

**Proposed State Road 332  
Intersection Improvement  
at County Road 600 West**

DES# 1298228

**Yorktown High School  
Tuesday, April 16, 2019  
6 p.m.**

Please silence electronic devices.

# Agenda

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- Welcome & Introductions
- Formal Public Hearing
  - Presentations
  - Public Statements for the Record
  - Adjourn Formal Hearing

Invited to the display area for Q & A with the project team



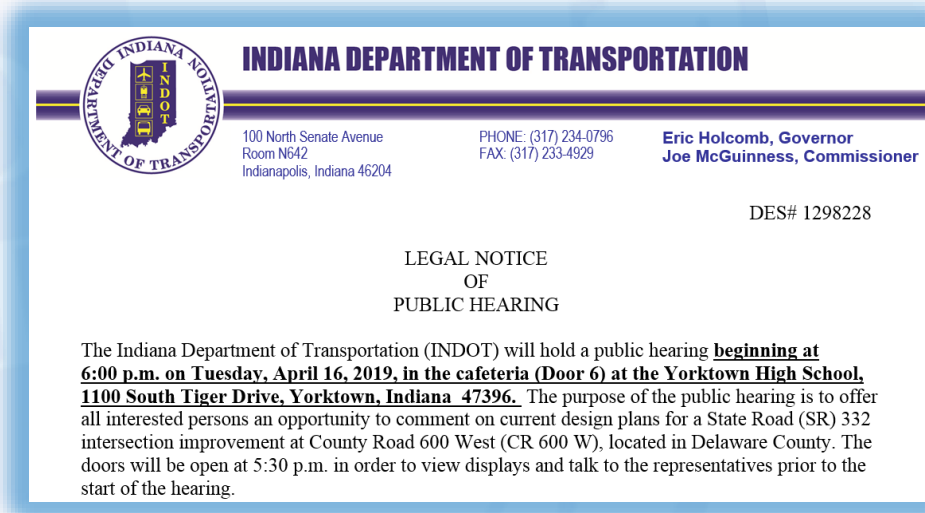
# Why a Public Hearing?

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- Conducted as a requirement to the **National Environmental Policy Act (NEPA)**
  - NEPA requires evaluation of potential impacts to surrounding natural, cultural, and social environments.
  - Impacts are described in an environmental document.
  - Requires opportunity for the public to be involved and comment in the decision-making process of said impacts.

# Environmental Document

- Level 2 Categorical Exclusion
  - Classification means the actions do not have a significant effect on the environment.
- Draft released for public involvement in March 7, 2019
- Published Legal Notice
  - The Star Press
    - March 29 & April 10, 2019
- Announced locations of the documents available for viewing and comment.





# How Can You Participate?

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- **Verbally as a Public Statement**
  - Statements are recorded
- **Comment Form**
  - Submit via mail, fax, or drop box
- **Email - [mwright@indot.in.gov](mailto:mwright@indot.in.gov)**
- **Comment Period ends**
  - Wednesday, May 1, 2019

Please feel free to use any and all methods.

# How Will Comments be Addressed?

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- All comments will be addressed in the Final Environmental Documents as a result of:
  - The public statements recorded at a public hearing.
  - All written comments, concerns, and suggestions such as letters, faxes, and emails received during the comment period.

Informal comments are always welcome, however, please note general conversations are not part of the official record.

# Environmental Studies

## Areas of environmental impacts

- **Right-of-way 0.63 acre**
- Hazardous Materials
- Threatened & Endangered Species
- Historic & Archaeological
- Community Impacts
- Floodplains
- Land Use
- Wetlands & Waterways
- Noise
- Air Quality
- **Public Involvement**
  - **Public Hearing**



