

State Road 2 at County Road 100 South / 300 West Intersection Improvement

Thursday, March 23, 2017

Welcome

- Rickie Clark, INDOT Office of Public Involvement
- Purpose/explanation of public hearing
- Public hearing format
- Visit our sign-in table
- Informational handouts
- Submitting public comments for hearings transcript
- Project display area



S.R. 2 at C.R. 100 South / 300 West Intersection

- **Introduction of INDOT Project Team**

- Project Management
- Public Involvement
- LaPorte District – INDOT Regional Office
- Environmental Services
- Real Estate
- Troyer Group
 - Engineering, Design & Environmental Analysis Team

- **Recognition of elected and local public officials**

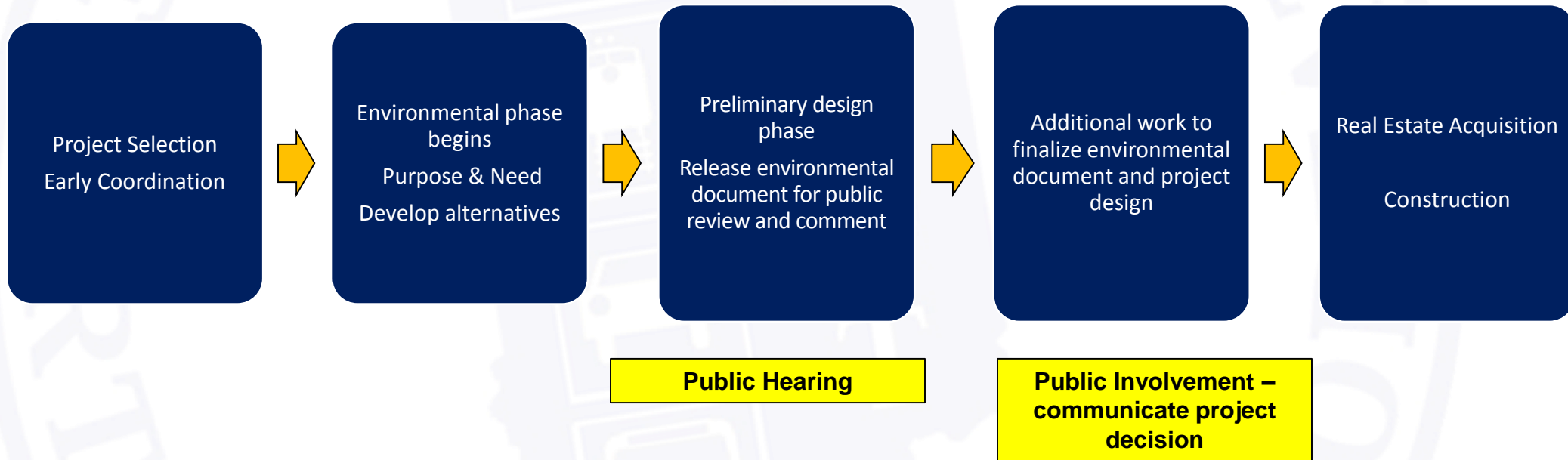
- Sign-in at attendance table to be added to project mailing list
- A public hearing notice was mailed to known property owners within project area
- Announcement of this hearing was posted to INDOT website. A media release was also issued
- A copy of presentation and project documentation is available on-line via INDOT website
- **Legal notice publishing:**
 - Times of Northwest Indiana
 - March 8th and March 16th

Project Stakeholders

- Indiana Department of Transportation
- Indiana Division Federal Highway Administration
- Porter County
- Elected & Local officials
- Residents and citizens
- Commuters
- Businesses
- Emergency services
- Schools
- Churches
- Community Organizations



Project Development



Environmental Document

National Environmental Policy Act (NEPA)

- Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments
- NEPA is a decision-making process
 - Purpose and Need
 - Alternatives Screening
 - Preferred Alternative
- **Impacts are analyzed, evaluated and described in an environmental document**
 - What are the impacts this project might have on the community?
 - How can impacts be avoided?
 - Can impacts be minimized?
 - Mitigation for impacts?
- **Environmental document released for public involvement**
 - February 2017
 - Is available for review via public repositories

Environmental Document

- **Environmental Process**

- Establish Purpose and Need
- Develop a number of possible alternatives
 - The “Do Nothing” alternative is a baseline for comparison
- Evaluate and screen alternatives
- Identify a preferred alternative
- Solicit public comment on environmental document and preliminary design plan
- Address and consider public comment as part of decision-making process
- Finalize and approve environmental document



Items Evaluated

- Right-of-way
- Streams, Wetlands, and Other Waters
- Floodplains
- Endangered Species
- Farmland
- Cultural Resources
(Historic/Archaeological)
- Parks and Recreational Lands (Trails)
- Air Quality
- Noise
- Community Impacts
- Environmental Justice
- Hazardous Materials
- Permits
- Mitigation
- Public Involvement
- Commercial Development



Project Resource Locations

- **INDOT LaPorte District Office**

315 E. Boyd Boulevard, LaPorte, IN 46350

- Toll Free 1-855-464-6368
- LaPorteDistrictCommunications@indot.in.gov
- <http://www.in.gov/indot/2705.htm>
- Planning, Project Development/Delivery, Construction, Maintenance for Northwest Indiana

- **Hebron Public Library** – 201 West Sigler Street, Hebron, IN 46341; Phone (219) 996-3684

- **INDOT Office of Public Involvement**

100 North Senate Avenue, Room N642,
Indianapolis, IN 46204

Phone (317) 232-6601

rclark@indot.in.gov



S.R. 2 at C.R. 100 South / 300 West Intersection

- Project proposes to enhance safety by improving the intersection
- **Purpose and Need**
 - To improve the operational safety and functionality of the existing intersection of State Road 2 at County Road 100 South / County Road 300 West
 - Current configuration of five-way intersection requires action due to S.R. 2, a heavily traveled roadway, is aligned on a significant skew
 - Existing intersection lies atop a vertical curve along S.R. 2
 - Driver sight distance is impeded
 - Existing thru movement along S.R. 2 has posted speed of 45 m.p.h.
 - Speed coupled with intersection sight distance has resulted in crashes (some severe) at this location

