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# S.R. 60 at Salem Bypass Intersection Improvement Project

Indiana Department of Transportation

Wednesday, January 15, 2020

Salem City Hall

6:00 p.m.

# Welcome

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- Purpose/explanation of public hearing
- Public hearing format
- Visit our sign-in table
- Informational handouts
- Participate during public comment session
- Submit written public comments
- Project display area



# S.R. 60 at Salem Bypass

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- Introduction of INDOT Project Team
  - Seymour District Office
    - Project Management
    - Design
    - Environmental Services
    - Communications
    - Construction
  - Shrewsberry & Associates
    - Engineering and Design 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:
  - The Salem Leader
    - December 31, 2019
    - January 7, 2020
    - January 14, 2020

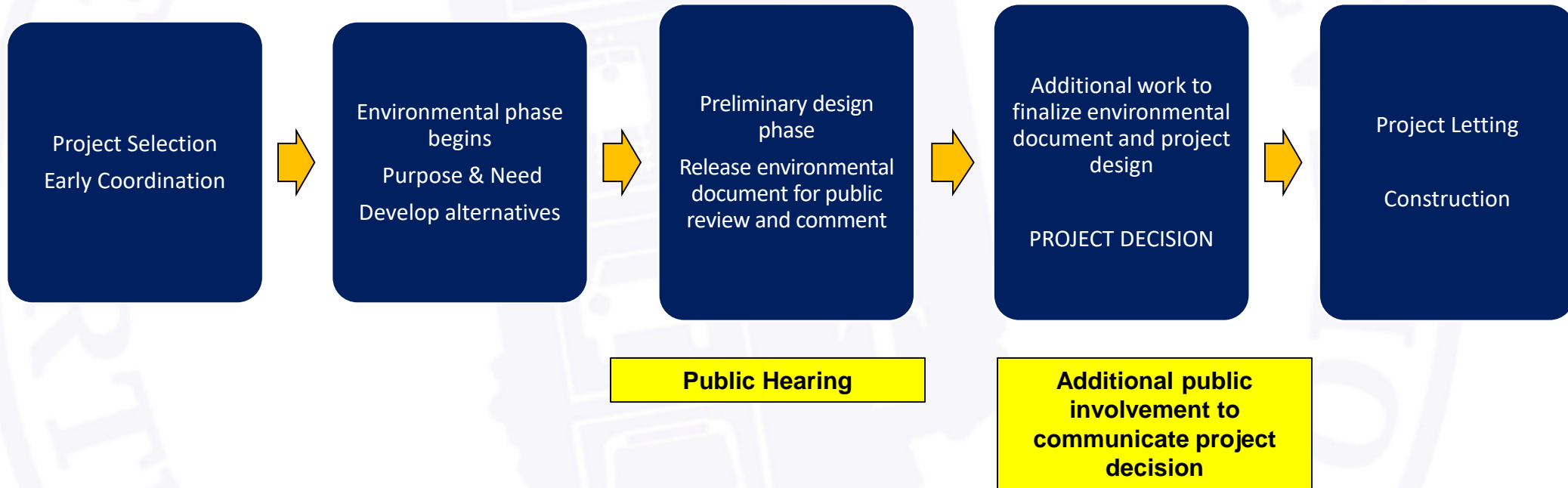
# Project Stakeholders

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



# Project Development



# Environmental Document

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## **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**
  - November 2019
  - Is available for public review

# Environmental Document

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- **Environmental Process**

- Establish Purpose and Need
- Develop possible alternatives
  - The “No Build” 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 Analysis & Public Involvement

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- **Notice of Entry for Survey – 2018**
  - Letters mailed to properties within general area
    - Gather data for environmental analysis
- **Section 106 of National Historic Preservation Act – 2019**
  - Take into account proposal's impact on historic & archaeological properties
  - Public invited to participate
  - Public notices issued with 30-day comment period
    - The Salem Leader – June 2019
  - “No historic properties affected” finding issued
- **Public hearing – January 2020**
  - INDOT seeking public comment and input regarding proposed project



