

Public Hearing

**SR 3 at Waits Road
Kendallville, Indiana**

July 27, 2022



 **NextLevel**
INDIANA

Meeting Agenda

AGENDA

- Welcome
- Project Development Process
- Need and Purpose of Project
- Alternatives Considered
- Additional Project Details
- Public Involvement Process



Meeting Objectives

OBJECTIVES

- Communicate the need for the project
- Review studied alternatives and outcomes
- Present schedule
- Solicit feedback from stakeholders
- Satisfy Federal and State regulations

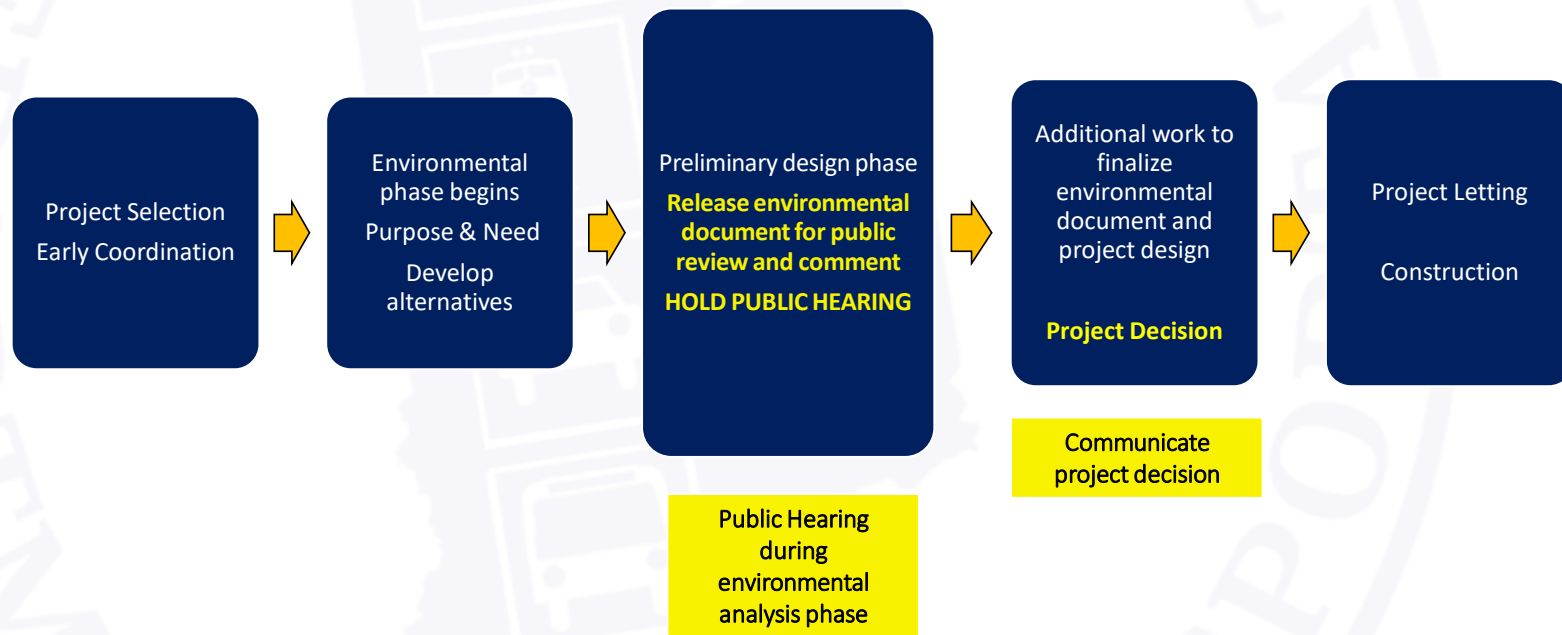


Project Team

- Indiana Department of Transportation – Fort Wayne District
 - Miguel Tucker, Project Manager
- Crawford, Murphy and Tilly (Designer)
 - Nick Batta, Design Lead
 - Mitchell Murray
 - Rajesh Kaphle
 - John Honnen



Project Development



Public Involvement Activities To Date

Early Coordination with Key Stakeholders

- INDOT Departments
- Federal Highway Administration
- Indiana Department of Natural Resources
- Indiana Department of Environmental Management
- Local Utility Companies

Meetings with Local Agencies

- City of Kendallville
- City Police
- City Fire
- Noble County
- Parkview Emergency Medical Systems

Public Hearing Advertisements

- Legal Notice ran in the News Sun on July 7, 2022 and July 14, 2022
- Legal Notice was mailed to adjacent property owners
- Social Media

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?
- **Draft environmental document released for public involvement**
 - July 2022
 - Available for review and comment via public repository



Environmental Document

Environmental Analysis Process

- Establish Purpose and Need
- Develop several 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



Environmental document evaluates impact

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



Need and Purpose

Need

- Severe vehicle crash rates
- Higher than average vehicle crash rates
- Delays waiting to turn and cross SR 3 from Waits Road

Purpose

- Reduce vehicle crash rates and delay at intersection

13

crashes occurred
in 2017-2019
study area

4 of 13

involved injuries

All 4

these crashes
involved vehicles
trying to cross the
median to either turn
left or cross SR 3

In spring 2021,
another crash
occurred that
involved multiple
fatalities.

Existing Project Conditions



- Unsignalized intersection
- Northbound and southbound left turn lanes
- Supplemental warning signs
 - “STOP AHEAD” along Waits Road
 - “INTERSECTION AHEAD” along SR 3

Alternatives Considered

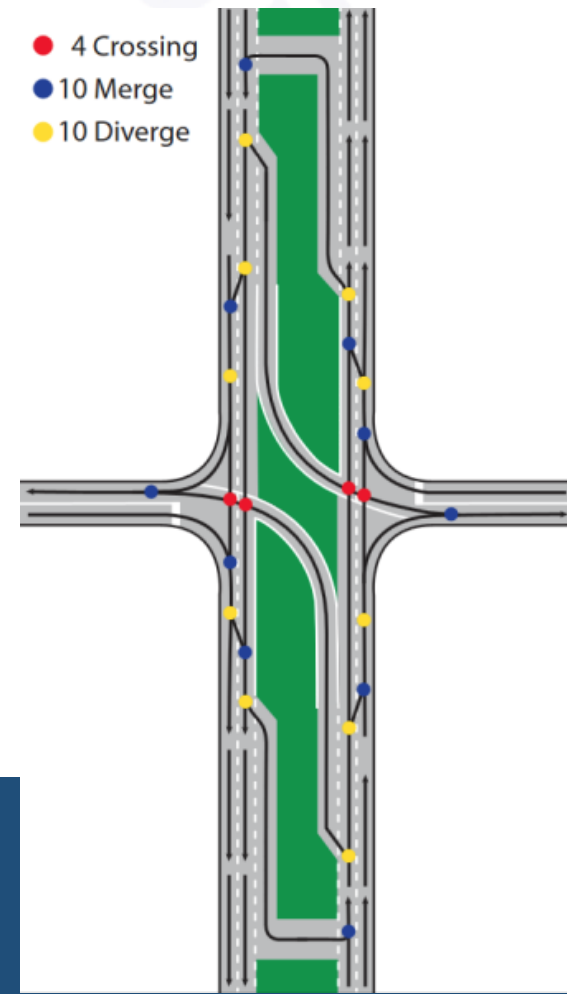
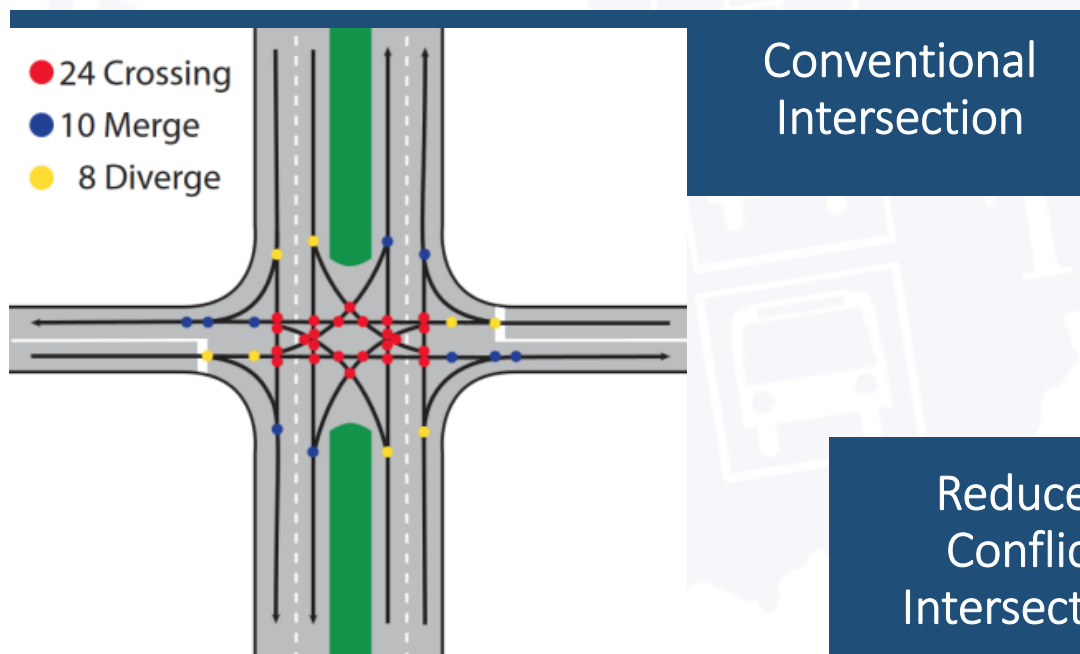
- New Traffic Signal
 - Discarded since intersection does not meet signal warrants due to low traffic volumes
- Closing the East Leg of the Intersection
 - Discarded since it adds too much additional travel time
- Reduced Conflict Intersection (RCI)
 - Continued forward for additional analysis
- No-Build Alternative
 - Remains an eligible option although does not fulfill project's Need and Purpose