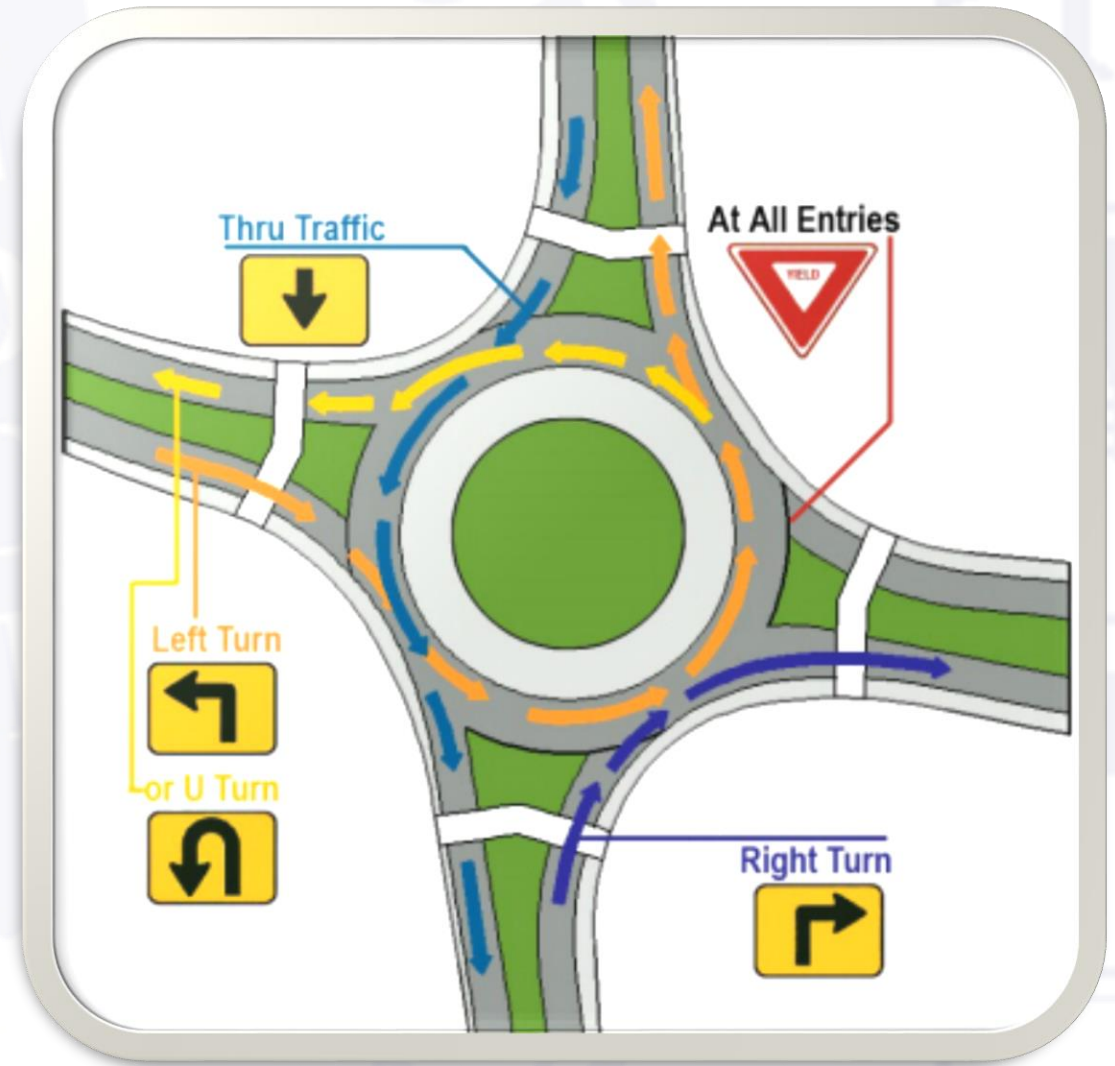
Alternatives Considered

- **No Build**
 - Would not improve safety at intersection
 - Does not address existing roadway geometric deficiencies
- **Improved Signage and Markings**
 - Low impact improvements
 - Rumble striping, reduced speed limits, advanced warning signage to alert drivers of intersection
 - Still permits high speed accidents to occur
 - Does not address the existing sight distance issues
- **Signalized Intersection**
 - Does enhance safety at the intersection
 - Still contributes towards high-speed accidents occurring at intersection
 - Does not address sight distance issues from intersection skew
 - Significant grading to accommodate 45 mph thru speed along C.R. 100



Preferred Alternative – Roundabout

- Meets purpose & need of project
- Enhances safety at intersection
- Reduces speeds at intersection while contributing towards efficient traffic flow
- Reduces severity of vehicular collisions
- Addresses sight distance



Enhance Safety

A total of 24 crashes occurred at the intersection from 2010 to 2012 per INDOT Traffic Records.

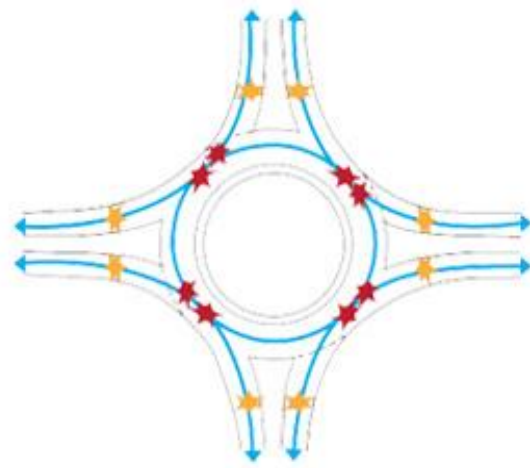
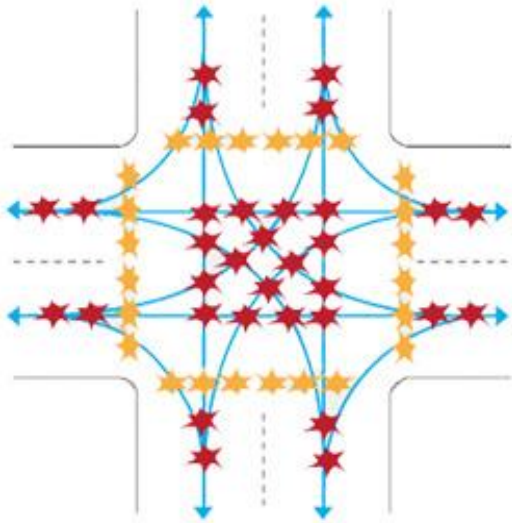
Below is a summary of these crashes:

Year	Fatality/Incapacitating Injury	Non-Incapacitating Injury	Property Damage Only
2010	0	3	5
2011	0	3	5
2012	0	4	4

Benefits of Roundabouts

- Conflict points are dramatically reduced because all vehicles travel in the same direction.

