for other general Federal revenue needs
  - Lack of "ownership" by public entities of waterborne shipping
  - Lack of Federal/State funding
  - Lack of public and legislator understanding of importance of locks infrastructure
  - Boat pilot time requirements
  - Barge captain shortages
- General:
  - Increase in unemployment insurance (UI) tax on State level

OPPORTUNITIES:

- Air:
  - Dedicated air fund creating more Federal funding
- Rail:
  - Federal and State investment tax credit incentivizing private rail investment
  - Funding for inter/multimodal rail development
- Trucking (Roads):
  - Federal and State firewall on gas taxes for highway use only
  - Dedicated truck lanes on I-80/90 and I-65
  - Allow increase of truck weight limits at Michigan and Illinois borders
  - Use of State sales tax on gasoline
  - New innovative funding mechanisms for roads

- Waterborne:
  - Federal firewall on Harbor Maintenance Tax for waterways use only
  - Harbor Assistance Program to incentivize ports and private investment
  - Adequate funding for locks projects
- General:
  - Lower UI tax on State level
  - Lower capital gains on the Federal level
  - Reduction of personal property tax

THREATS:

- Air:
  - Michigan and Wisconsin offer grants/loans/tax credits for air economic development/private investment
  - Loss of matching dollars from Federal Government because of lack of State investment
  - Federal cap and trade legislation/regulations
  - Air traffic control user fees
- Rail:
  - Surrounding states of Illinois, Michigan and Wisconsin offer grants/loans/tax credits for rail economic development/private investment
  - Loss of private rail investment to surrounding states
  - Federal cap and trade legislation/regulations
  - Increased Federal rail regulations
- Trucking (Roads):
  - Surrounding states of Illinois, Michigan and Wisconsin offer grants/loans/tax credits for trucking economic development/private investment
  - Lack of Federal/State highway dollars for new/existing roads
  - Continued use of gas taxes for other general Federal/State revenue needs
  - Continued non-competitive cost structure for heavy haul compared to surrounding states
  - Continued inefficient collection of fuel taxes
  - Federal cap and trade legislation/regulations

- Waterborne:
  - Surrounding states of Michigan and Wisconsin offer grants/loans/tax credits for waterborne economic development/private investment
  - Continued use of waterways taxes for other general Federal revenue
  - Lack of Federal/State funding for locks infrastructure repair
  - Warehousing/Distribution:
  - Surrounding states of Michigan and Ohio offer grants/loans/tax credits for warehousing/real estate economic development/private investment
  - Further State tax increases for UI
  - Lack of speculative buildings for warehousing/distribution
  - Current use of vacant warehouse/distribution facilities
- Warehousing/Distribution:
  - Surrounding states of Michigan and Wisconsin offer grants/loans/tax credits for warehousing/real estate economic development/private investment
  - Further State tax increases for UI
  - Lack of speculative buildings for warehousing/distribution in the Northwest Region
  - Current use of vacant warehouse/distribution facilities
- General:
  - Lack of policy action leading to a loss of private investment
  - Lack of State fund for unexpected economic development infrastructure needs
  - Continued lack of growth in national economy

WORKFORCE DEVELOPMENT SWOT

STRENGTHS:

- Public/private postsecondary institutions with ability to reach mass of workers
- Entrepreneurs creating online curriculum programs
- State government officials who understand importance of up skilling Hoosier works

WEAKNESSES:

- Lack of skilled workers
- Public misperception of logistics, distribution and warehouse jobs
- Assorted logistics education curriculum not meeting industry needs
- Air cargo pilot, truck driver, boat captain and locomotive engineer shortages
- Warehouse/Logistics maintenance technician shortages
- 4-year logistics degree supervisor shortages
- Lack of fork lift certifications
- Lack of mechanical technicians

OPPORTUNITIES:

- Identify job skills gap areas
- Curriculum development with postsecondary education to meet job skills gap areas
- Create online program to up-skill Indiana logistics worker from places of employment
- Create a statewide CDL+ Program

THREATS:

- Loss of logistics economic development due to workforce gaps
- Continued perception of logistics industry as undesirable work
- Lower skill workers remaining in lower level positions
- Lack of 4-year degree student interest in logistics careers
- Lack of air cargo pilots, truck drivers, boat captains and locomotive engineers
- Lack of warehouse logistics maintenance technicians
- Lack of 4-year logistics supervisors
- Lack of mechanical technicians

PUBLIC AWARENESS SWOT

STRENGTHS:

- Surrounding states view Indiana as a better location for logistics business
- Visibility of trucking

WEAKNESSES:

- Lack of public understanding of logistics
- Lack of public understanding of need for infrastructure expansion/improvement
- Public misperception of logistics, distribution and warehouse jobs
- Public misperception of global trade & positive impact on the Northwest Region
- Lack of awareness of importance for air, rail, trucking & water transportation modes

OPPORTUNITIES:

- Educate public on positive impacts of logistics industry
- Explain the facts on how the logistics industry impacts everyday life
- Educate public on need for infrastructure expansion/improvement
- Educate public on high-skill, high wage jobs in logistics
- Educate public on positive impacts of global trade
- Increase understanding of importance for air, rail, trucking & water transportation modes

THREATS:

- Continued public misperception of the importance of the logistics industry
- Lack of awareness of need for infrastructure expansion/improvement
- Continued public misperception of logistics jobs
- Continued public belief of negative impacts of global trade

NORTHWEST REGION INFRASTRUCTURE DATA

- Air
  - 17 Northwest Indiana General Aviation Airports
  - 1 International Airport
- Rail
  - 3 Class I Railroads
  - 10 Class II and III Railroads
- Trucking:
  - 4 Major Interstates and 11 Major Highways
- Waterborne
  - 1 Public Port
  - 3 Private Ports

FOR MORE INFORMATION

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