Why Reduced Conflict Intersections Are Safer

Conflict Points are dramatically reduced

- Crossing Movements (most dangerous) are reduced most
- Merge/Diverge Movements are typically least significant crashes and require looking in only one direction

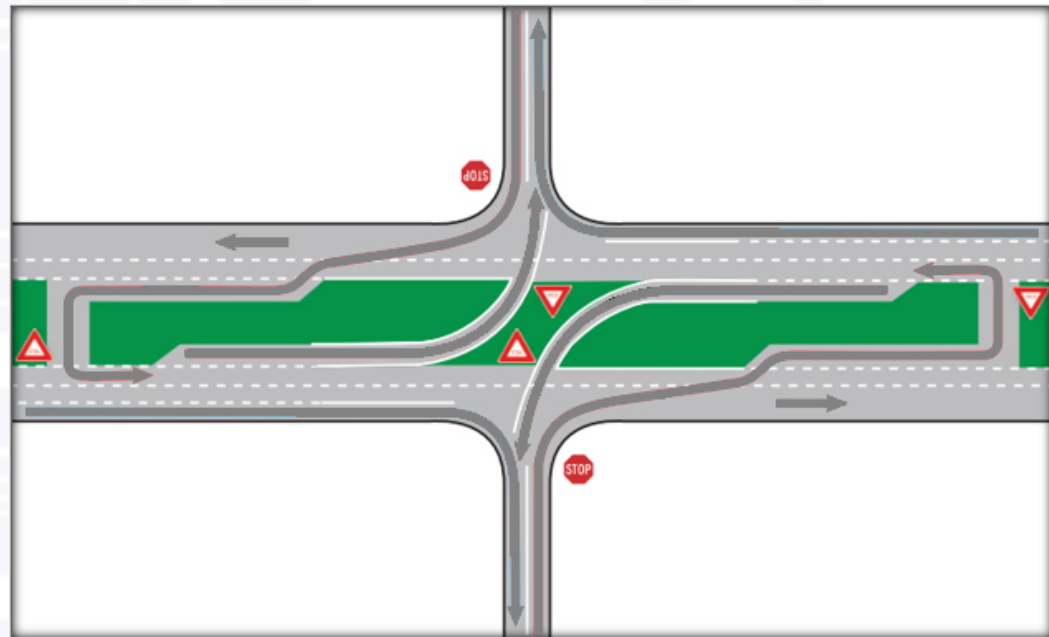


Case Studies

- Indiana now has 7 RCI intersections in operation
- When conducting an analysis of their effectiveness, INDOT founded the following (based upon 1.5 to 5 years of data)
 - Reduced fatal and injury crashes by an average of 81%
 - Reduced total crashes by an average of 68%
- National data reveals similar positive trends
 - Reduced fatal and injury crashes by an average of 63%
 - Reduced total crashes by an average of 28%

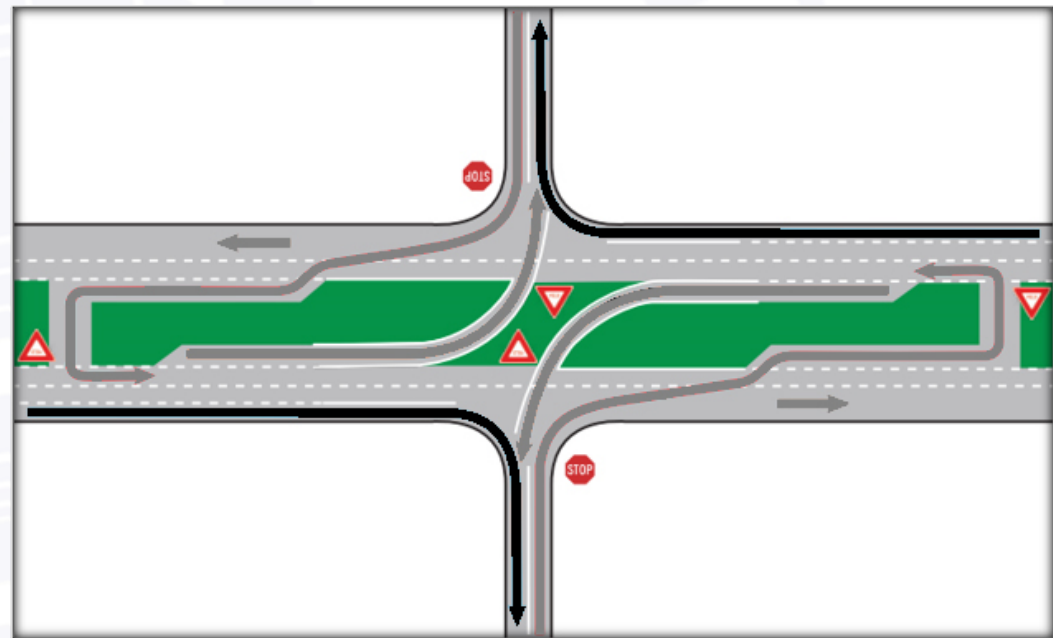
Sources: FHWA Office of Safety – Proven Safety Countermeasures, FHWA Office of Safety – Restricted Crossing U-Turn Intersections, [INDOT: Reduced Conflict Intersections](#)

Reduced Conflict Intersections – Standard



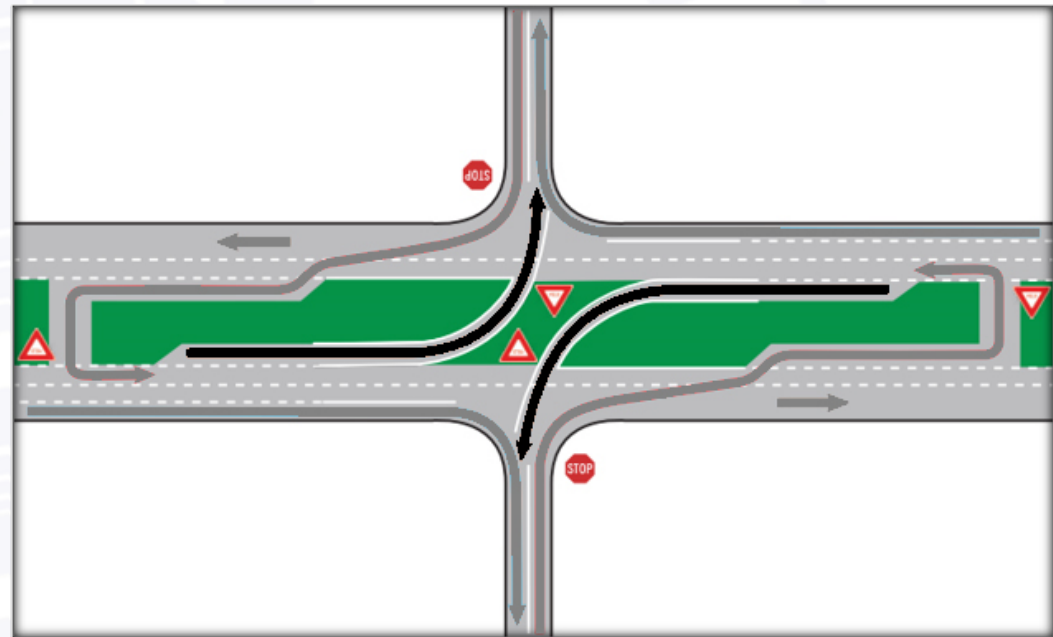
Reduced Conflict Intersections – Standard