REGULAR INTERSECTION 32 Vehicle to Vehicle Conflicts
MODERN ROUNDABOUT 8 Vehicle to Vehicle Conflicts



- **Enhances Safety**
 - Roundabouts reduce the number of potential accident points within an intersection
 - 75% fewer conflict points than four-way intersections
- **Slower vehicle speeds**
 - Reduces the severity of crashes
- **Efficient traffic flow**
 - Reduces need for turn lanes
 - Improves traffic flow
- **Community benefits**
 - Reduces congestion
 - Aesthetic landscaping

Roundabouts Enhance Safety

U.S. DOT Federal Highway Administration Statistics

Traditional intersections account for:

- 45% of all crashes – *FHWA*
- 33% of all traffic fatalities – *FHWA*

Compared to traditional intersections roundabouts:

- Reduce fatalities and injuries by 82% – *FHWA*
- Reduce total crashes by 44% – *FHWA*
- Require vehicles to travel at lower speeds

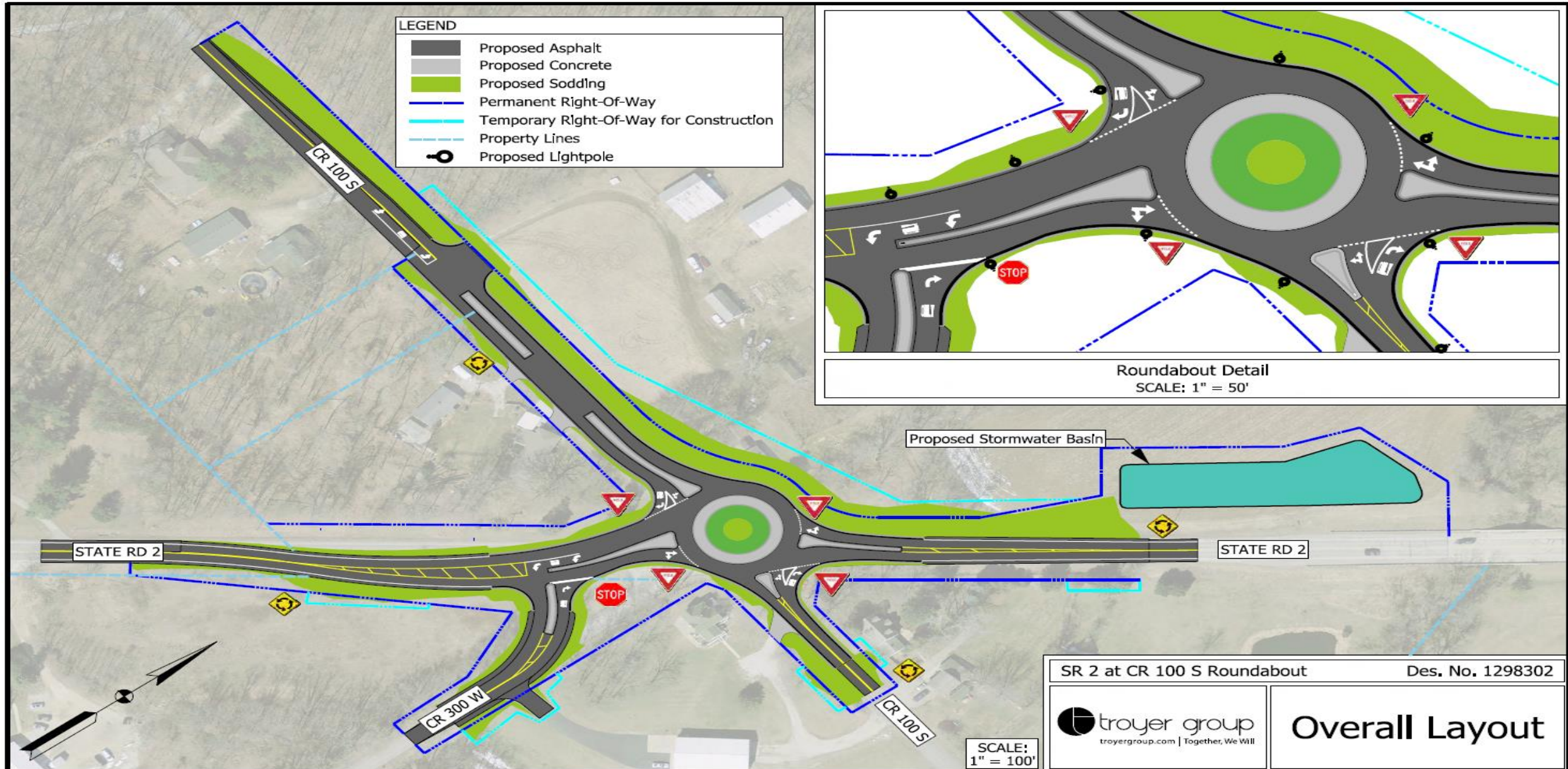
For more information:

<http://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>

- Collisions at traditional intersections are severe because:
 - High Speed
 - Angle of Impact



Roundabout Layout

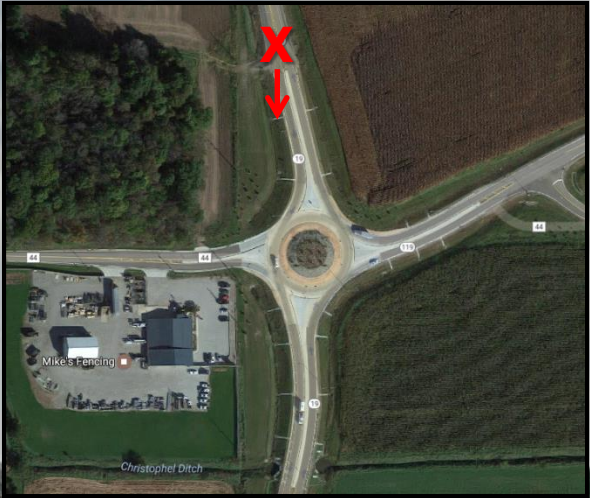


Traffic Simulation (Synchro)

*Intersection Geometry is for traffic modelling purposes only and does not reflect actual design.

*Playback speed is at 8x actual speed.

Approaching the Roundabout (example)