# Anticipated Right-of-Way Acquisition

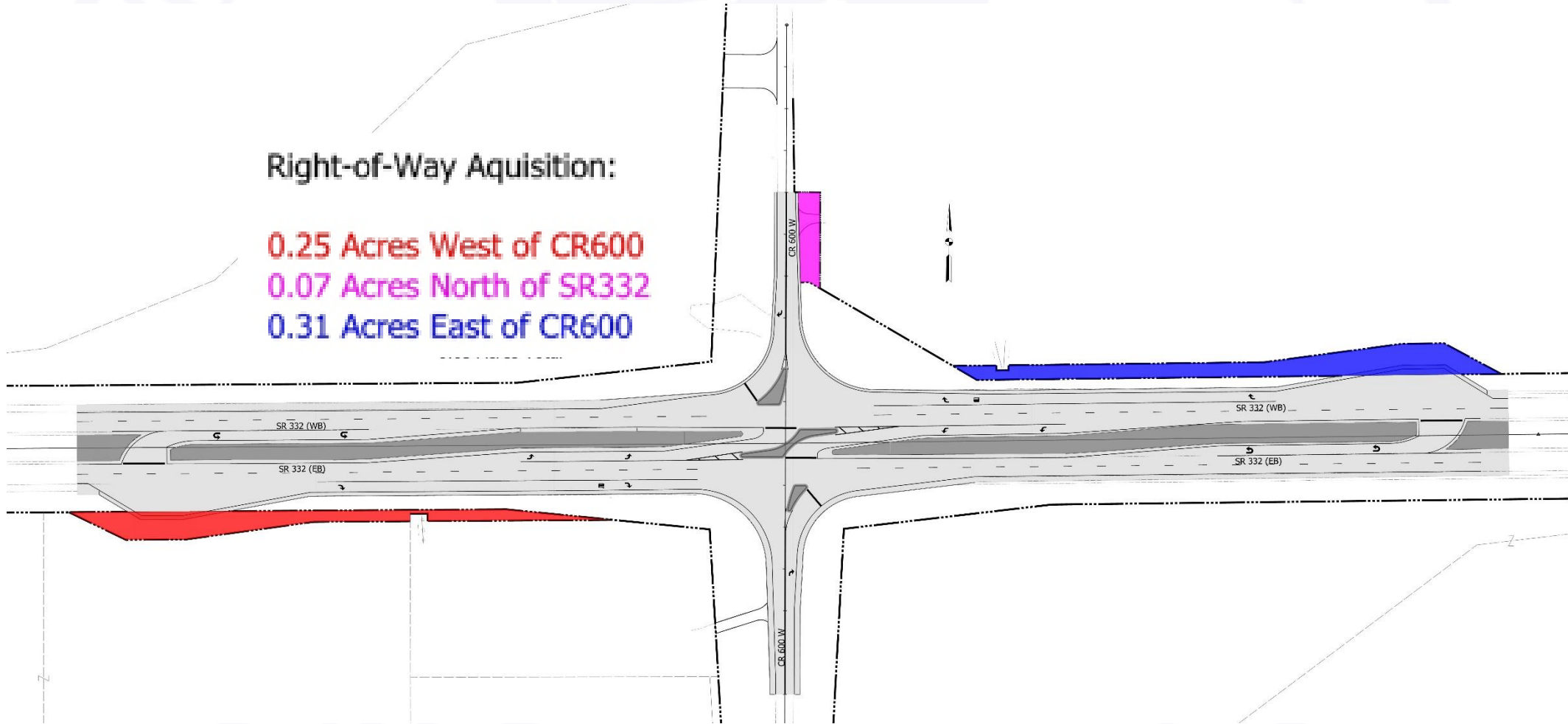
- Estimated and Display only
  - 0.63 Acre Permanent

Right-of-Way Acquisition:

0.25 Acres West of CR600

0.07 Acres North of SR332

0.31 Acres East of CR600



# Real Estate Acquisition Process

[https://www.fhwa.dot.gov/real\\_estate/uniform\\_act/acquisition/real\\_property.cfm](https://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfm)

U.S. Department of Transportation  
Federal Highway Administration

About Programs Resources Briefing Room Contact Search FHWA

Office of Planning, Environment, & Realty (HEP)

Planning Environment Real Estate

HEP Events Guidance Publications Glossary Awards Contacts

## Realty

Uniform Act Requirements Right-of-Way Outdoor Advertising Control

Acquisition  
Annual Right-of-Way Statistics  
Property Valuation  
Relocation  
**Contacts**  
For more information, please contact **Arnold Feldman**.


FHWA → Real Estate → Uniform Act → Acquisition

### Acquisition

#### Acquiring Real Property for Federal and Federal-aid Programs and Projects

Publication No. FHWA-HEP-05-030

Also in [PDF](#) (2.77MB). To view PDF files, you need the [Acrobat® Reader®](#).

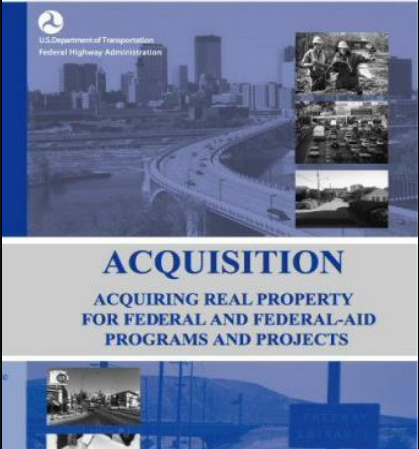


**TABLE OF CONTENTS**

- [Introduction](#)
- [Important Terms Used In This Brochure](#)
- [Property Appraisal](#)
- [Just Compensation](#)

**Related Items**

Supercompensation Payments Incurred for Acquisition of Real Property on Projects Eligible for Federal Funding



# Real Estate Acquisition Process

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- **“Uniform Act” of 1970**
  - All federal, state, and local governments must comply by requiring just compensation.
- **Acquisition Process**
  - Appraisals
  - Review appraisals
  - Amount of compensation cannot be less than fair market value
  - Offer will be made in writing
  - No agreement
    - Mediation
    - Condemnation