- Right turns off SR 3 as present



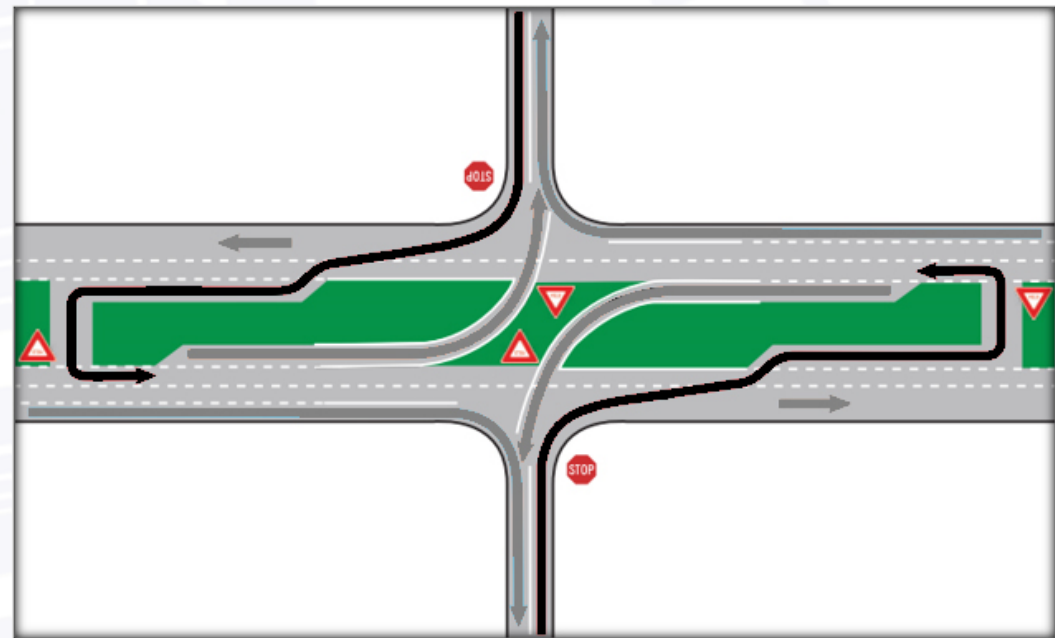
Reduced Conflict Intersections – Standard

- Right turns off SR 3 as present
- Left turns off SR 3 as present

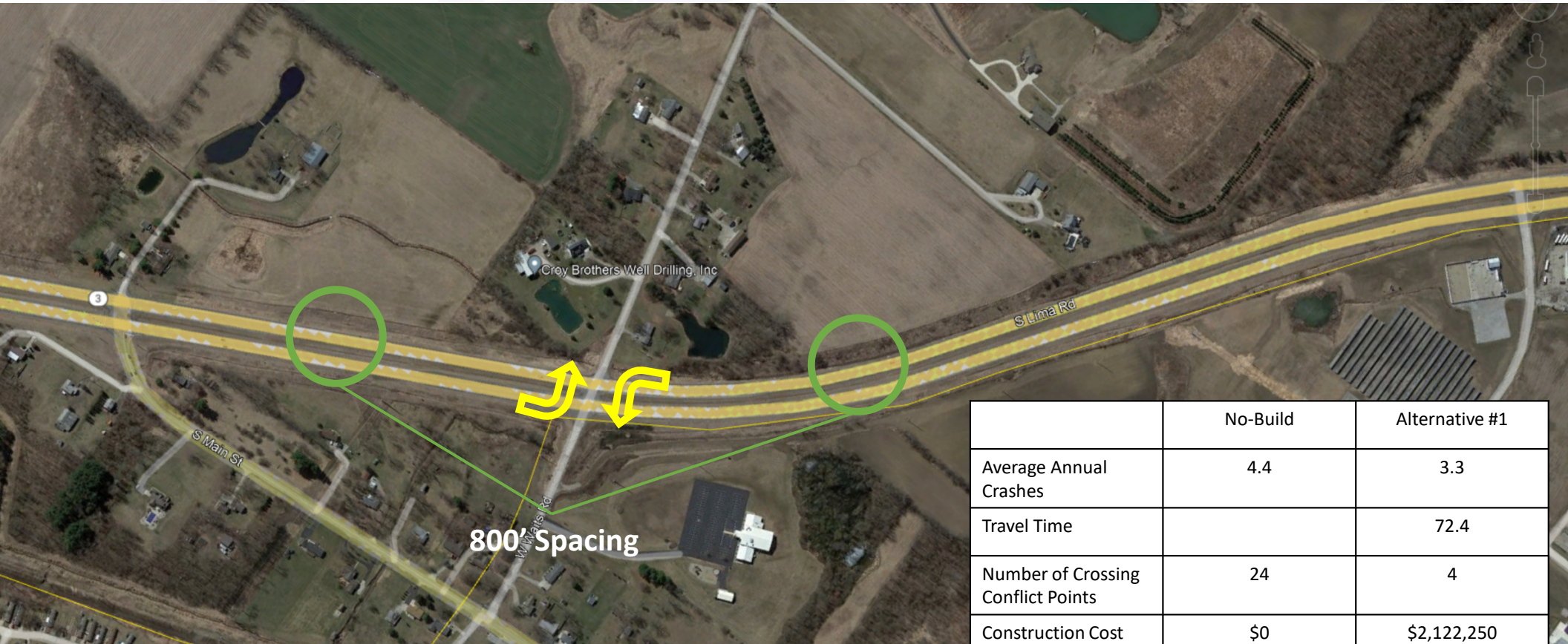


Reduced Conflict Intersections – Standard

- Right turns off SR 3 as present
- Left turns off SR 3 as present
- If crossing or turning left onto SR 3, use median U-turns

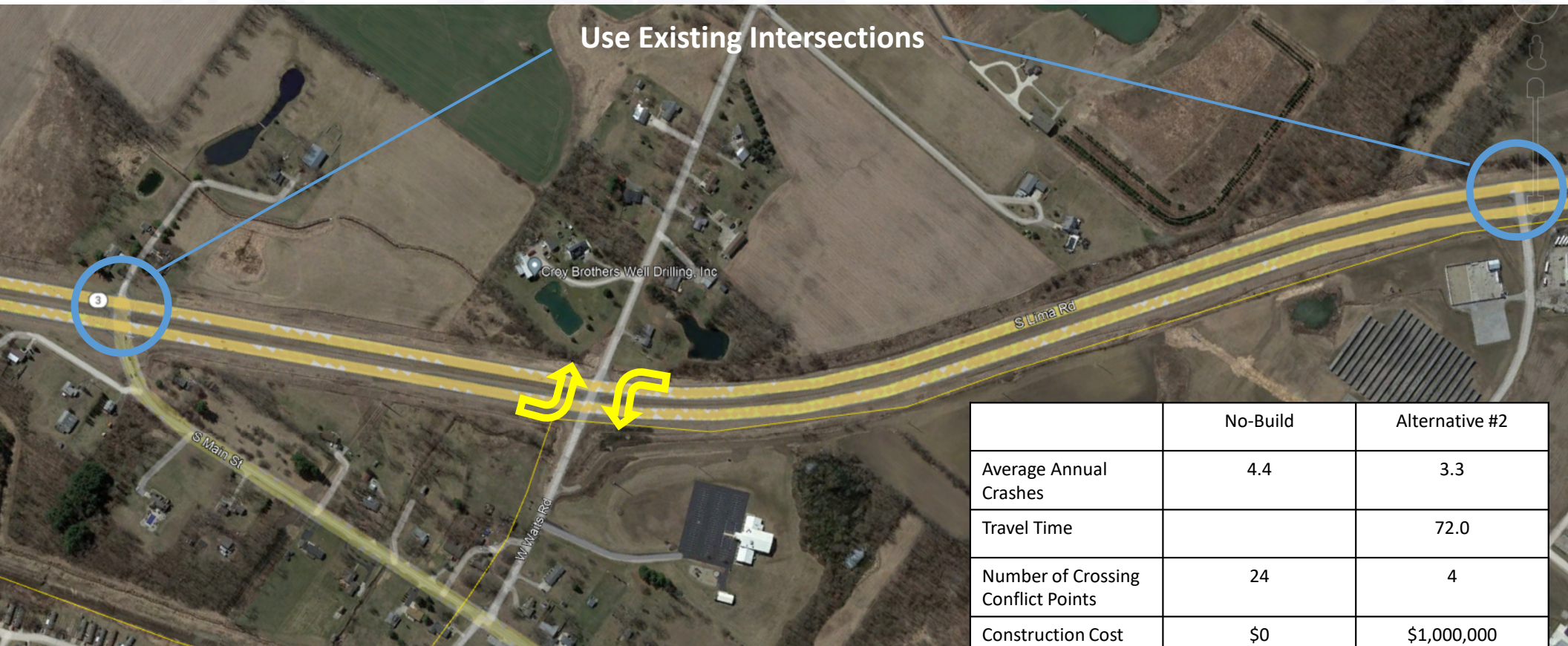


Alternative #1 – Standard RCI with Median U-Turns at 800'