Images courtesy of Google Maps

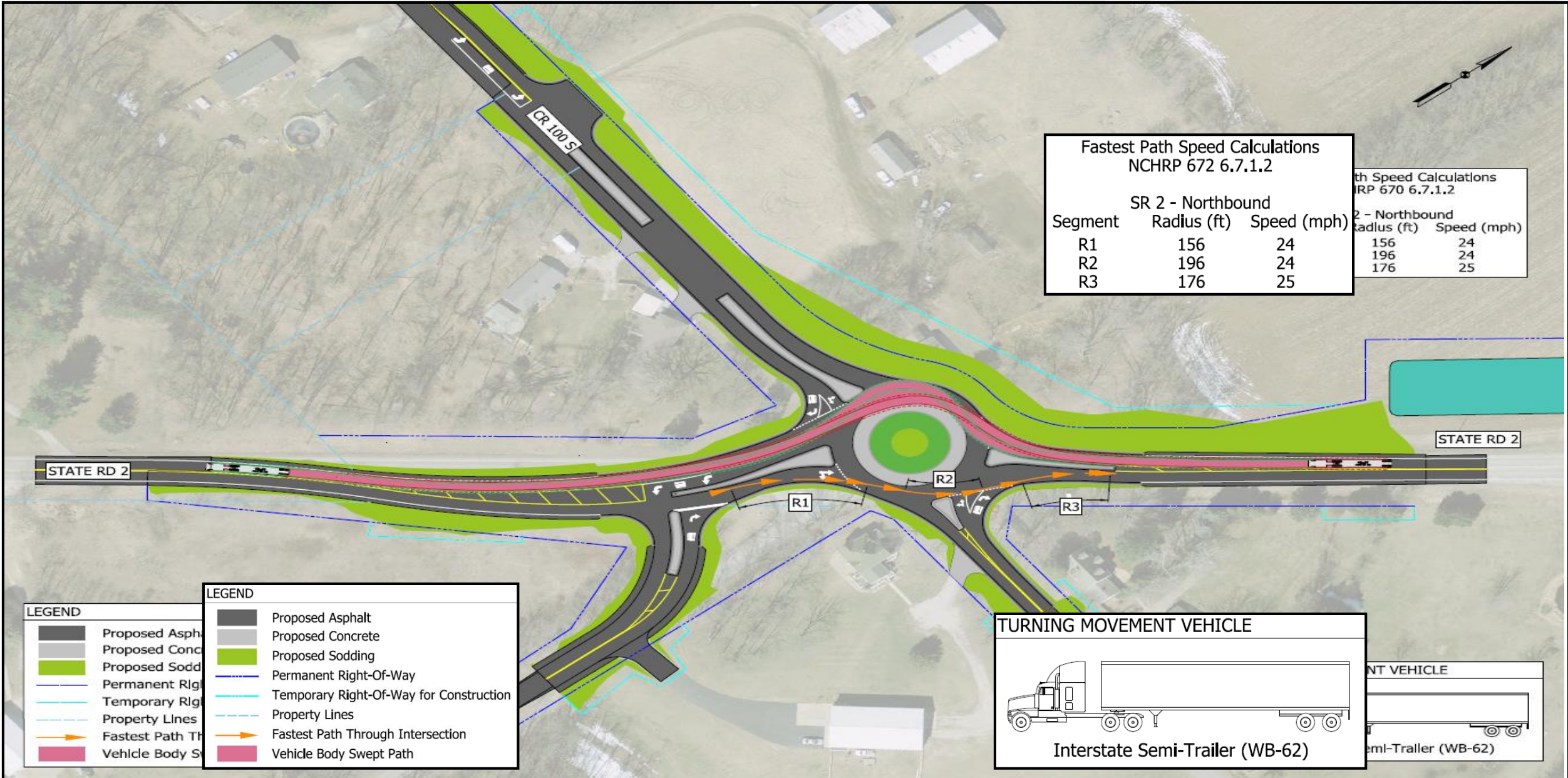
Approaching the Roundabout (example)



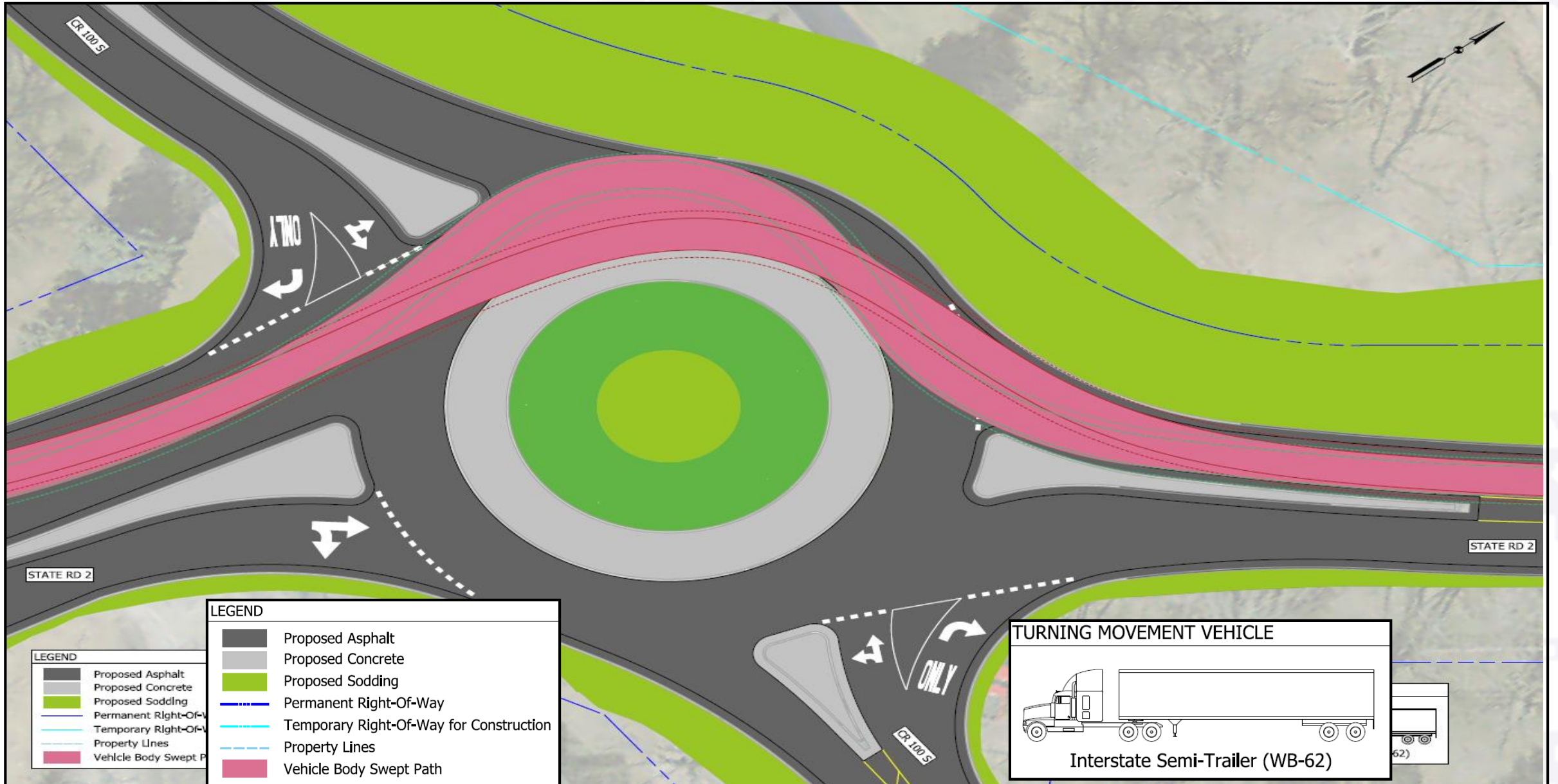
Approaching the Roundabout (example)