# Purpose and Need

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- **Project Need**

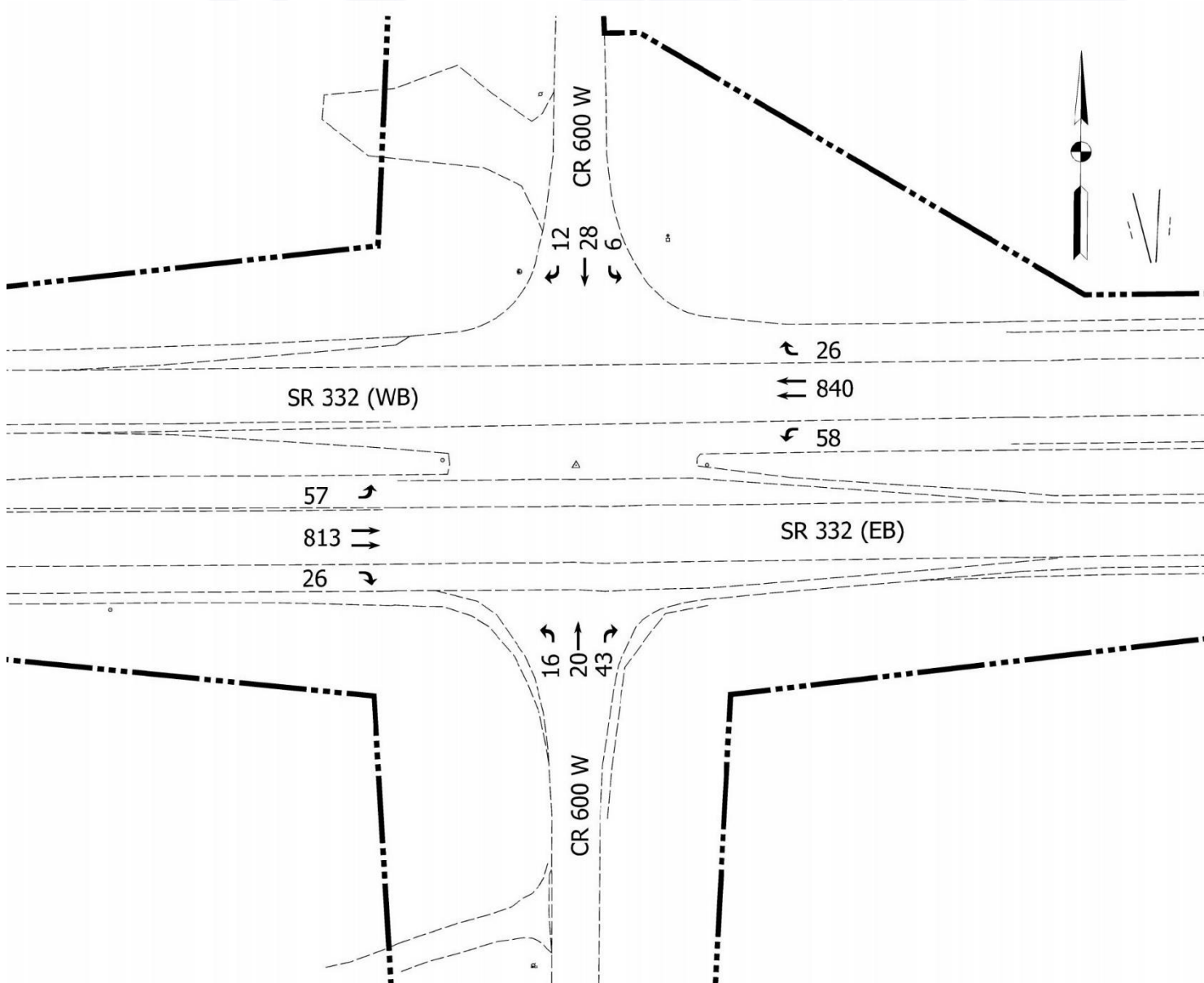
- Poor operational capacity along County Road 600 W
  - CR 600 W Approach Level of Service (LOS)
  - LOS F – morning and afternoon peak
- Intersection safety

- **Project Purpose**

- Improve overall operation and safety at the intersection
- Reduce number and severity of accidents



# Intersection Data – Traffic Counts



- Volumes are PM Peak Hour
- Through Volume SR 332 (813+840) = 1,653 vph
- Through Volume CR 600W (28+20) = 48 vph
- Left Turn Volume CR 600W (6+16) = 22 vph
- SR 332 = 17,502 vpd
- CR 600W = 1,046 vpd

# Intersection Data – Accident History

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- A total of 22 crashes were found from 2015-2018
  - 2015 – 7 crashes
  - 2016 – 8 crashes
  - 2017 – 2 crashes
  - 2018 – 5 crashes
- Property Damage Only Crashes: 16
- Possible Injury Crashes: 4
- Incapacitating Injury / Fatal crashes: 2

# Alternative Analysis

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- **No Build**
- **Traffic Signal**
  - Traffic Signal at CR 600 W is warranted
    - Warrant 1 - Condition B – Interruption of Continuous Traffic
    - Warrant 2 -Four-Hour Volume
  - Signals on high-speed roadways may contribute to rear end crashes
- **Median U-Turn**
  - Cost Effective
  - Enhances safety by prohibiting county road through traffic from crossing SR 332 at the intersection.
  - Meets purpose and need of the project