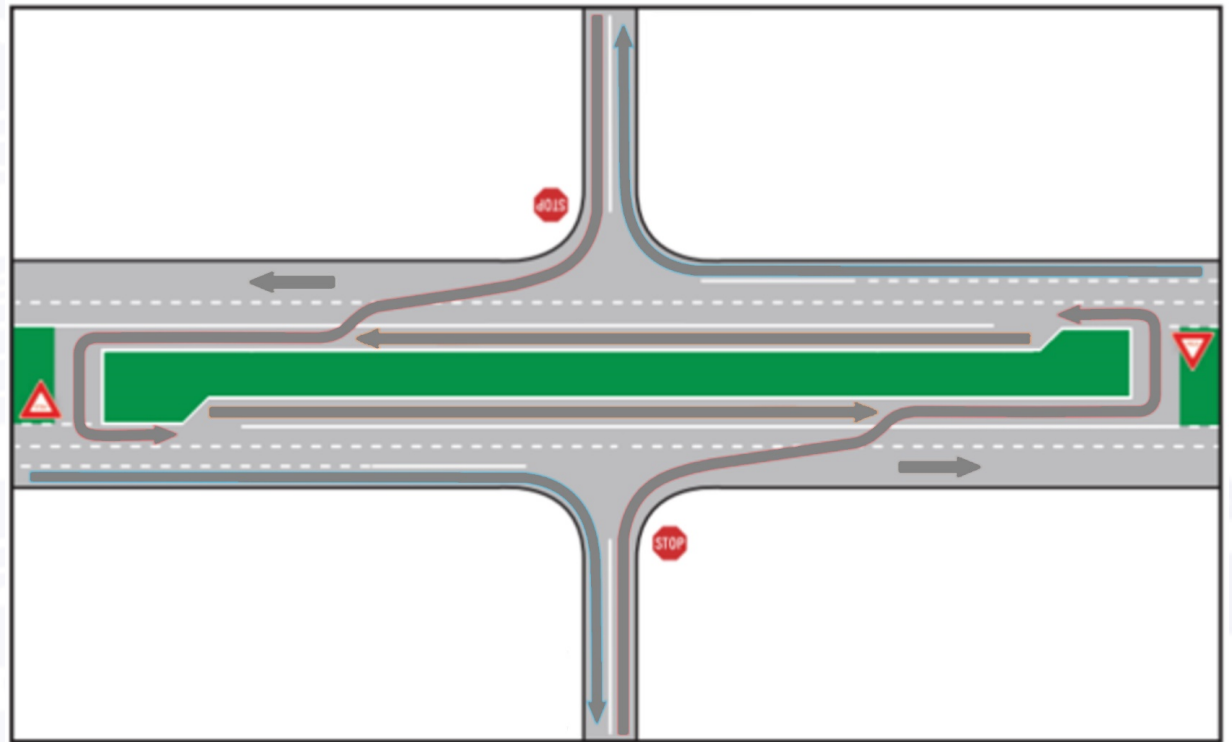
	No-Build	Alternative #1
Average Annual Crashes	4.4	3.3
Travel Time		72.4
Number of Crossing Conflict Points	24	4
Construction Cost Estimate (\$2020)	\$0	\$2,122,250

Alternative #2 – Standard RCI with Median U-Turns at Intersections



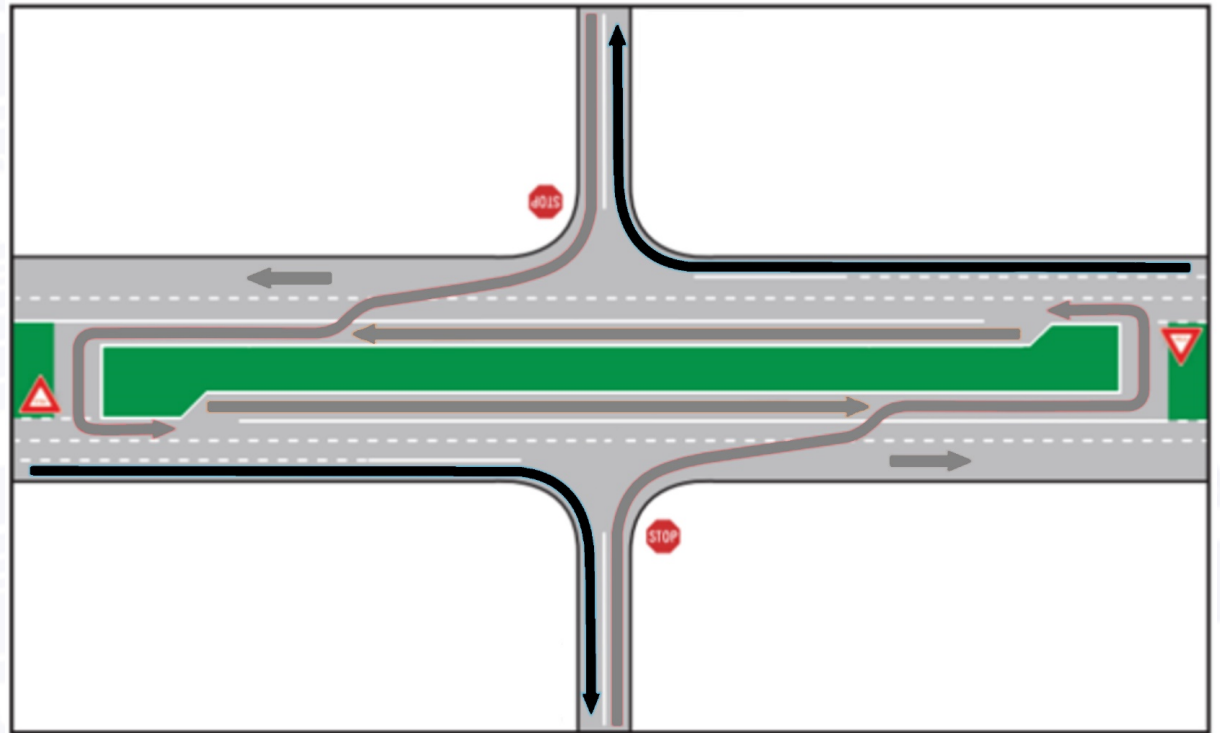
	No-Build	Alternative #2
Average Annual Crashes	4.4	3.3
Travel Time		72.0
Number of Crossing Conflict Points	24	4
Construction Cost Estimate (\$2020)	\$0	\$1,000,000