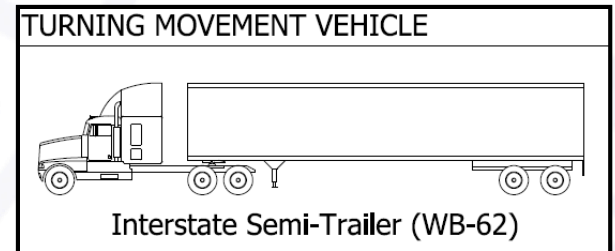
Design Parameters



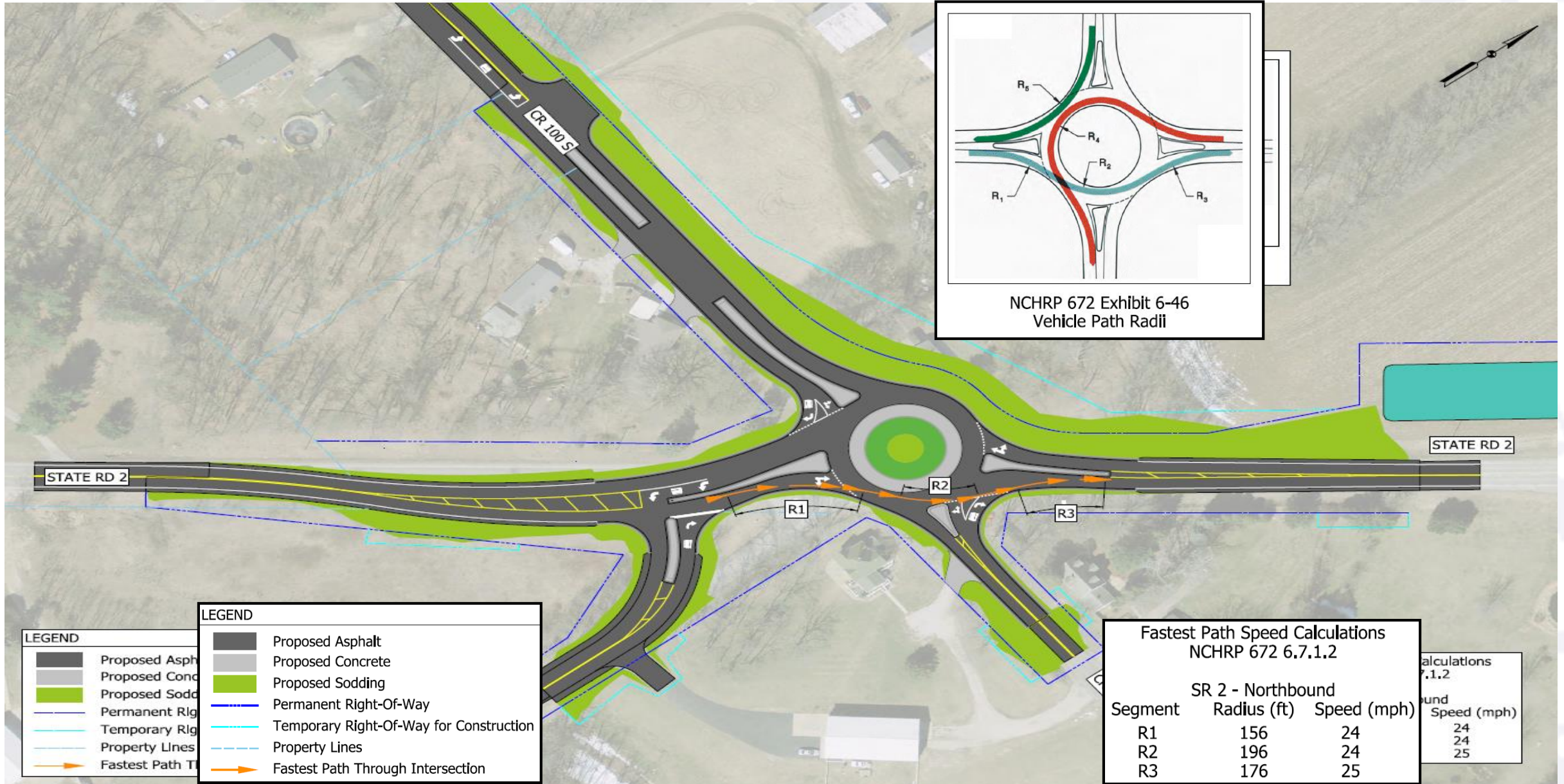
Truck Turning Movement – Southbound S.R. 2



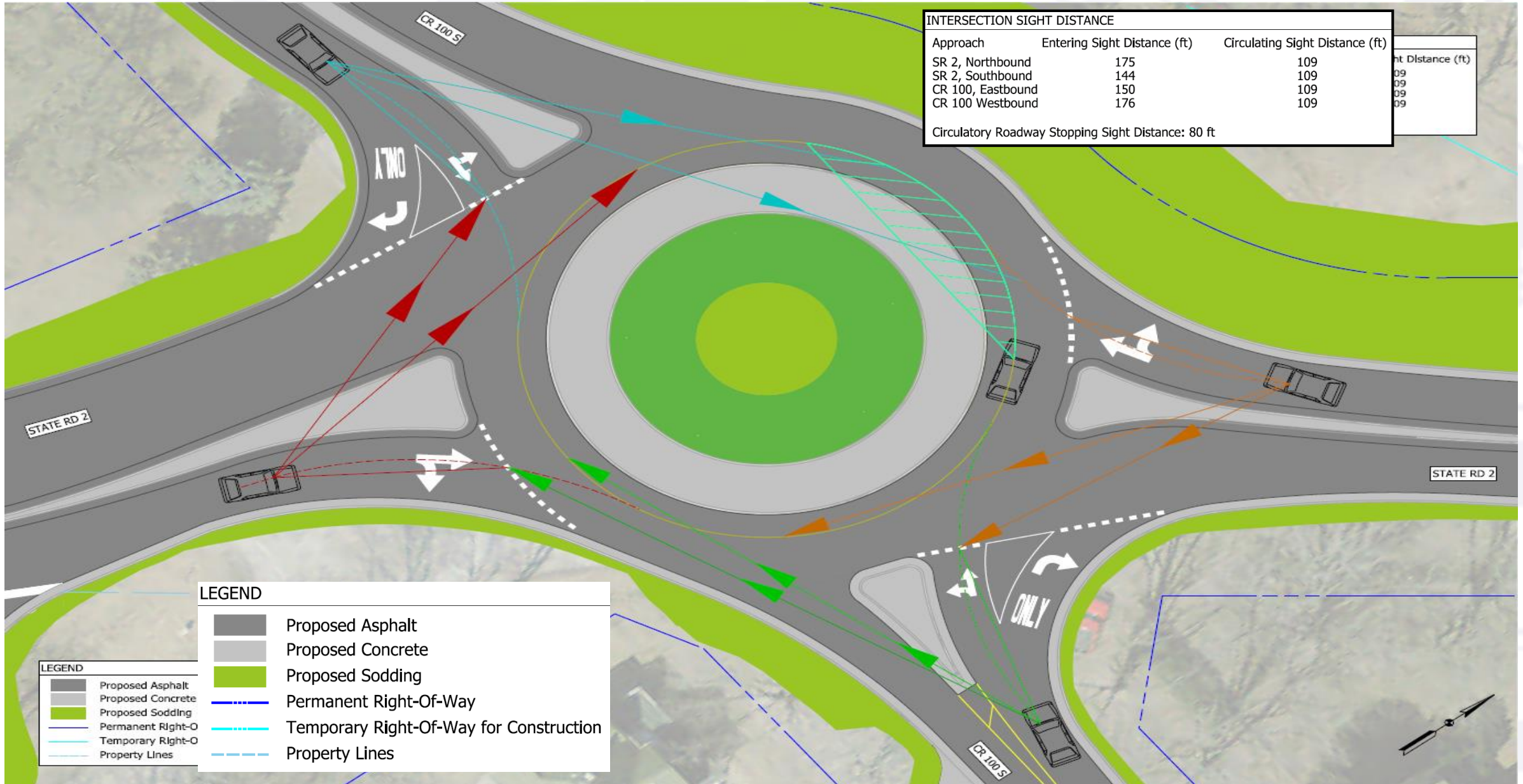
Truck Turning Simulation (AutoTurn)