# Median U-Turns Enhance Intersection Safety

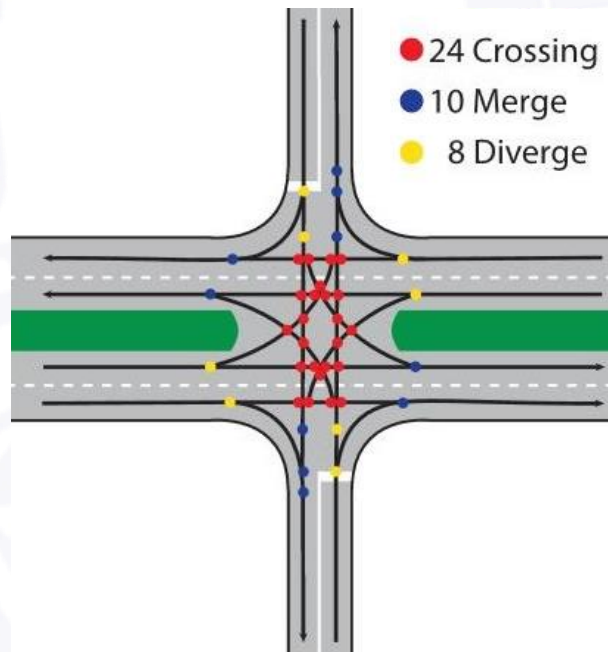
- **There are various types of Median U-Turns**
  - They dramatically reduce conflict points.
  - Eliminates the two highest risk movements.
  - Statistically proven to reduce the type of accident and severity.
  - Lessen inconvenience to the traveling public verses the anticipated increase in safety benefits.
- **Along with Indiana many other states are now using different types of Median U-Turns**
  - North Carolina, Minnesota, Louisiana, Ohio, Montana, Michigan, Alabama, Maryland, Texas, Nevada



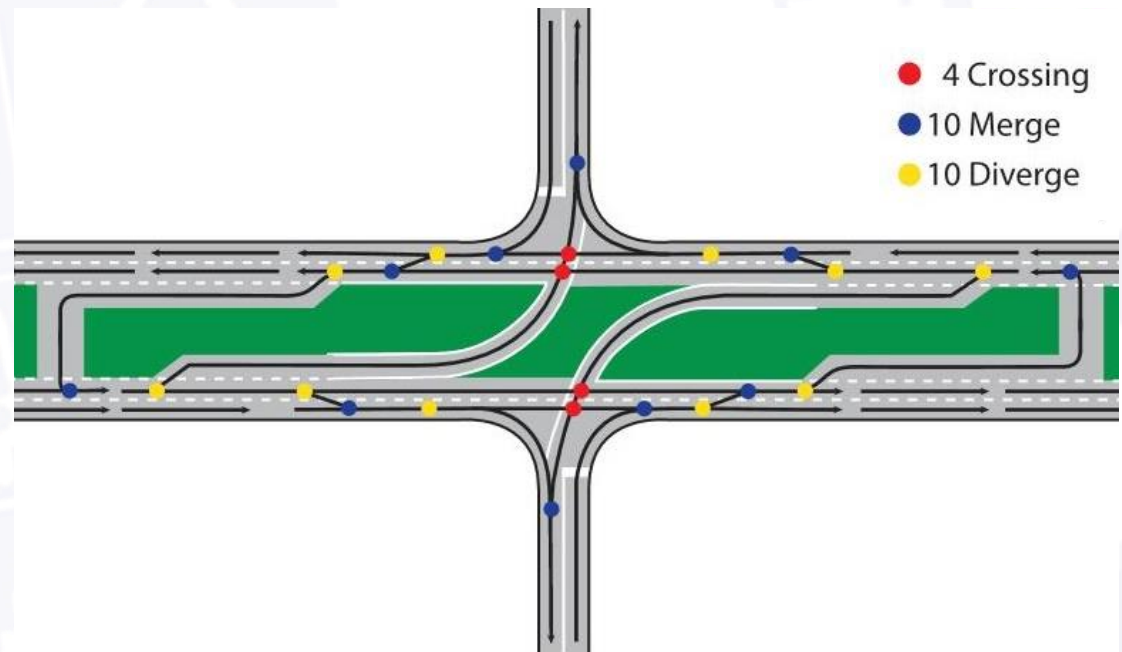
# Reducing Conflict Points

- Dramatically reduces crossing conflict points (24 vs 4)
- Eliminating the two highest risk movements

## *Conflict Point Comparison*



**Conventional Intersection**



**Median U-Turn Intersection**

# Does the Median U-turn Improve Safety?

- YES

North Carolina Case Studies Collision Summary by Type			
	Before	After	%Change
Rear End	13	8	-38%
Angle	47	0	-100%
Turning	32	10	-69%
Sideswipe	8	3	-63%
TOTALS	100	21	-79%