# Types of Items Evaluated

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- Right-of-way
- Streams, Wetlands, and Other Waters
- Floodplains
- Endangered Species
- Farmland
- Cultural Resources (Historic/Archaeological)
- Parks and Recreational Lands (Trails)
- Air Quality
- Community Impacts
- Public Involvement



# Project Resource Locations

- **INDOT Seymour District Office**

185 Agrico Lane, Seymour, Indiana 47274

- Planning, Project Development/Delivery, Construction, Maintenance for Southeast Indiana
- <http://www.in.gov/indot/2706.htm>

- **Salem Public Library**

212 North Main Street, Salem, Indiana 47167

- **INDOT Office of Public Involvement**

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

- Phone: (317) 232-6601; [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

Visit Project Web Page <https://www.in.gov/indot/4000.htm>

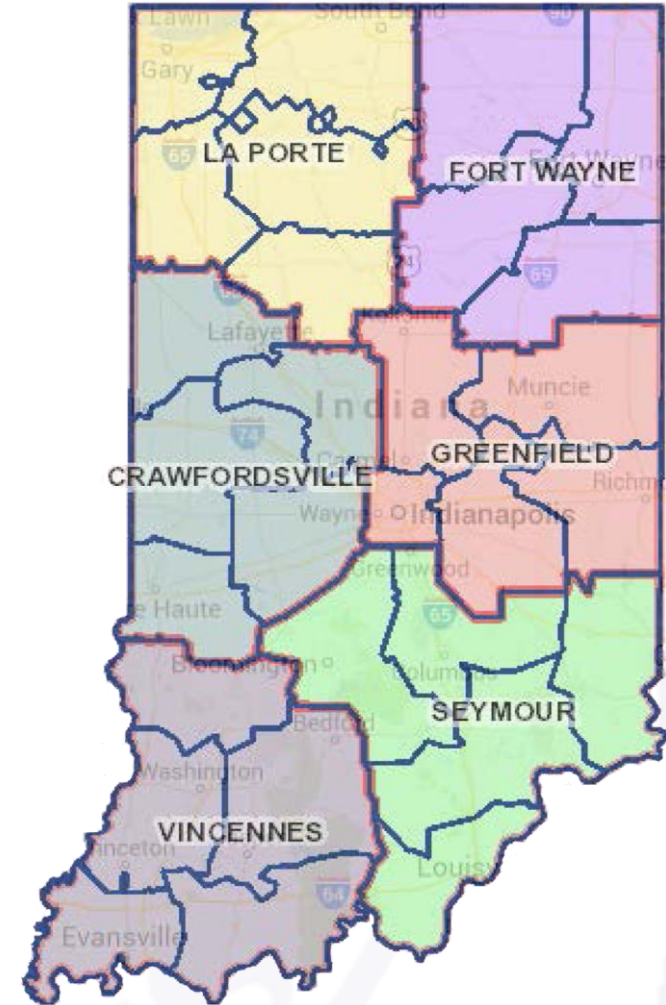
## Transportation Services Call Center

Provides citizen and business customers with a single point-of-contact to request transportation services, obtain information, or provide feedback through multiple channels of communications.

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855-463-6848



# Existing Intersection

SR 60 & SALEM BYPASS  
DES 1702225



EXISTING INTERSECTION



# S.R. 60 at Salem Bypass – Purpose and Need

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## Purpose

- Enhance the safety of the intersection by reducing the frequency and severity of vehicular crashes

## Need

- Based on safety concerns due to number of vehicular crashes at intersection
  - Between January 2013 - May 2017, a total of 34 vehicular crashes have occurred at intersection
    - 23 property damage
    - 2 non-incapacitating
    - 8 incapacitating
    - 1 fatality
    - Crash types include right angle, rear end, left turn, right turn
    - Most prevalent crash type, right angle (47%), attributed to failure to yield

# S.R. 60 at Salem Bypass

## Previous Improvements Include

- Advance intersection warning signs
- Rumble strips approaching stop
- Dual, oversize stop signs
- Dual, yellow warning signs “Traffic from the left and right does not stop”
- LED flashing lights on stop signs



# Previous Improvements

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# Intersection Safety Analysis