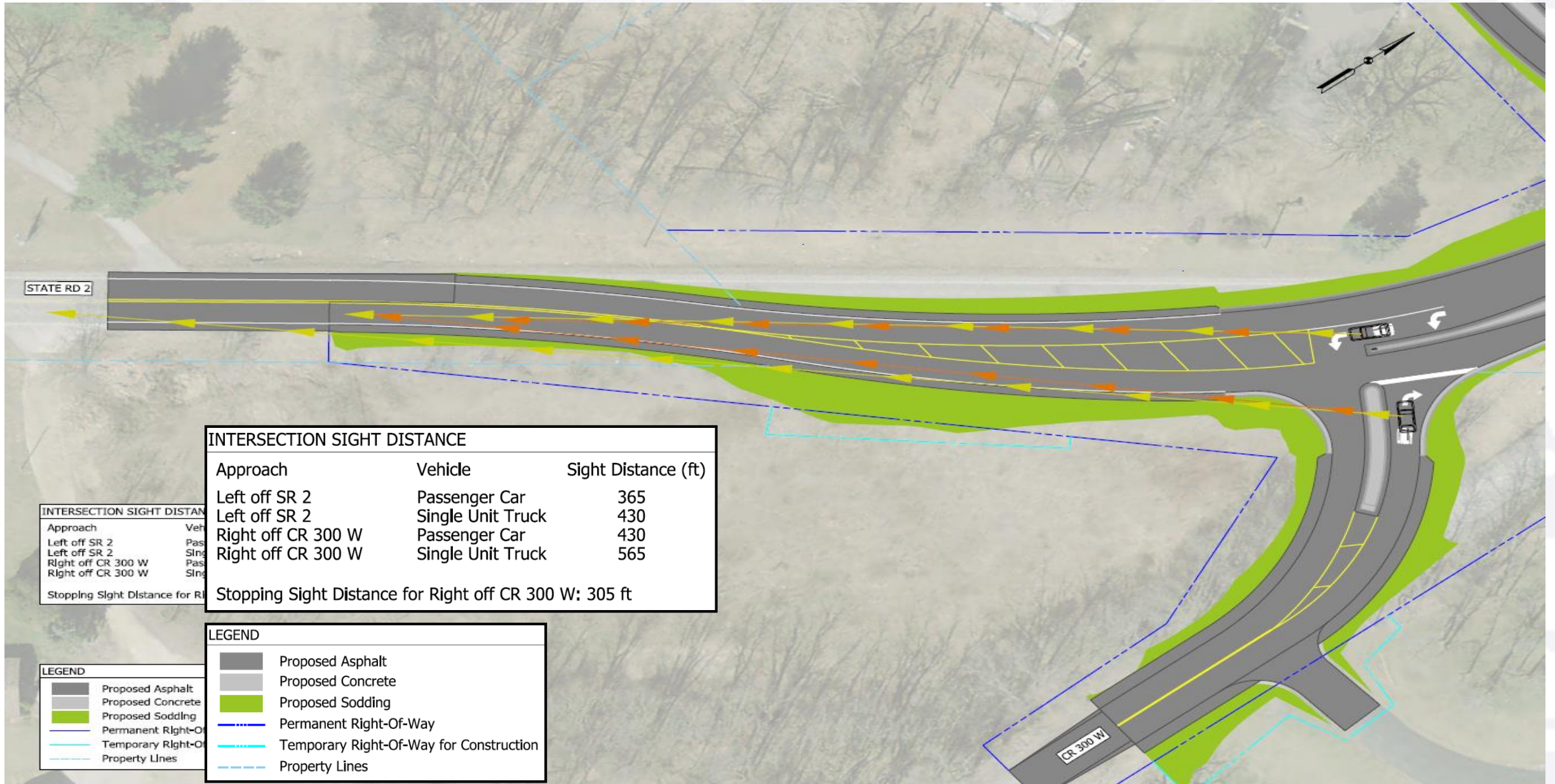
Fastest Path Checks



Sight Distance – Roundabout



Sight Distance – C.R. 300 W. Intersection



INTERSECTION SIGHT DISTANCE		
Approach	Vehicle	Sight Distance (ft)
Left off SR 2	Passenger Car	365
Left off SR 2	Single Unit Truck	430
Right off CR 300 W	Passenger Car	430
Right off CR 300 W	Single Unit Truck	565

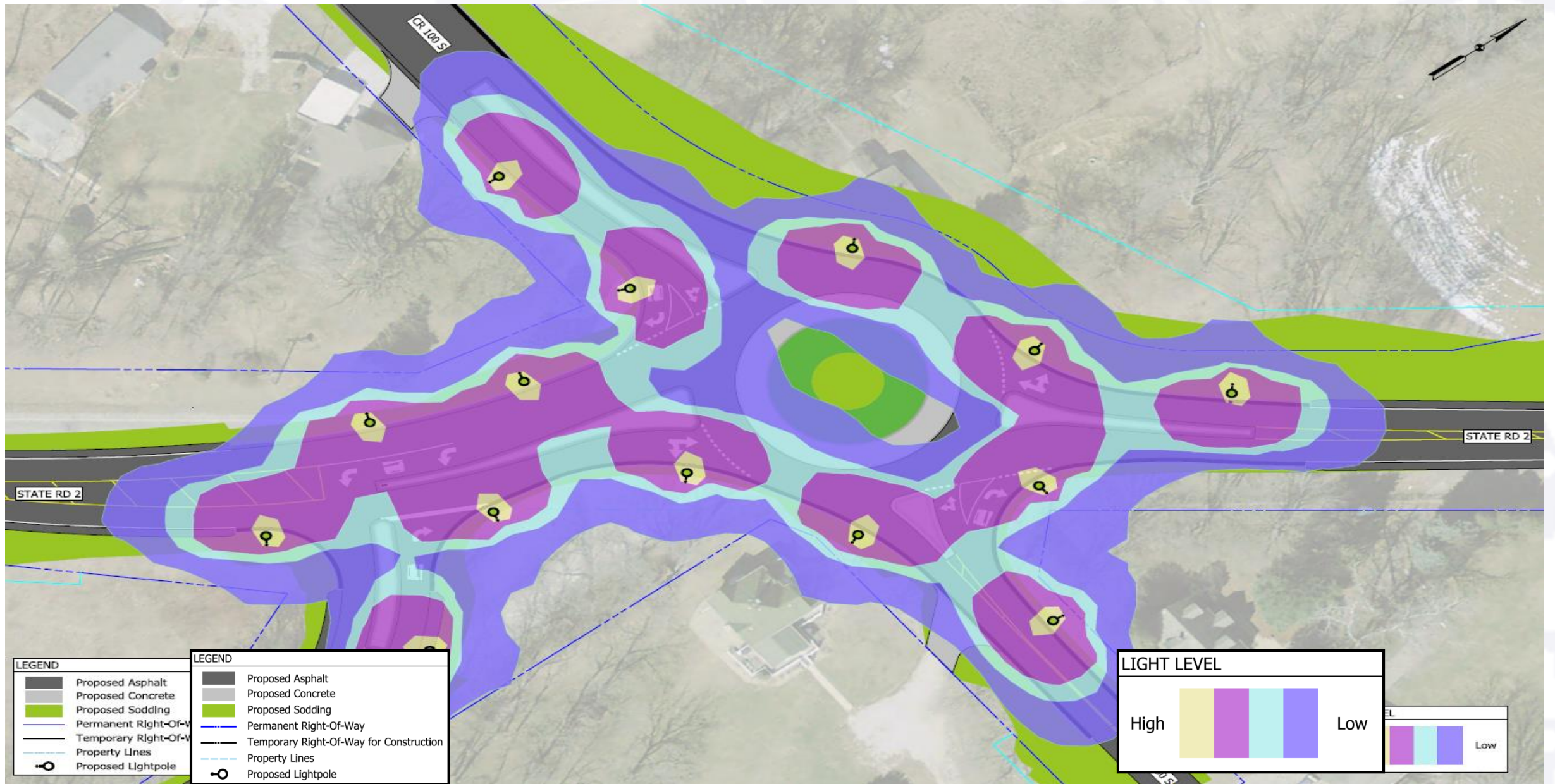
Stopping Sight Distance for Right off CR 300 W: 305 ft