**Source**

"Spot Safety Project Evaluation",

#02-00-208/02-00-209

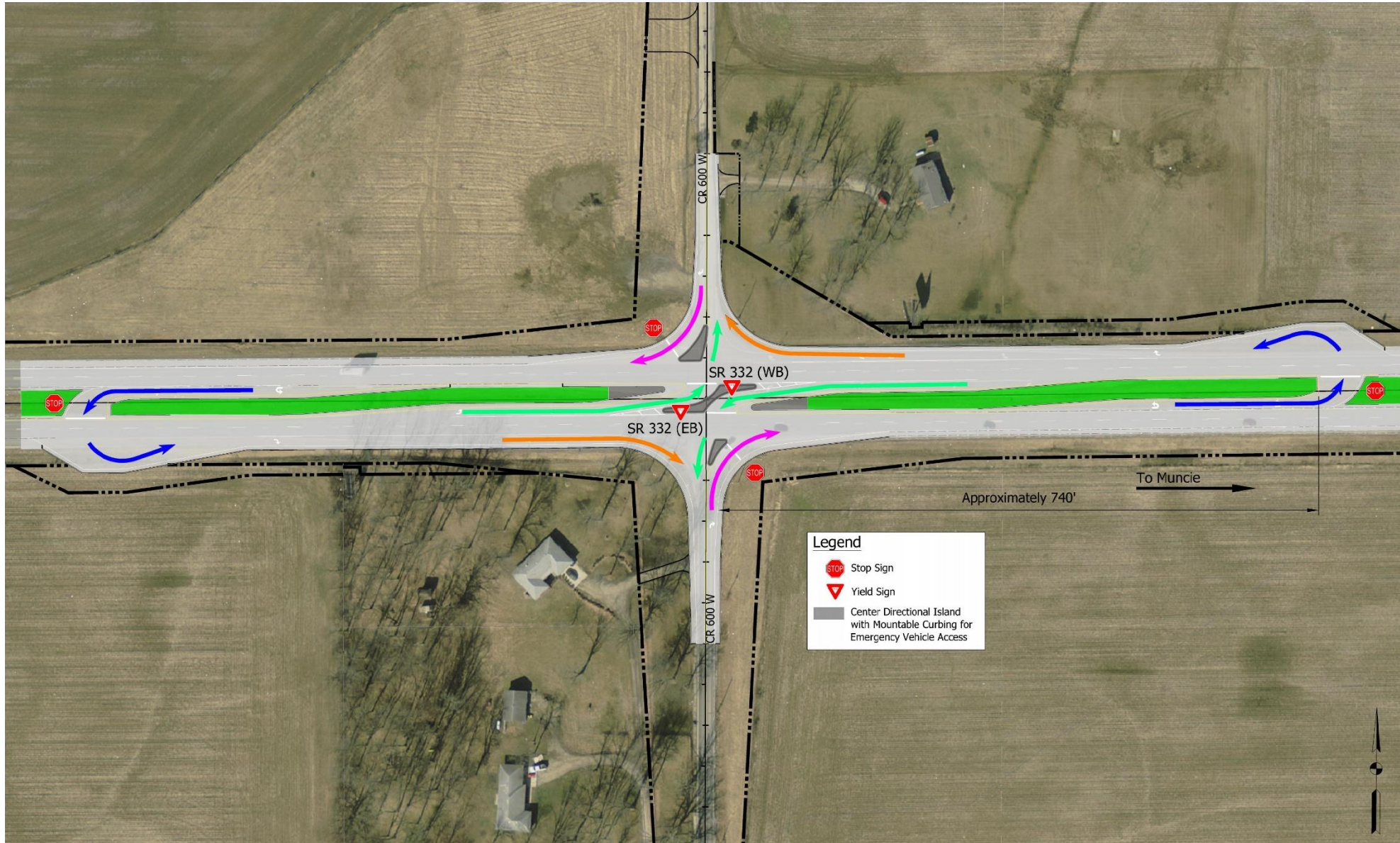
#11-99-210

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NCDOT Safety Evaluation Group, 2005 and 2006