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- Two-Way Stop Control
  - Existing condition, does not enhance or improve safety
- All Way Stop Control
  - May reduce severity of crashes; requires compliance with stop signs
- Traffic Signals (Stoplights)
  - May reduce frequency of right-angle crashes; may increase potential for rear-end collisions, requires compliance with traffic control device
- Roundabout
  - Greatest reduction in frequency and severity of vehicular collisions, enhances safety at intersection



# Alternatives Considered

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- **No Build Alternative**

- Baseline for comparison of build alternative
- Does not meet purpose and need of project
- Does not enhance safety at intersection
- Vehicular collisions and accidents would be expected to continue at this location

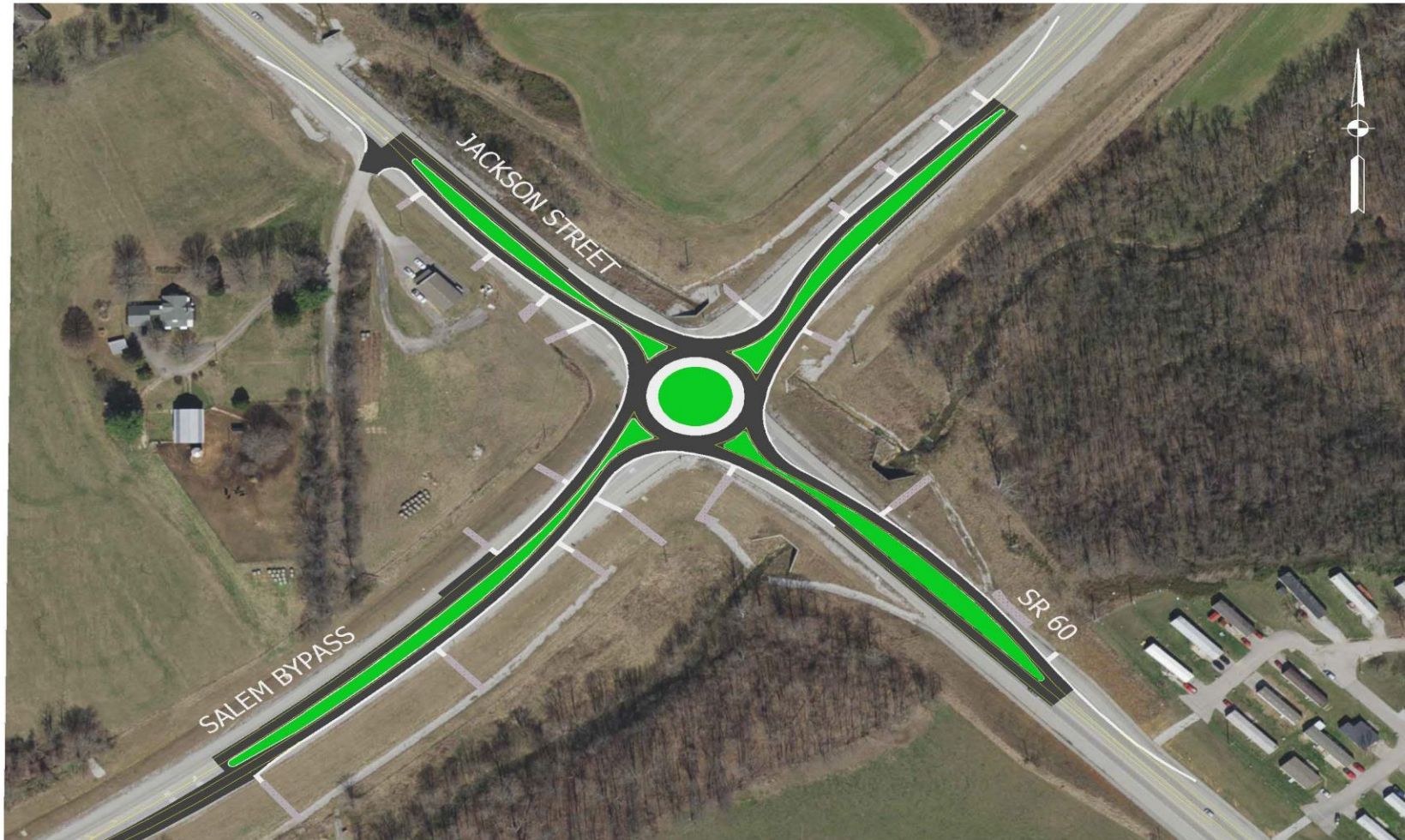
- **Build Alternative: Roundabout Intersection**