Reduced Conflict Intersections – Closed Median



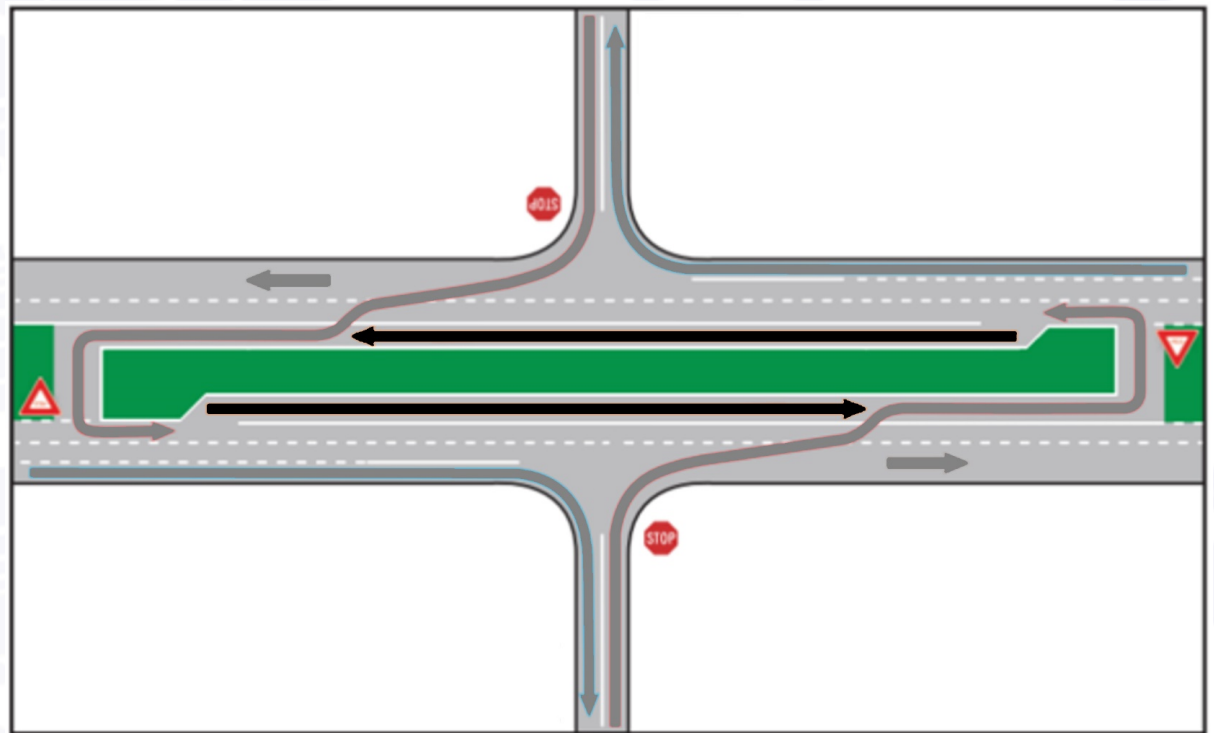
Reduced Conflict Intersections – Closed Median

- Right turns off SR 3 as present



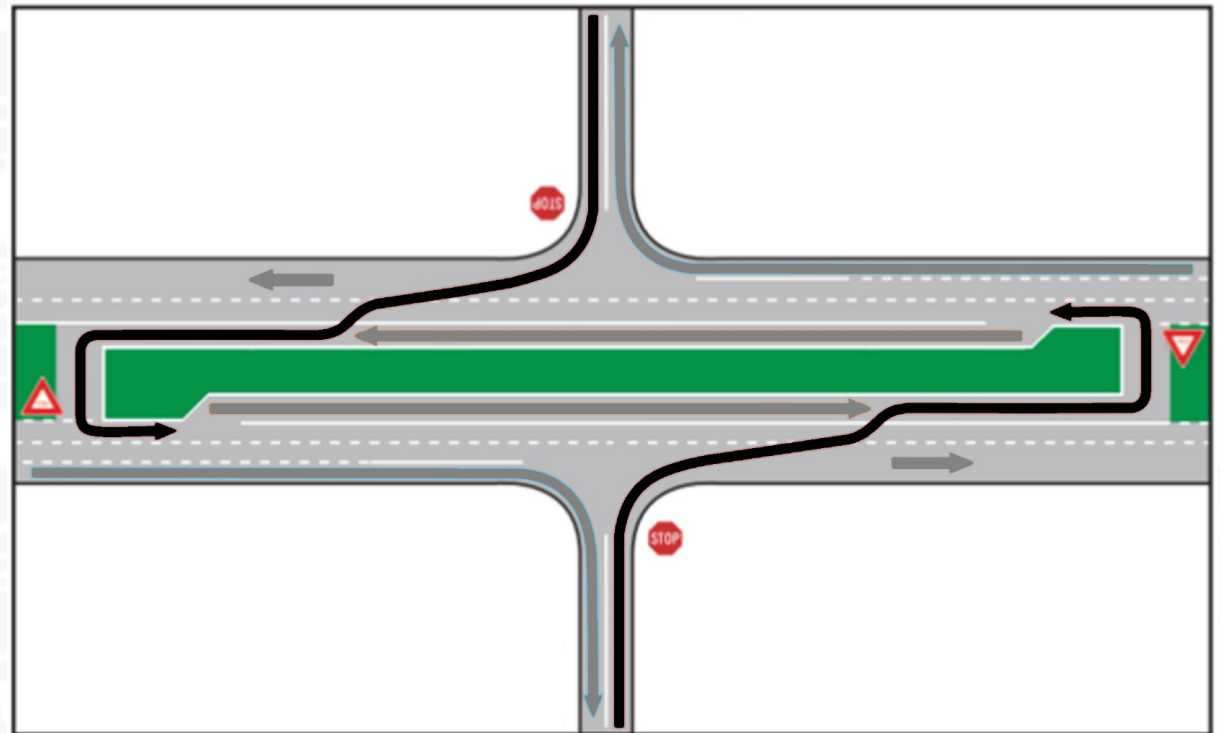
Reduced Conflict Intersections – Closed Median

- Right turns off SR 3 as present
- Left turns off SR 3 go past Waits Road and use median U-turns

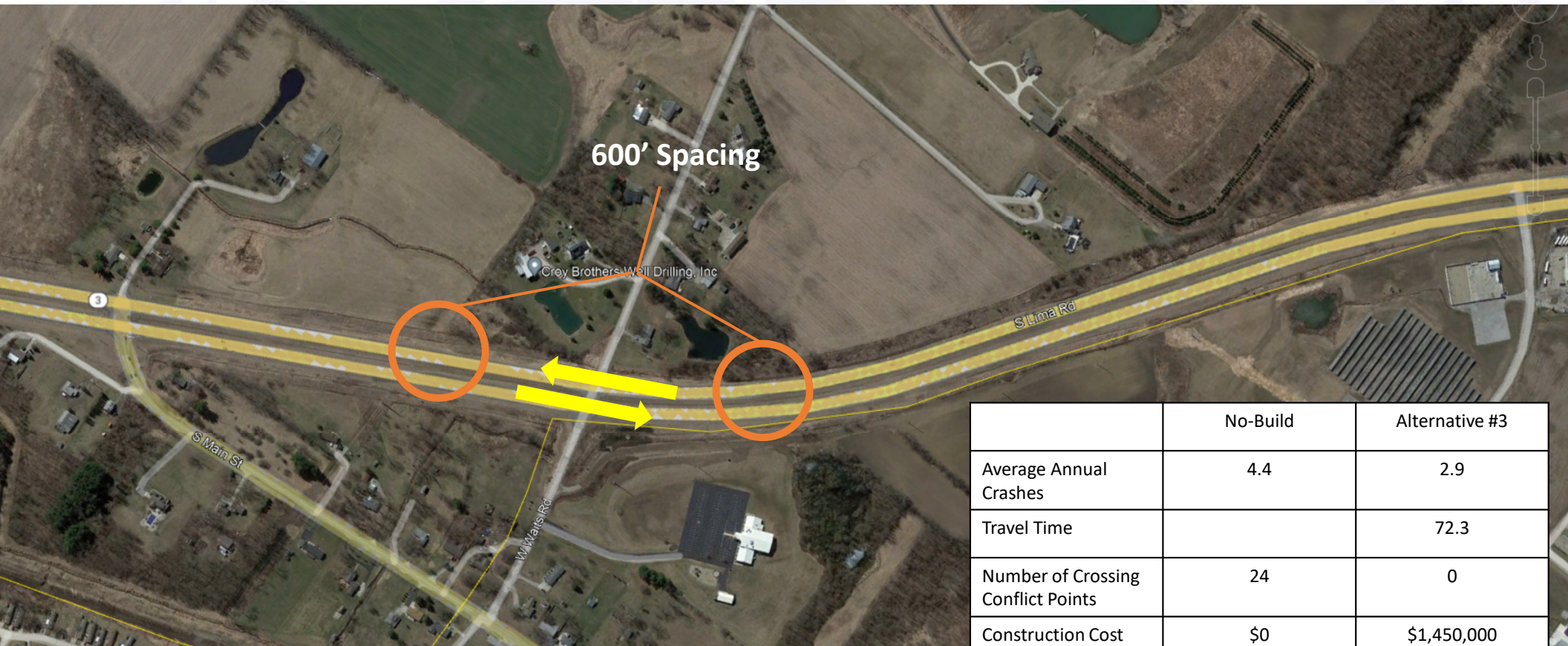


Reduced Conflict Intersections – Closed Median

- Right turns off SR 3 as present
- Left turns off SR 3 go past Waits Road and use median U-turns
- If crossing or turning left onto SR 3, use median U-turns