# Proposed Layout – SR 332 at CR 600W



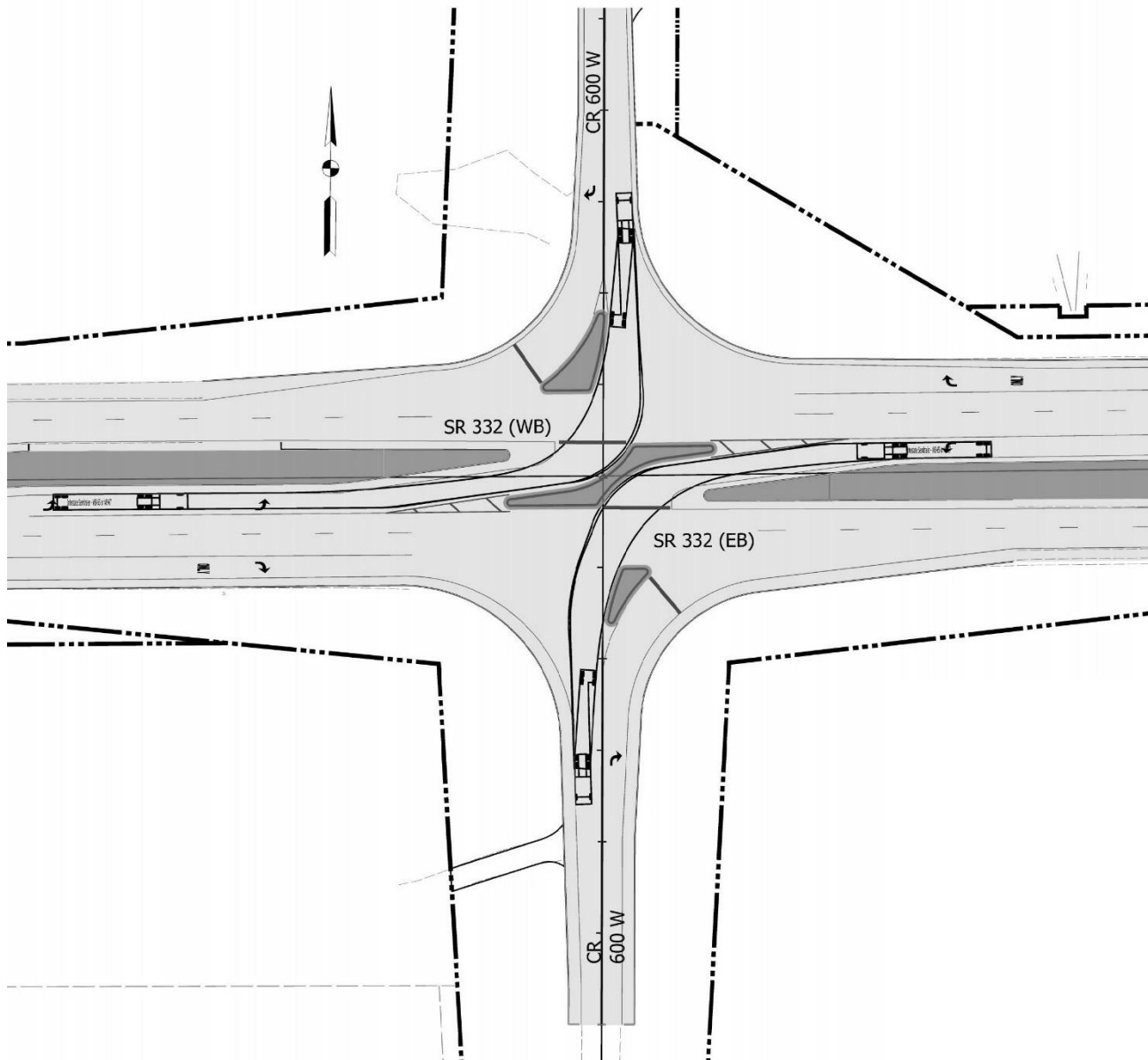


# Design Features Reduced Conflict Intersection (RCI)

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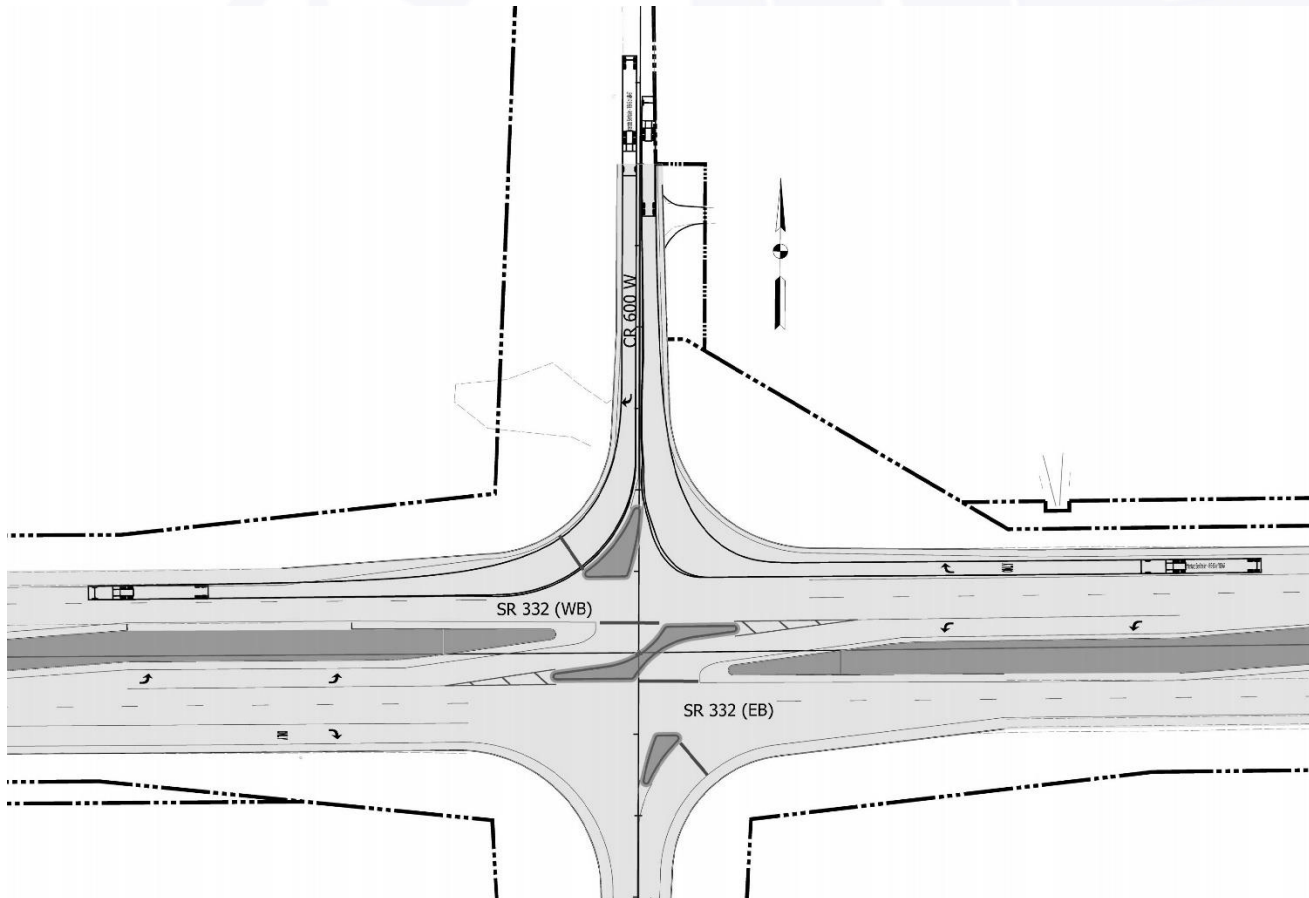
- Dedicated left turn lanes to be added from SR 332 to CR 600W
- Dedicated right turn lanes to be added from SR 332 to CR 600W
- Additional pavement to be added to provide room for trucks to make u-turn
- Islands to be added on CR 600W
- Special mountable raised curb details to be added to allow emergency vehicles to cross without making the u-turn
- Lighting will be provided through for increased visibility at night

