



LEGAL NOTICE OF PLANNED IMPROVEMENT

The Indiana Department of Transportation (INDOT) is developing plans for the proposed SR 37 and Dillman Road Intersection Improvement project (Des. No. 1800371). The project is located at the intersection of SR 37 and Dillman Road in Bloomington in Perry Township, Monroe County.

The purpose of the project is to improve intersection safety for the traveling public by reducing conflicts between SR 37 and Dillman Road traffic, while also considering traffic delays and mobility.

The preferred alternative will reconfigure the intersection of SR 37 with Dillman Road by constructing a Reduced Conflict Intersection (RCI) with left turn lanes. This intersection design eliminates the Dillman Road through and left-turn movements at the main intersection. All Dillman Road traffic will turn right. Traffic that previously turned left at the intersection will instead turn right and complete a U-turn across the median at the median U-Turn locations. Left turns from SR 37 will be allowed and will yield to oncoming traffic. Construction activities will include the following:

- Construction of a median U-Turn for northbound SR 37 to the north of the intersection of SR 37 and Dillman Road.
- Construction of a median U-Turn for southbound SR 37 to the south of the intersection of SR 37 and Dillman Road.
- Reconstruction with widening of approximately 250 feet of shoulder at each median U-Turn to accommodate truck turning traffic.
- Addition of a northbound left-turn lane along the SR 37 median from Dillman Road to the north U-Turn.
- Addition of a southbound left-turn lane along the SR 37 median from Dillman Road to the south U-Turn.
- Reduction of the SR 37 southbound/northbound left-turn lane approaching the SR 37 and Dillman Road intersection in order to accommodate the south/north median U-Turn.
- Widening of right turning pavement on both the west and east approaches of Dillman Road.
- Construction of center curbs where Dillman Road intersects SR 37.
- Installation of new signage and street lighting.

The proposed construction of this project will not require new permanent or temporary right-of-way. It will not include any relocations or displacements.

The preferred alternative will meet the purpose and need of the project because it will reduce the number of right-angle crashes by eliminating left turning movements and through traffic from Dillman Road across SR 37, thus improving safety at the intersection. Eliminating through traffic and left turning movements will improve safety because it reduces the number of crossing conflict points. A conflict point is a location approaching or within an intersection where vehicle paths can either merge, diverge, or cross, essentially creating opportunities for crash incidents. Crossing conflict points occur when vehicles travelling along opposing movement paths can intersect, such as when a vehicle travelling from east to west crosses in front

of a vehicle travelling north. In its current configuration, there are 24 crossing conflict points at the intersection. Constructing an RCI would reduce this to only four crossing conflict points.

The Maintenance of Traffic (MOT) plan for this project will be accomplished in phases utilizing lane closures. The MOT plan will require closure of one lane for both northbound and southbound traffic on SR 37. One lane in each direction will remain open during construction. Access to all properties will be maintained during construction; therefore, no impacts are expected. A short duration temporary closure of the east and west approaches of Dillman Road will be utilized to construct the right turn widening and center curb at the intersection with SR 37. Local traffic will have access to SR 37 at the S. Victor Pike intersection to the north and the S. Walnut Street intersection to the south. The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences will cease upon project completion. School corporations and emergency services will be notified of closures prior to construction. The proposed start of construction is Spring 2024.

The cost associated with this project is approximately \$1.8 million which includes preliminary engineering and construction with both federal and state funds anticipated to be used.

The Federal Highway Administration (FHWA) and INDOT have agreed this project falls within the guidelines of a Categorical Exclusion (CE) Level 1 environmental document. Preliminary design plans along with the CE are available for review at the following locations:

- Online INDOT Seymour District Website – seymour.indot.in.gov
- Monroe County Downtown Library – 303 E. Kirkwood Avenue, Bloomington, IN 47408
- HNTB Office – 111 Monument Circle, Suite 1200, Indianapolis, IN 46204

All interested persons may request a public hearing be held and/or express their concerns by submitting comments to the attention of Kia Gillette, HNTB, at 111 Monument Circle, Suite 1200, Indianapolis, IN 46204, at 317-917-5240, or kgillette@hntb.com on or before Friday October 21, 2022. In addition, project information, including the environmental document, may be mailed to interested persons upon request.

In accordance with the Americans with Disabilities Act (ADA), persons and/or groups requiring project information be made available in alternative formats are encouraged to contact Kia Gillette, HNTB Environmental Lead, at 111 Monument Circle, Suite 1200, Indianapolis, IN 46204, at 317-917-5240, or kgillette@hntb.com for the arrangement and coordination of services. In accordance with Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in another language are encouraged to contact Kia Gillette, HNTB Environmental Lead, at 111 Monument Circle, Suite 1200, Indianapolis, IN 46204, at 317-917-5240, or kgillette@hntb.com.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.”; 2) 23 CFR 450.210(a)(1)(ix) stating, “Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.”; and 3) The *INDOT Project Development Public Involvement Procedures* approved by the Federal Highway Administration on July 7, 2021.