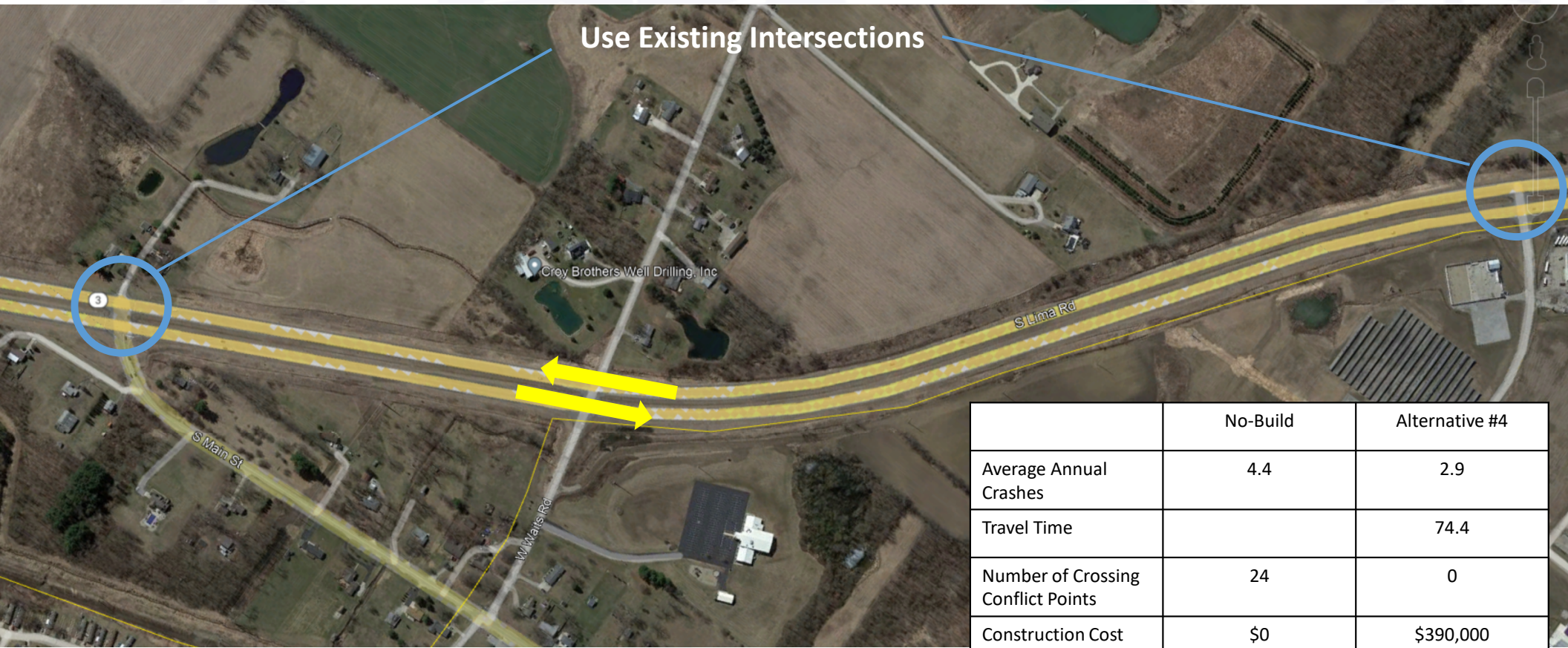


Alternative #3 – Closed RCI with Median U-Turns at 600'



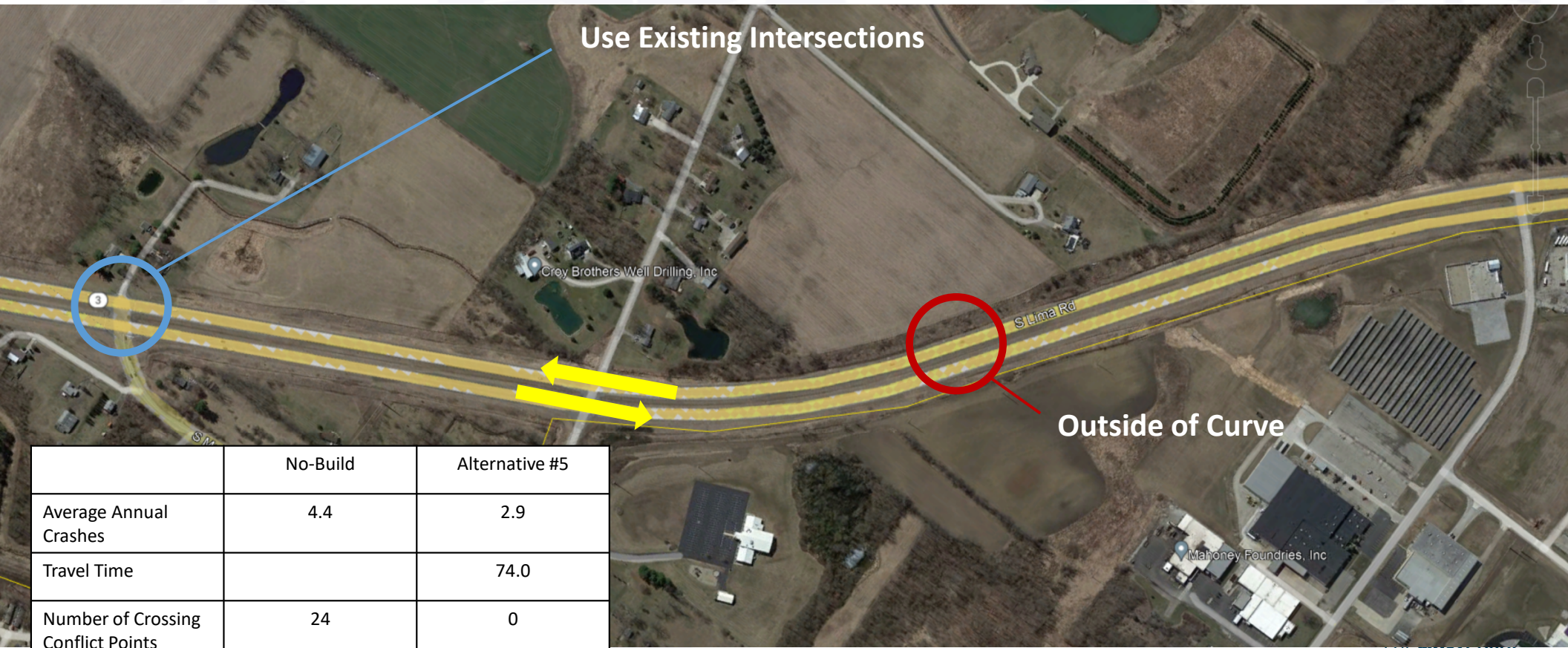
	No-Build	Alternative #3
Average Annual Crashes	4.4	2.9
Travel Time		72.3
Number of Crossing Conflict Points	24	0
Construction Cost Estimate (\$2020)	\$0	\$1,450,000

Alternative #4 – Closed RCI with Median U-Turns at Intersections



	No-Build	Alternative #4
Average Annual Crashes	4.4	2.9
Travel Time		74.4
Number of Crossing Conflict Points	24	0
Construction Cost Estimate (\$2020)	\$0	\$390,000

Alternative #5 – Closed RCI with Median U-Turns at Hybrid Locations



	No-Build	Alternative #5
Average Annual Crashes	4.4	2.9
Travel Time		74.0
Number of Crossing Conflict Points	24	0
Construction Cost Estimate (\$2020)	\$0	\$1,001,875

Alternatives Review

Alternative	SR 3 Corridor Crash Expectancy	Total Study Area Travel Time (Seconds)	Number of Crossing Conflict Points	Construction Cost (\$2020)
No Build	4.4		24	n/a
Alternative #1 - Standard RCI	3.3	72.4	4	\$2,122,250
Alternative #2 - Standard RCI Without Median U-Turns	3.3	74.0	4	\$1,000,000
Alternative #3 - Closed RCI	2.9	72.3	0	\$1,450,000
Alternative #4 - Closed RCI Without Median U-Turns	2.9	74.4	0	\$390,000
Alternative #5 - Closed RCI Hybrid	2.9	74.0	0	\$1,001,875

Social Media Comments

Before



██████████
Dumbest idea ever. I bet at least 10 accidents within the first week. Sad thing is even if theres fatalities indiana still wont do anything to fix it. Ridiculous. Stick to fixing potholes rather than screwing up more traffic

52w Like Reply



After



██████████
This has been open roughly 1 year and not a single accident with injury!