# Design Features



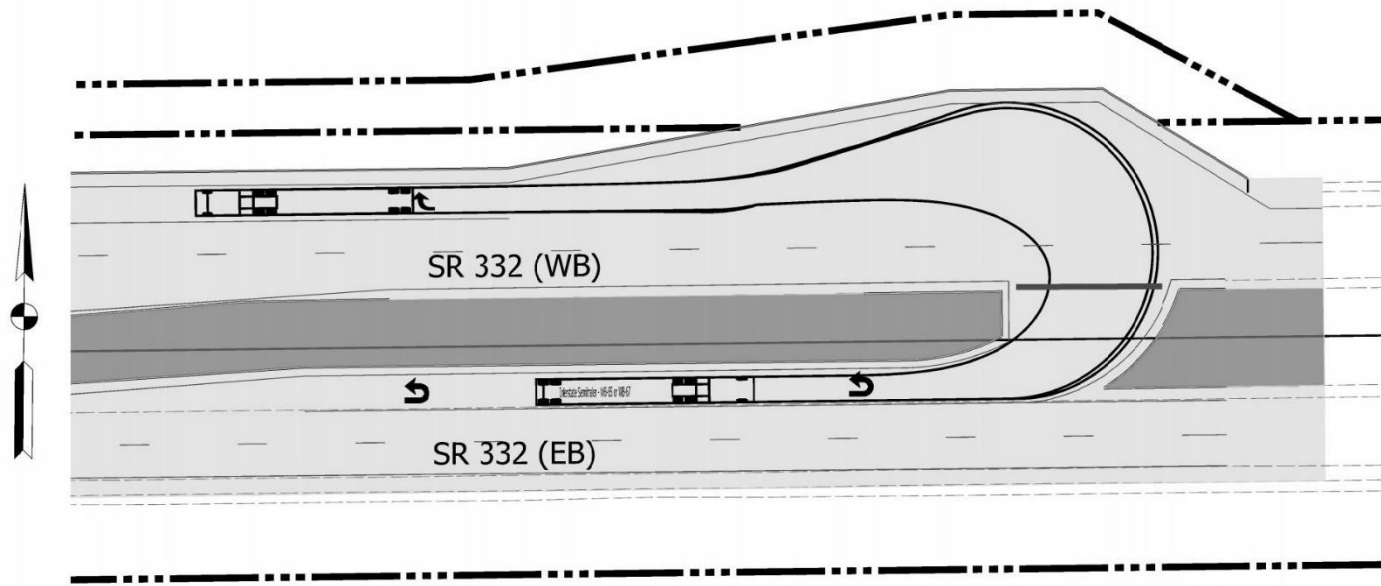
- Truck turning movements
- Left Turn
- SR 332 to CR 600W