INTERSECTION SIGHT DISTANCE	
Approach	Vehicle
Left off SR 2	Passenger Car
Left off SR 2	Single Unit Truck
Right off CR 300 W	Passenger Car
Right off CR 300 W	Single Unit Truck

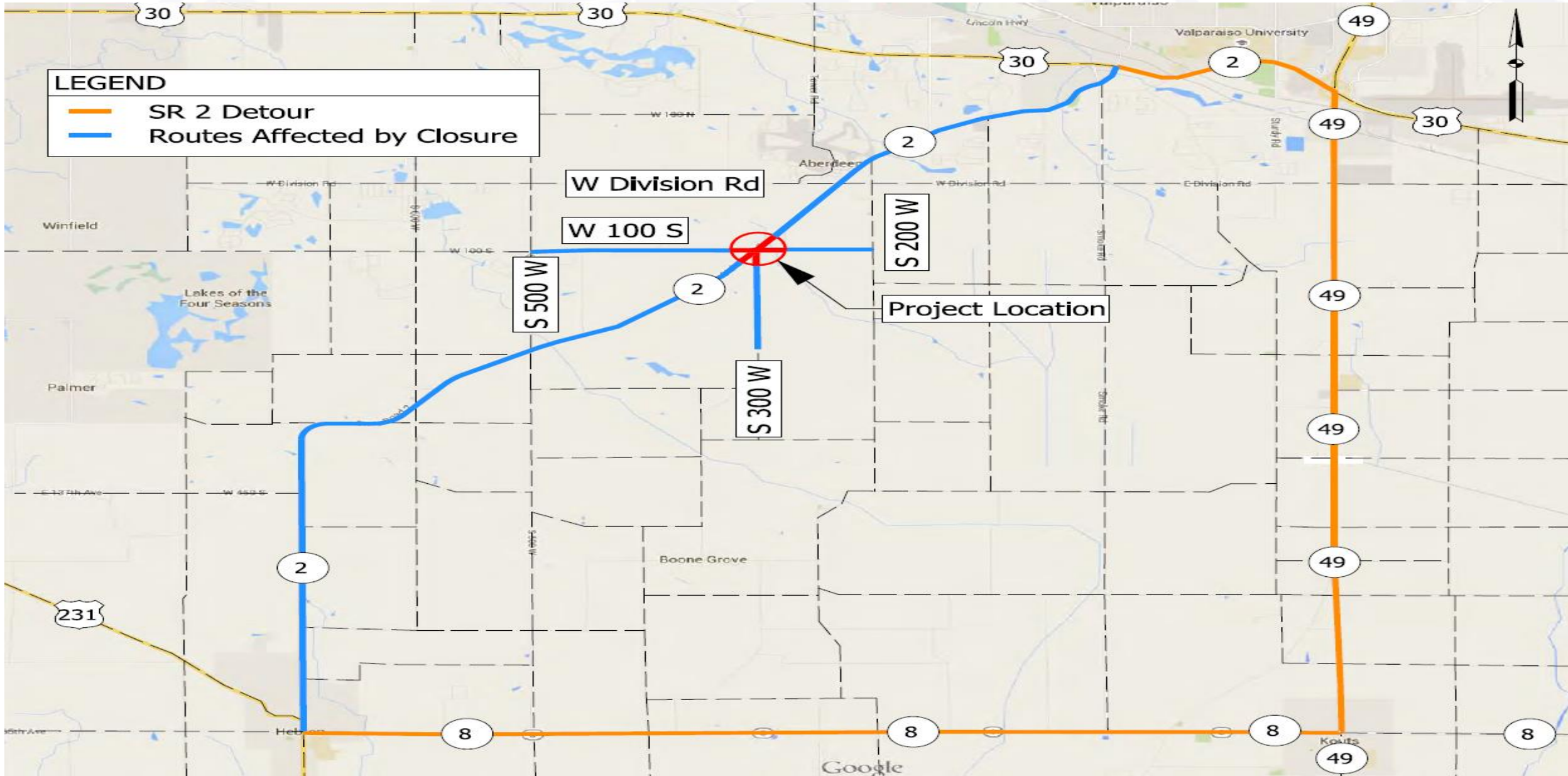
Stopping Sight Distance for Right off CR 300 W: 305 ft

LEGEND	
	Proposed Asphalt
	Proposed Concrete
	Proposed Sodding
	Permanent Right-Of-Way
	Temporary Right-Of-Way for Construction
	Property Lines