- Reconfigure existing intersection into a single-lane roundabout
- Meets purpose and need of project by enhancing safety at the intersection
- Alternative will reduce frequency and severity of vehicular collisions



# Roundabout – INDOT Preferred Alternative

SR 60 & SALEM BYPASS  
DES 1702225



PROPOSED INTERSECTION

# Roundabout – INDOT Preferred Alternative

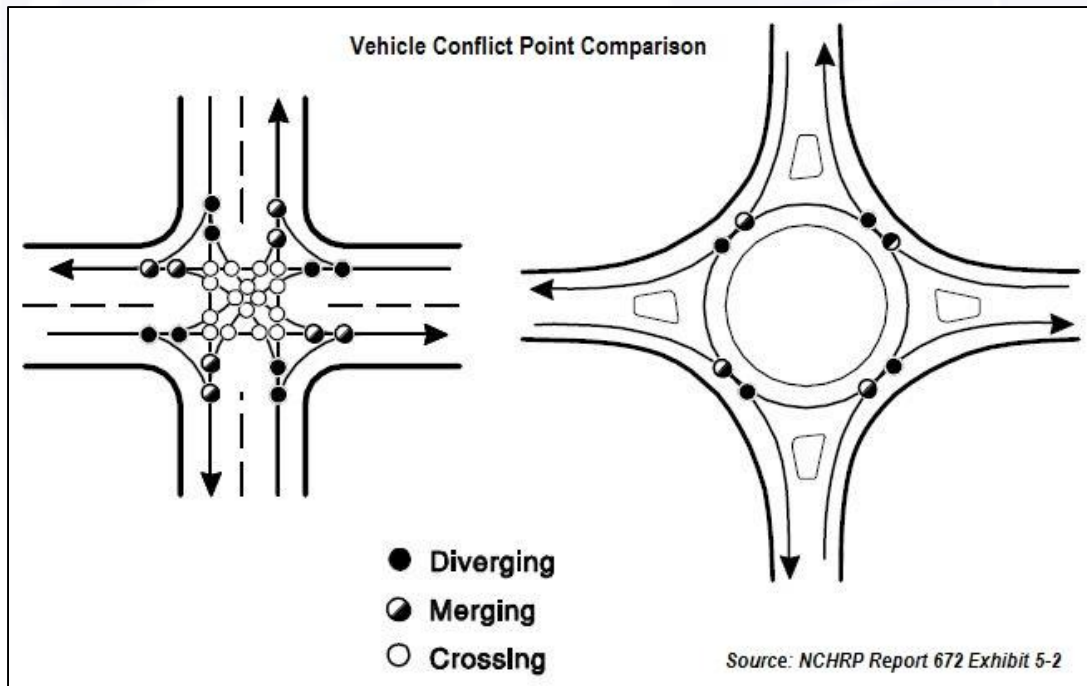
- One-way circular intersection
- Traffic flows counter-clockwise around a center island
- Yield at entrance
- No Parking
- No “activity” in center island





# Benefits of Roundabouts

- Conflict points are dramatically reduced because all vehicles travel in the same direction.
- 32 vehicle conflict points reduced to eight vehicle conflict points



- **Enhances Safety**

- Roundabouts reduce the number of potential accident points within an intersection
- 75% fewer conflict points than four-way intersections
  - U.S. Department of Transportation, Federal Highway Administration and Insurance Institute for Highway Safety

- **Slower vehicle speeds**

- Reduces the severity of crashes

- **Efficient traffic flow**

- Reduces need for turn lanes
- Improves traffic flow

- **Community benefits**

- Reduces congestion
- Potential for aesthetic landscaping

# Roundabouts Enhance Safety

## US 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



# Salem Bypass at S.R. 60 Roundabout

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- Proposed inscribed circular diameter of 154 feet
  - Buses, Semis, Large Vehicles will be able to travel through roundabout
- 12 foot wide truck apron
- 18 foot wide circulating roadway
- 2 inch tall mountable curb between truck apron and circulating roadway
- Entry widths ranging from 20 feet to 23 feet
- Splitter islands vary from 400 feet to 700 feet long
- Pavement to be replaced to full depth (as needed)
- Portions of existing guardrail will be removed
- New guardrail end treatments will be installed
- Lighting will be installed
- 6 new drainage inlets will be installed along with curb and gutter turnouts