23m Love Reply Message



Social Media Comments

Before



I know this is bad to say ! And I don't want to see this happen. But the Monroeville Fire&E.M.S will be busy. Also if Woodburn or Monroeville have a fire and need help from each other this will not help the response time.

51w Like Reply

After



I have been on the Monroeville fire dept for roughly 20 years and we haven't been out there for a accident with injury in over a year. Usually we are there every few months.

1m Love Reply Message  1



Social Media Comments

Before



There is not sufficient room for a semi to make a u turn without using both lanes and causing traffic to slow to avoid accidents

51w Like Reply

After



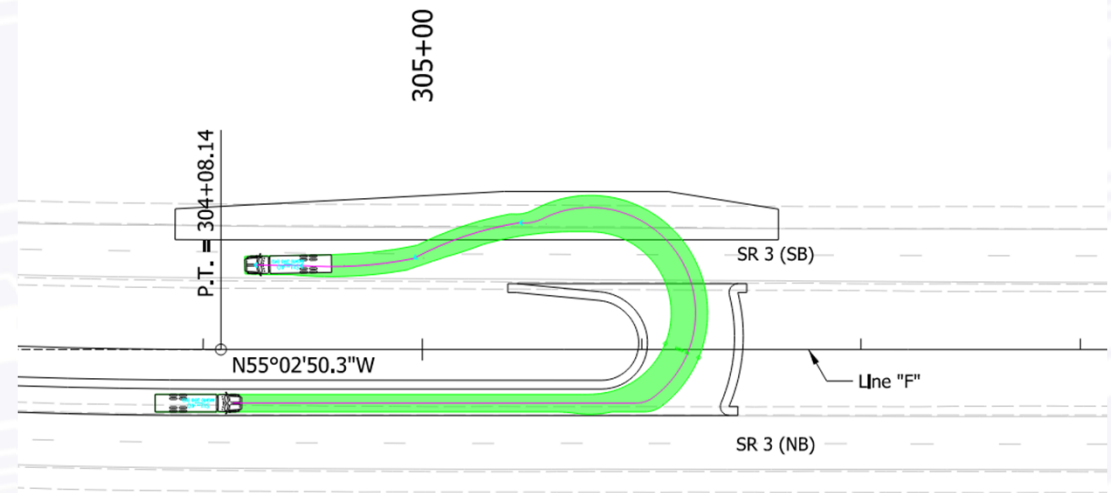
I use it a few times a day in a semi with no issues. It saves me at least 10 minutes a day by not having to wait for both lanes of traffic to be clear.

2m Like Reply Message

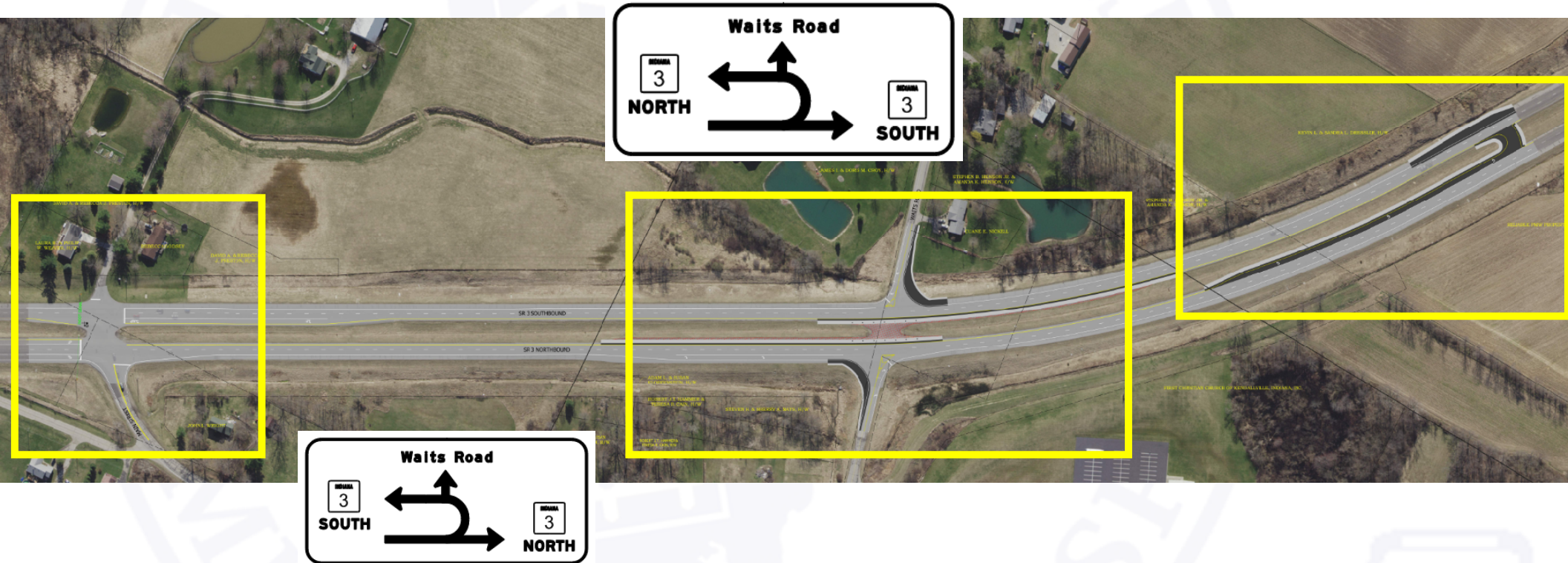


How do Trucks use RCIs

- Semi trucks will use U-turn and storage lane to yield.
- Semi trucks will use pavement blisters to complete turning movement.



Alternative #5 - Preliminary Preferred Alternative



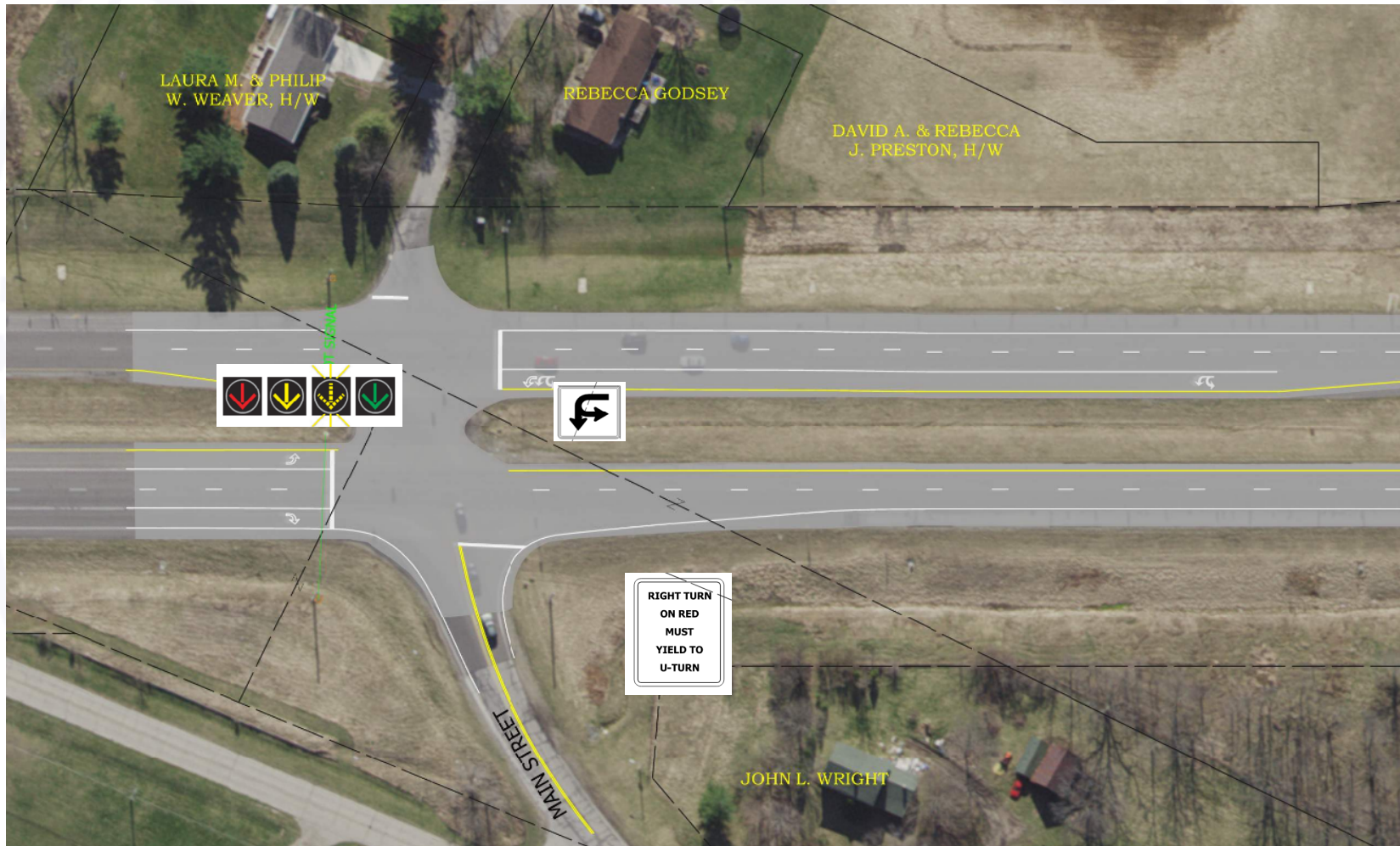
Alternative #5 - Preliminary Preferred Alternative