# Design Features



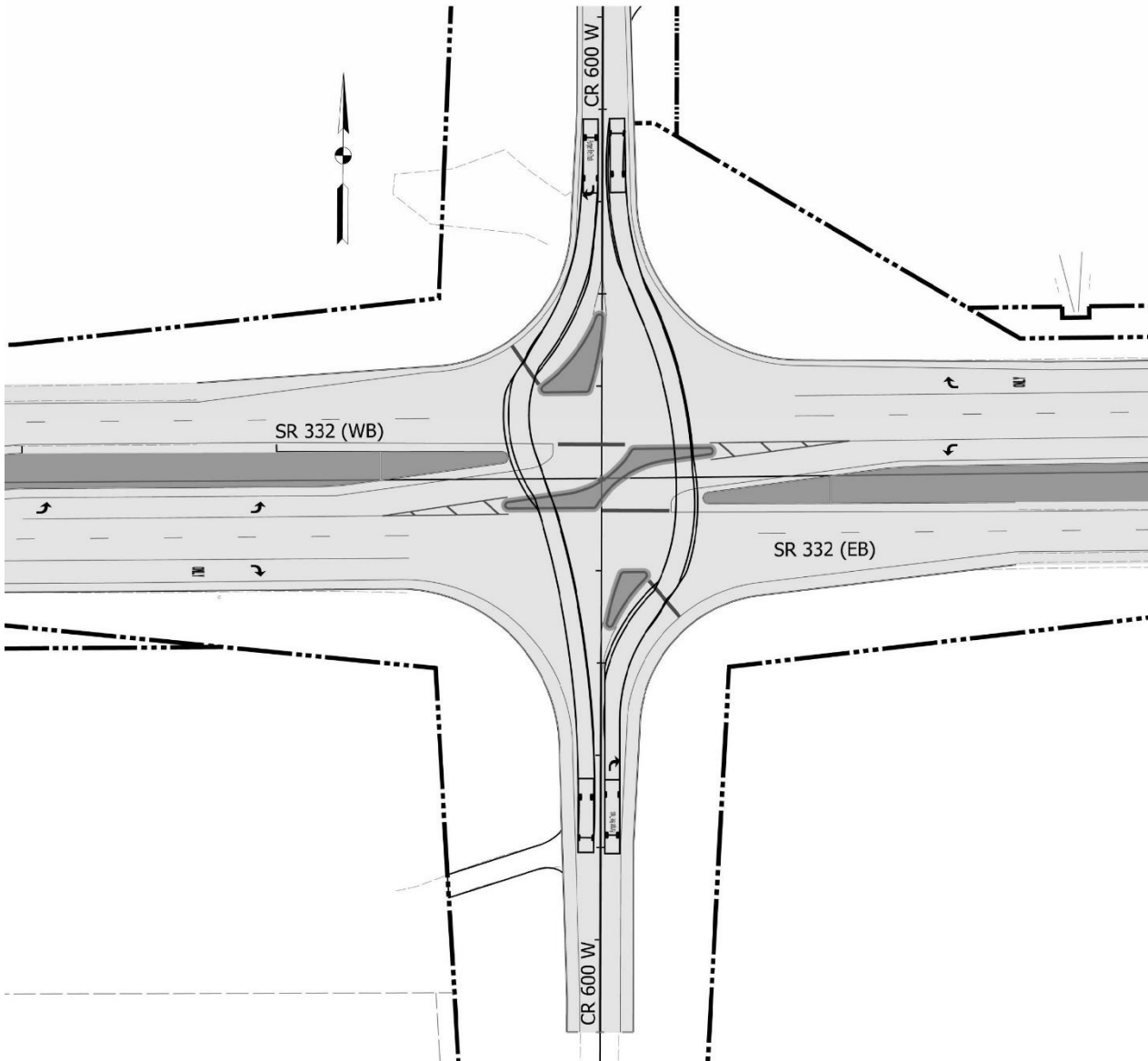
- Truck turning movements
- Right Turn
- CR 600 W to SR 332

# Design Features



- Truck turning movements
- U-Turn
- SR 332 EB to SR 332 WB

# Design Features



- Emergency Vehicle Movement
- Curbs through the center will be mountable
- Signs and other appurtenances will be placed clear of the emergency vehicle path

# Maintenance of Traffic

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- Create a Safe Construction Zone
  - Approximately 90-day Construction
  - Phase 1 – Keep one-lane open in each direction
    - Shift SR 332 traffic to the inside lanes
    - Build the new Median U-turn lanes and right turn lanes
    - Construct lighting





# Maintenance of Traffic

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- Create a Safe Construction Zone
  - Phase 2 – Keep one-lane open in each direction
    - Shift traffic to the outside lane
    - Build improvements in the median



**Work Zone Safety is Everyone's Responsibility**



# Maintenance of Traffic

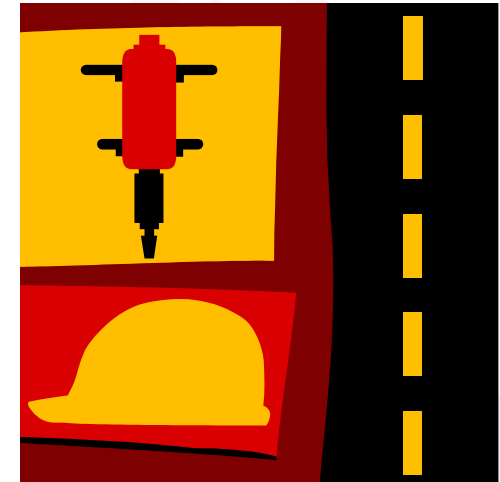
- Create a Safe Construction Zone
  - Phase 3 – Keep one-lane open in each direction
    - Shift traffic to the outside lane
    - Build improvements at the CR 600W median
    - CR 600W will need to be detoured for a short duration
    - Add new pavement markings and signs



# Project Timeline

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- **After Public Hearing and Public Comments**
  - Environmental Document Approval including all comments addressed.
- **Right-of-way acquisition 2020**
- **Construction is anticipated in 2021**
  - Exact timelines will be set at the time of the final design.
  - Anticipate Construction to be within one construction season with most likely a 6-month timeline.



# Comment Session

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- No responses at this time.
- Statements are for the official public hearing transcript.
- First speakers are from the sign-in sheet.
- Open for additional public statements from the floor.
- Please come forward to the podium so that we may accurately record your statements.
- We encourage and appreciate your comments.



# Public Comments

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- Statements recorded at public hearing.
- **Written Statements**  
Mary Wright  
IGCN Room N642  
100 North Senate Avenue  
Indianapolis, IN 46204
- **E-Mail:** [mwright@indot.in.gov](mailto:mwright@indot.in.gov)
- **Respectfully request comments to be postmarked by Wednesday, May 1, 2019**

All comments will be reviewed and evaluated and given full consideration before final design decisions.

# Thank You

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- Please visit with project officials following the public comment session.
  - View displays and preliminary plans
  - Informal Questions and Answers
  - Informal comments are always welcome, however, please note general conversations are not part of the official record.

Thank you for your attendance this evening.

Public hearing is adjourned.