# Proposed Roundabout





# Approaching the Roundabout

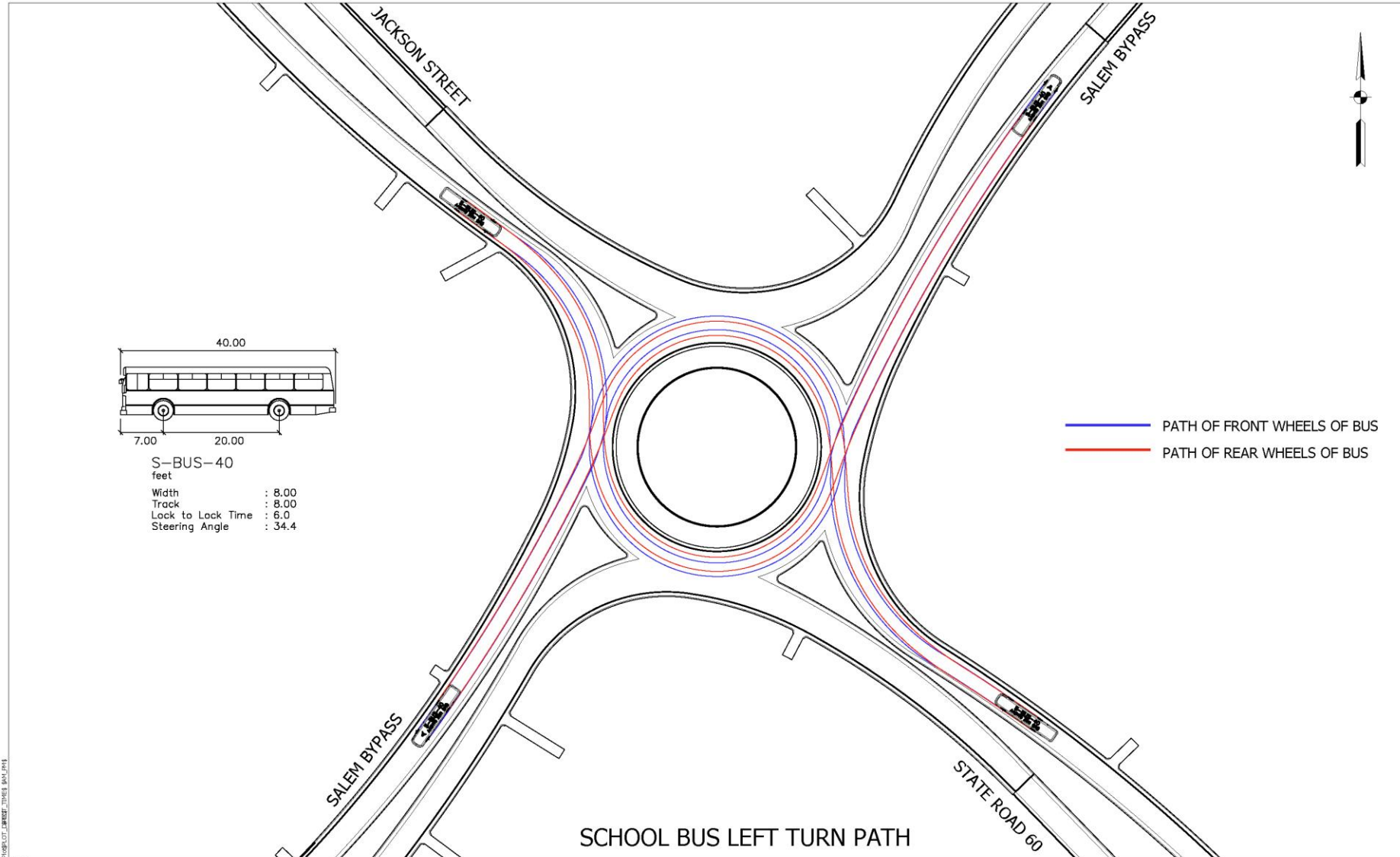


NextLevel  
INDIANA

shrewsberry