Alternative #5 - Preliminary Preferred Alternative



Alternative #5 - Preliminary Preferred Alternative

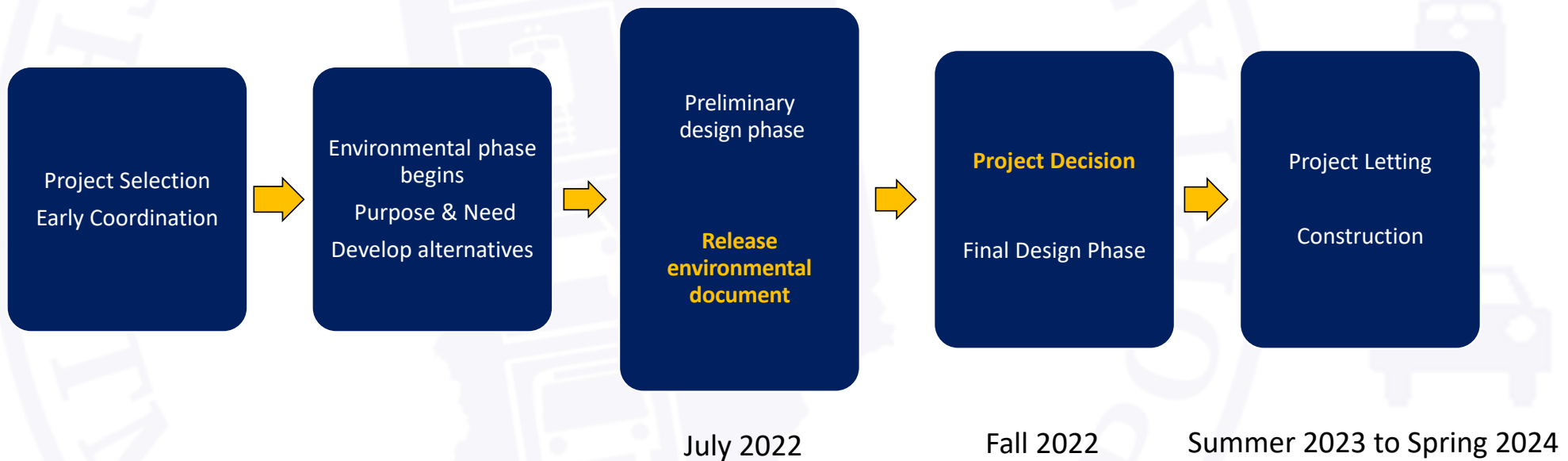


Additional Project Details

- New right-of-way acquisition will not be needed
- USACE 404/IDEM 401 permits will be needed for impacting 0.1 acre of wetlands and streams
- Street lighting will be added to intersection and median U-turn
- SR 3 will remain open to traffic during construction
- Waits Road will be closed and detoured during construction. Closure is anticipated to last 3 months



Project Schedule



Participating in the Public Involvement Process

- Attend the public hearing
- Watch the recorded presentation
- Visit a project resource location
- Visit the project website
- Submit informal and formal comments
 - Informal – questions and discussions with design team tonight
 - Formal – commented included in the NEPA document and responded to by the design team.



Project Resource Locations

- **INDOT Fort Wayne District Office**
5333 Hatfield Road, Fort Wayne, IN 46808
- **Kendallville Public Library**
221 S. Park Avenue, Kendallville, IN 46755
- **Kendallville City Hall**
234 S. Main Street, Kendallville, IN 46755
- Environmental Document
- Project Plans
- Public Comment Form
- Available until public comment period closes



Project Website

- Environmental Document
- Meeting Exhibits
- Presentation
- Maps
- Project Plans
- Public Comment Form

<http://fortwayne.indot.in.gov/>



Todd W. Johnson, Deputy Commissioner
5233 North Road
Fort Wayne, IN 46808
Tel: 765.247.1000
Fax: 765.247.1009
INDOT@in.gov
Fort Wayne District Map



The Fort Wayne District is responsible for maintaining 4,799 lane miles of state roads, 525 lane miles of interstate, 1,238 large culverts, 742 state bridges, 143 snow routes, 459 traffic signals, 217 flashers, 40,000 road signs, and 1,200 panel signs.

There are four sub-districts (Bluffton, Elkhart, Fort Wayne and Wabasha) and 17 counties (Adams, Allen, DeKalb, Elkhart, Grant, Huntington, Kosciusko, LaGrange, Miami, Noble, Stoupen, Wabash, Wells, Whitley and parts of Blackford, Fulton, and just within the Northeast District).

Currently Taking Comments

SR 3 over Prairie Creek

[Project Fact Sheet](#)
[Public Input Form](#)

Current Projects

- S.R. 827 Roadway Improvements Project in Elkhart
- I-69 at S.R. 14 - Elkhart Road
- I-69 Corridor/Landmark Project
- Construction Districts
- S.R. 16 Roadway Project in Miami County
- I-49/S.R. 24 Interchange Modification
- I-69 Grant County Concrete Pavement Replacement
- U.S. 20 Added Travel Lanes in Elkhart County, S.R. 13 in C.R. 35
- S.R. 3 and Northport Intersection Improvement in Noble County

Proposed Projects

- I-69 Bridge Replacement at County Road 10 in DeKalb County
- S.R. 3 and Wayne Road Intersection Improvement in Noble County
- U.S. 6 / S.R. 13 / C.R. 33 Intersection Improvement Project in Elkhart County
- U.S. 20 Added Travel Lanes in Elkhart County, C.R. 35 in S.R. 13
- Proposed Improvement of the Intersection of U.S. 24 and S.R. 19 in Miami County
- U.S. 24 Over Holthouse Dam
- U.S. 31 Project
- U.S. 33 over Blue River in Whitley County
- U.S. 30 in Flaming Branch in Allen County
- S.R. 3 Over Grant Creek Bridge Project in Huntington County
- S.R. 22 Town of Volcan in Grant County
- S.R. 22 Small Towns Road Project/Stroke Rehabilitation Project in Grant County (Hickland)
- S.R. 3 Roadway Improvements Project in St. Joe
- S.R. 3 in Spaldingtown
- S.R. 15 and County Road 18 Intersection Improvement Project in Elkhart County
- S.R. 105 over Hurricane Creek in Whitley County
- SR 116 Project in Wells County

Proposed Projects

- I-69 Bridge Replacement at
- S.R. 3 and Waits Road Inters
- U.S. 6 / S.R. 13/ C.R. 33 Inter
- U.S. 20 Added Travel Lanes
- Proposed Improvement o
- U.S. 224 Over Holthous
- U.S. 31 Project

Submit Formal Public Comments

- **Submit formal public comments using these options:**
 - Public Comment Form
 - Fill out tonight and give to project team member
 - Form found on website and at resource locations
 - Email or call Nick Batta (contact information on final slide)
 - Participate during public comment session following formal presentation
- **INDOT respectfully requests comments be submitted by August 15, 2022**
- All comments submitted are included in the public hearings transcript and made part of the public record
- Comments are reviewed, evaluated and given full consideration during decision making process



Public Comment Session



Submitting Comments

- Nick Batta (CMT)
 - Nbatta@cmtengr.com
 - 8790 Purdue Road, Indianapolis, IN 46268
 - 317.492.9162

<http://fortwayne.indot.in.gov/>

Comment Deadline: August 15, 2022



855-463-6848

The logo for NextLevel INDIANA features a stylized blue "N" icon to the left of the text "NextLevel" in a bold, blue, sans-serif font, with "INDIANA" in a smaller, blue, sans-serif font below it.

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