

US 41 at SR 58 Intersection Improvement Project, DES NO. 1800226
Public Comment Summary and Response

Comment ID	Name & Organization	Comment Summary	Comment Category	Response
JH_1	Joni Hiatt	I fear extra farm equipment and semis will be more apt to use Alexander street. My kids play outside all summer and I don't want the extra traffic	Intersection Operation-Large & Heavy Vehicles	<p>US 41 and SR 58 Reduced Conflict Intersection was designed to improve the safety of the intersection as well as the flow of traffic through the corridor.</p> <p>Reduced Conflict Intersections are designed to fully accommodate the wide-turning radius of semitrailer trucks and other large vehicles, such as school buses or farm equipment.</p> <p>Since 2015, INDOT has installed seven RCIs at four-lane highway intersections in Indiana. These intersections have shown a substantial decrease in fatal and serious injury crashes since RCI installation.</p> <p>INDOT has conducted performance analyses of crashes at each RCI, comparing pre-construction crash rates and severity with post-construction data over similar time periods, ranging from 1½ to 5 years.</p> <p>In overall effectiveness, INDOT's analysis showed that the seven RCIs:</p> <ul style="list-style-type: none"> • Reduced fatal and injury crashes by an average of 81%. • Reduced property-damage crashes by an average of 58%.

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DC_1	Donald Corwin Jr.	Extremely difficult for farm trucks to turn. More traffic will use an alternate route through residential areas	Intersection Operation-Large & Heavy Vehicles	<p>US 41 and SR 58 Reduced Conflict Intersection was designed to improve the safety of the intersection as well as the flow of traffic through the corridor.</p> <p>Reduced Conflict Intersections are designed to fully accommodate the wide-turning radius of semitrailer trucks and other large vehicles, such as school buses or farm equipment.</p> <p>Since 2015, INDOT has installed seven RCIs at four-lane highway intersections in Indiana. These intersections have shown a substantial decrease in fatal and serious injury crashes since RCI installation.</p> <p>INDOT has conducted performance analyses of crashes at each RCI, comparing pre-construction crash rates and severity with post-construction data over similar time periods, ranging from 1½ to 5 years.</p>

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DC_2	Donald Corwin Jr.	Would prefer a stop light like those in Sullivan, Shelburn, and Farmersburg. Much cheaper than J-Turns.	Alternative Selection	<p>A traffic signal is not warranted at this intersection based upon traffic volumes.</p> <p>A traffic signal creates the potential for other types of traffic accidents and disrupts the flow of traffic on US 41. The expectation of drivers along US 41 is to not have to slow down. Unexpected reductions in the mainline speed limit increases the potential for rear end collisions. An RCI improves intersection safety by reducing the number of conflict points, whereas a traffic signal does not.</p>

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CD_1	Charles W. Davis	<p>Putting a J-turn at US 41 and S.R. 58 will only cause local folks to pick another route. This will increase traffic (including semi-trucks) on other Carlisle streets which are residential. I used to travel the Freelandville road to Oaktown (and onto Vincennes) – since the construction of the J-Turn at US 41 in Oaktown, I now use other routes. I avoid that intersection like the plague!!! I will do the same if Carlisle (41 & 58) sets a J-turn. This will simply push the problem of crossing US 41 to other intersections.</p>	Intersection Operation-Large & Heavy Vehicles	<p>US 41 and SR 58 Reduced Conflict Intersection was designed to improve the safety of the intersection as well as the flow of traffic through the corridor.</p> <p>Reduced Conflict Intersections are designed to fully accommodate the wide-turning radius of semitrailer trucks and other large vehicles, such as school buses or farm equipment.</p> <p>Since 2015, INDOT has installed seven RCIs at four-lane highway intersections in Indiana. These intersections have shown a substantial decrease in fatal and serious injury crashes since RCI installation.</p> <p>INDOT has conducted performance analyses of crashes at each RCI, comparing pre-construction crash rates and severity with post-construction data over similar time periods, ranging from 1½ to 5 years.</p> <p>In overall effectiveness, INDOT’s analysis showed that the seven RCIs:</p> <ul style="list-style-type: none"> • Reduced fatal and injury crashes by an average of 81%. • Reduced property-damage crashes by an average of 58%. • Reduced crashes of any severity by an average of 68%. <p>INDOT’s analysis showed a dramatic reduction in fatal and injury vehicle crashes at each RCI:</p>

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AJ_1	Amanda Jerrell	I am a Carlisle resident and wanted to voice my opinion. I am opposed to the proposed RCI construction at 41 & 58. There is no good reason to do construction on this intersection.	Alternative Selection	There were 15 crashes reported from 2014 – 2016; 8 of the crashes resulted in injury and 7 of the crashes resulted in property damage. 10 of the crashes were right angle crashes. An RCI reduces the number of right-angle conflict points from the current traditional intersection and has been found to reduce serious and fatal crashes when constructed at similar locations on Indiana roadways.
DM_1	Deann McKinley	Thank you for the information presented at this public meeting. There is no question the US41/SR58 intersection is hazardous. The proposed changes will address current safety issues but also raises new safety concerns. SR58 is an extremely busy local road, heavily traveled by not only passenger vehicles, but semi trucks, triaxle trucks, school buses, and farm equipment that must cross US41. My concern is for the safety of school buses traveling from the north and west heading east into Carlisle. The J-turn	Intersection Operation-Large & Heavy Vehicles	The expectation of drivers along US 41 is to not have to slow down. Unexpected reductions in the mainline speed limit increases the potential for rear end collisions. The RCI intersection is designed to allow vehicles turning from SR 58 to move directly onto the US 41 median U-turn lane. At the U-turn, the design allows slower turning vehicles to move onto the northbound and southbound right-turn lanes within 200' of the U-turn. The sight distance for the south U-turn meets Federal Highway and INDOT design requirements for a semi-trailer turning onto US 41 northbound, without entering the SR 58 right turn lane. Additionally, the intersection sight

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		<p>places a bus further south, closer to a hill crest in the northbound lane just north of the truck plaza where traffic moves 60-70 MPH. This reduces the amount of sight line for the bus driver pulling into the northbound lane. A slow moving bus could potentially be a crash target for a fast moving vehicle cresting that hill, not expecting a slow moving vehicle to be in either of the northbound lanes. I have the same concern regarding farm equipment and semi trucks. After watching the video last night of a semi making the J-turn, it became evident that it would be blocking both lanes as it turns since it is not possible, because of its length, for it to turn only into the left passing lane. This again presents a crash target for northbound vehicles cresting that hill. And the potential increases if there are vehicles in both lanes as they crest the hill. There is a great deal of semi traffic during the melon season using that intersection. Perhaps a reduction in the speed limit in the northbound lane before reaching the truck plaza should be a consideration. The information presented was well prepared and very informative. My hope is that ears were open regarding potential safety concerns created by the traffic pattern</p>		<p>distance was evaluated for 70 mph, 10 mph higher than the posted speed, and found to meet design requirements for all turning movements.</p>

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		change and that there will be discussion to address these concerns. Thank you.		
KT_1	Ken Trimble	My biggest concern is the turning radius. Oaktown seems too narrow for large vehicles. I know it is designed to drive over the curb, but as a professional driver it's almost taboo to "curb it".	Intersection Operation-Large & Heavy Vehicles	The intersection is designed to accommodate a combination truck with an overall length of 73.5', described as a WB-65 in the Indiana Highway Design Manual. The proposed curb is designed to allow semi-trailers to drive onto the curbed pavement while dissuading other vehicles from pulling alongside a stopped vehicle waiting to turn left on US 41.