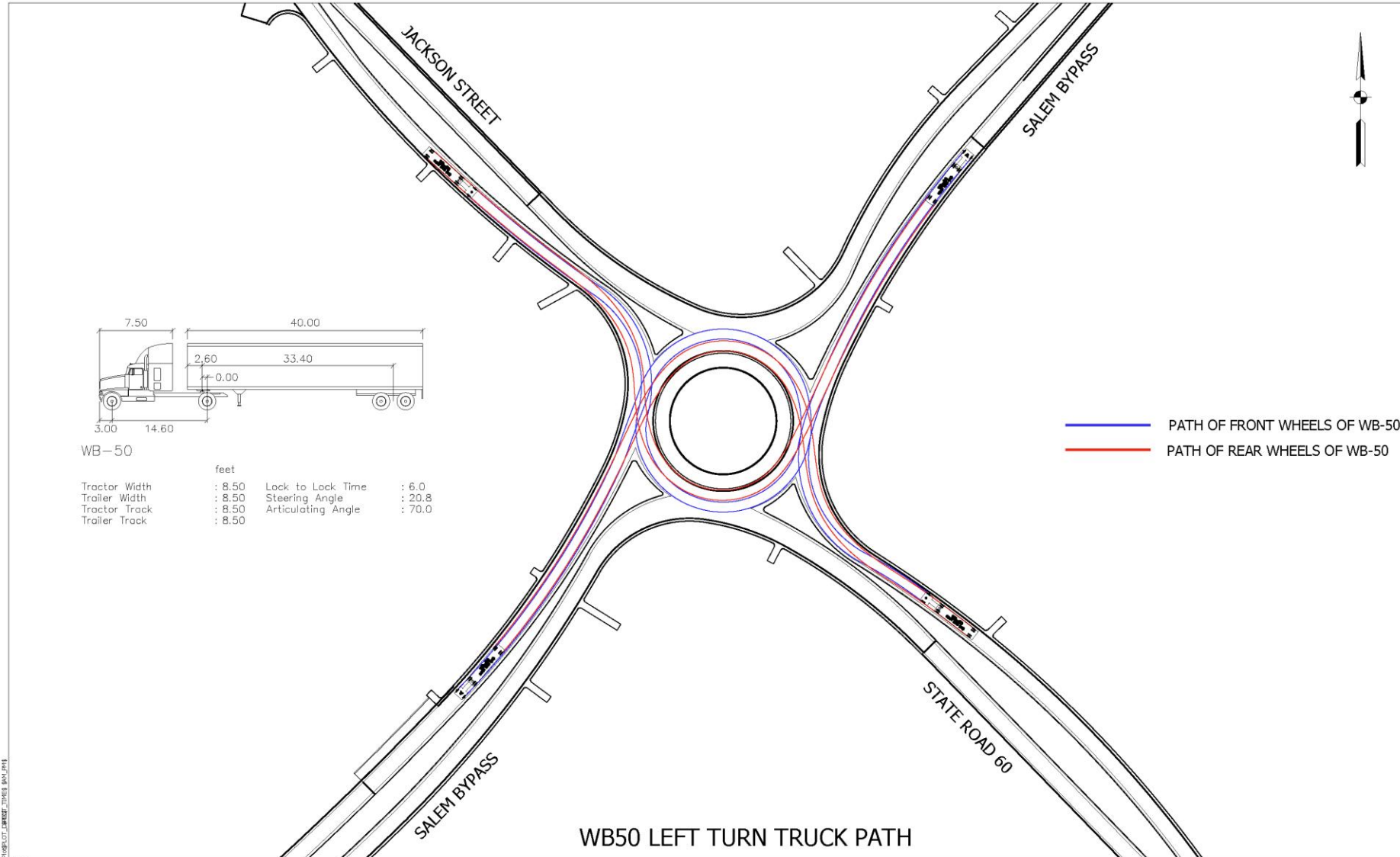
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# Vehicle Turning Movements - Bus