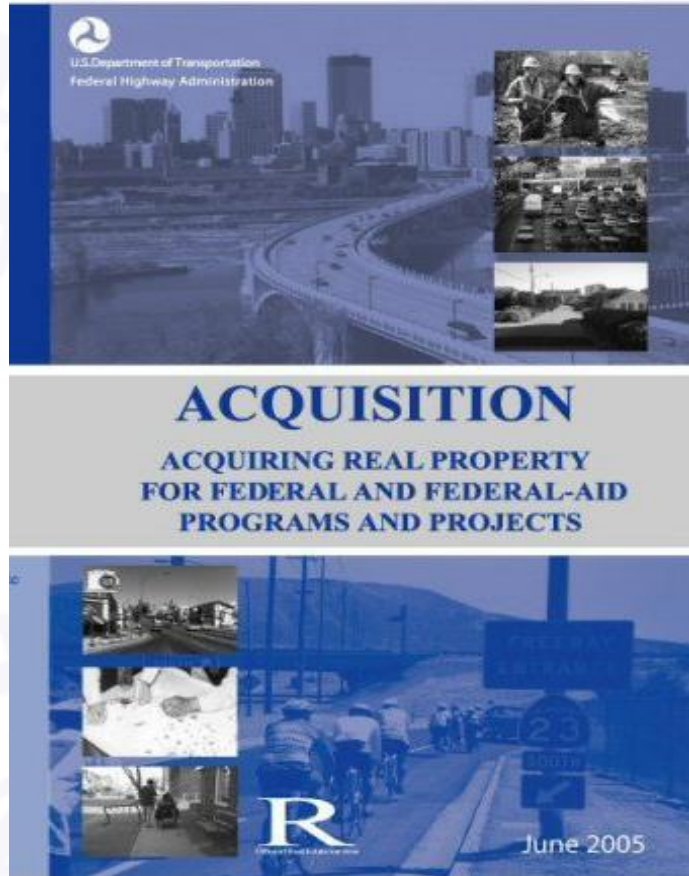
Proposed Lighting Plan



Maintenance of Traffic & Detour



Real Estate



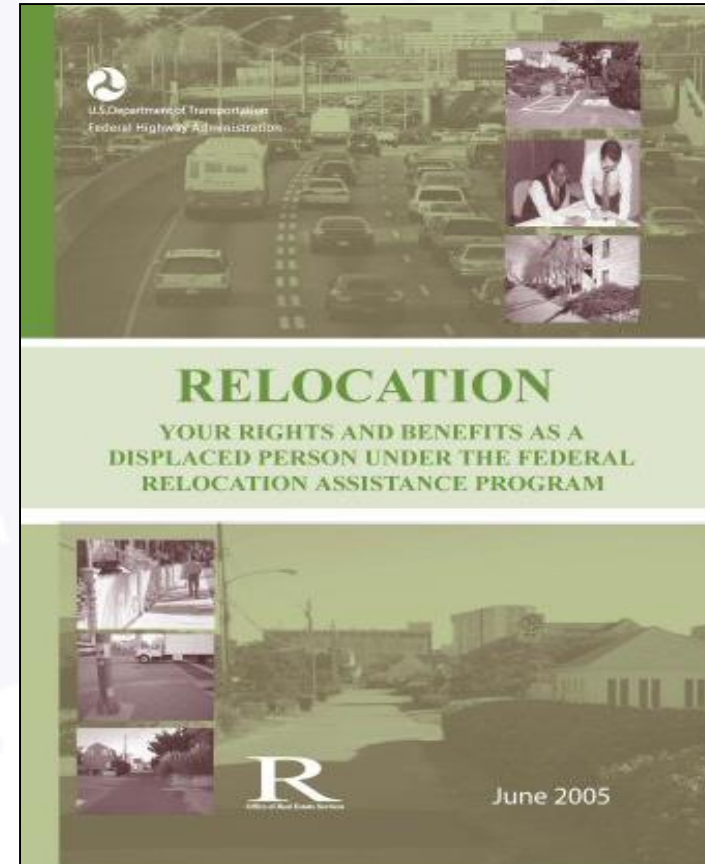
U.S. Department of Transportation
Federal Highway Administration

ACQUISITION
ACQUIRING REAL PROPERTY
FOR FEDERAL AND FEDERAL-AID
PROGRAMS AND PROJECTS

R
Office of Real Estate Services

June 2005

The cover features a blue-tinted background image of a highway interchange. On the right side, there is a vertical strip of three small images: the top one shows two construction workers in hard hats, the middle one shows a construction site with heavy machinery, and the bottom one shows a road sign. At the bottom left, there is another vertical strip of three small images: the top one shows a modern building interior, the middle one shows a large pile of white material, and the bottom one shows a person walking. A large white 'R' logo is positioned in the bottom right corner of the cover.



U.S. Department of Transportation
Federal Highway Administration

RELOCATION
YOUR RIGHTS AND BENEFITS AS A
DISPLACED PERSON UNDER THE FEDERAL
RELOCATION ASSISTANCE PROGRAM

R
Office of Real Estate Services

June 2005

The cover features a green-tinted background image of a highway with traffic. On the right side, there is a vertical strip of three small images: the top one shows a road construction site, the middle one shows two people sitting at a table, and the bottom one shows a construction site with a crane. At the bottom left, there is another vertical strip of three small images: the top one shows a street scene with a car, the middle one shows a street scene with a car, and the bottom one shows a street scene with a car. A large white 'R' logo is positioned in the bottom right corner of the cover.

Real Estate Acquisition Process

- **"Uniform Act of 1970"**
 - All federal, state and local governments must comply
 - Requires an offer for just compensation
- **Acquisition Process**
 - Appraisals
 - Review Appraisals
 - Negotiations
- **INDOT Real Estate Team to work with impacted property owners**
- **Right-of-way**
 - Permanent ROW: 4 acres
 - Permanent ROW is land, once purchased by INDOT from legal land owner, becomes ROW owned by INDOT
 - Temporary ROW: 0.8 acre
 - Temporary ROW is land required during the construction of a project and is used for the purposes of construction related activity
 - INDOT pays legal land owner a fee for land use during construction
 - Project includes possible residential relocation located northwest of the intersection

Project Schedule

- Public Hearing: 3/23/17
- Public comments requested by COB 4/10/17
- INDOT review and consideration of comments – Spring 2017
 - finalize environmental document
 - design
 - project decision
- Real estate acquisition phase – Summer 2017
- Construction: 2018



Submit Public Comments

- Submit public comments using the options described in first page of information packet:
 - Public Comment Form
 - Via e-mail
 - Participating during public comment session via microphone
 - Verbal comments recorded and transcribed for inclusion into public hearings transcript
- **INDOT respectfully requests comments be submitted by Monday, April 10, 2017**
- All comments submitted will become part of public record, entered into transcript, reviewed, evaluated and given full consideration during decision making process.

Next Steps

- **Public and project stakeholder input**
 - Submit comments via options described on page 1 of information packet
- **INDOT review and evaluation**
 - All comments are given full consideration during decision-making process
 - Address comments, finalize/approve environmental document, complete project design
- **Communicate a decision**
 - INDOT will notify project stakeholders of decision
 - Work through local media, social media outlets; paid legal notice
 - Make project documents accessible via repositories
- **Questions? Contact Public Involvement Team**



Thank You

- Please visit with INDOT project officials following the public comment session
- Project Open House
 - Project maps, displays, real estate acquisition table, INDOT project team and informal Q & A
 - INDOT LaPorte District page <http://www.in.gov/indot/2705.htm>
 - LaPorteDistrictCommunications@indot.in.gov