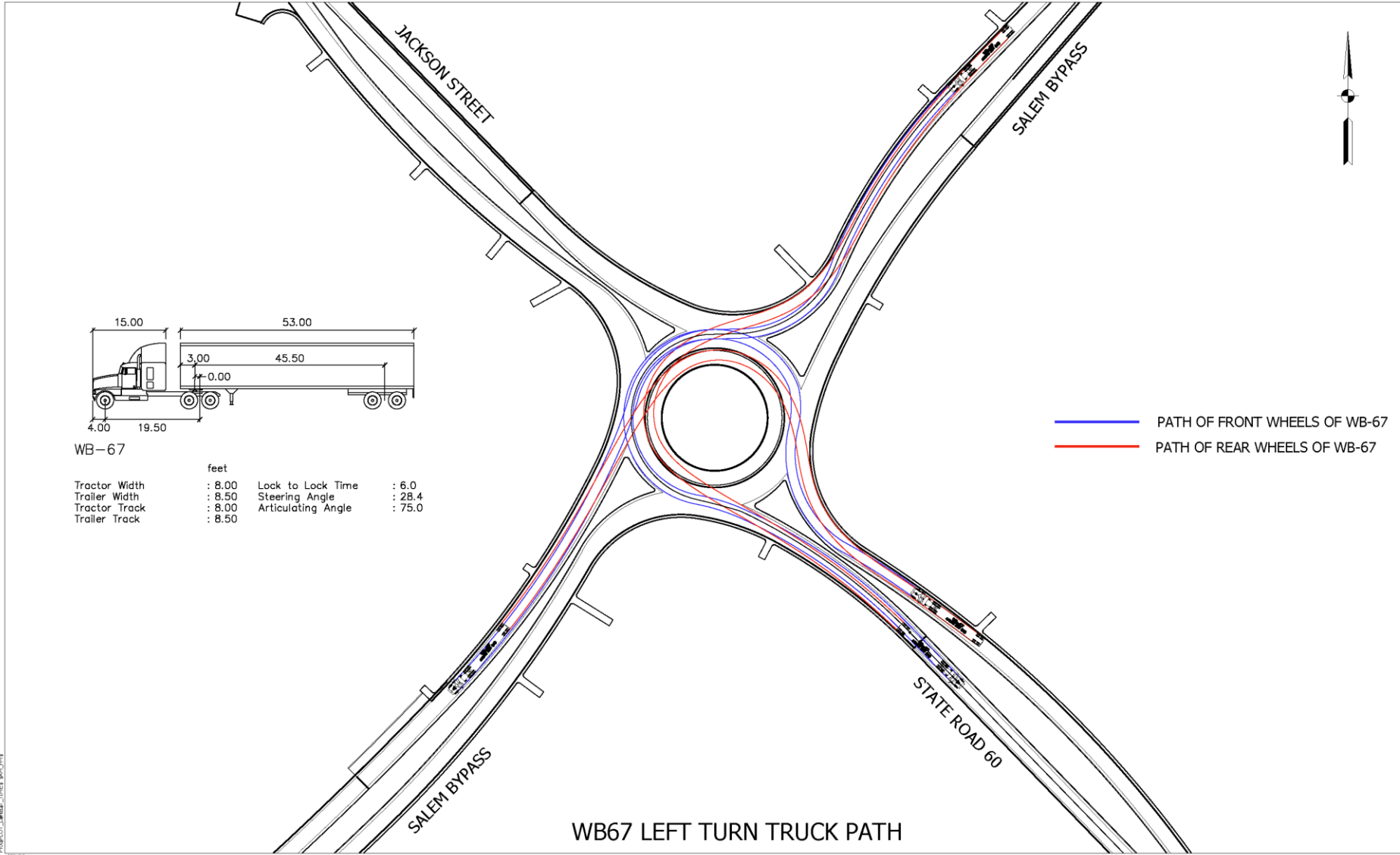




# Vehicle Turning Movements – WB-50 Truck



# Vehicle Turning Movements – WB-67 Truck

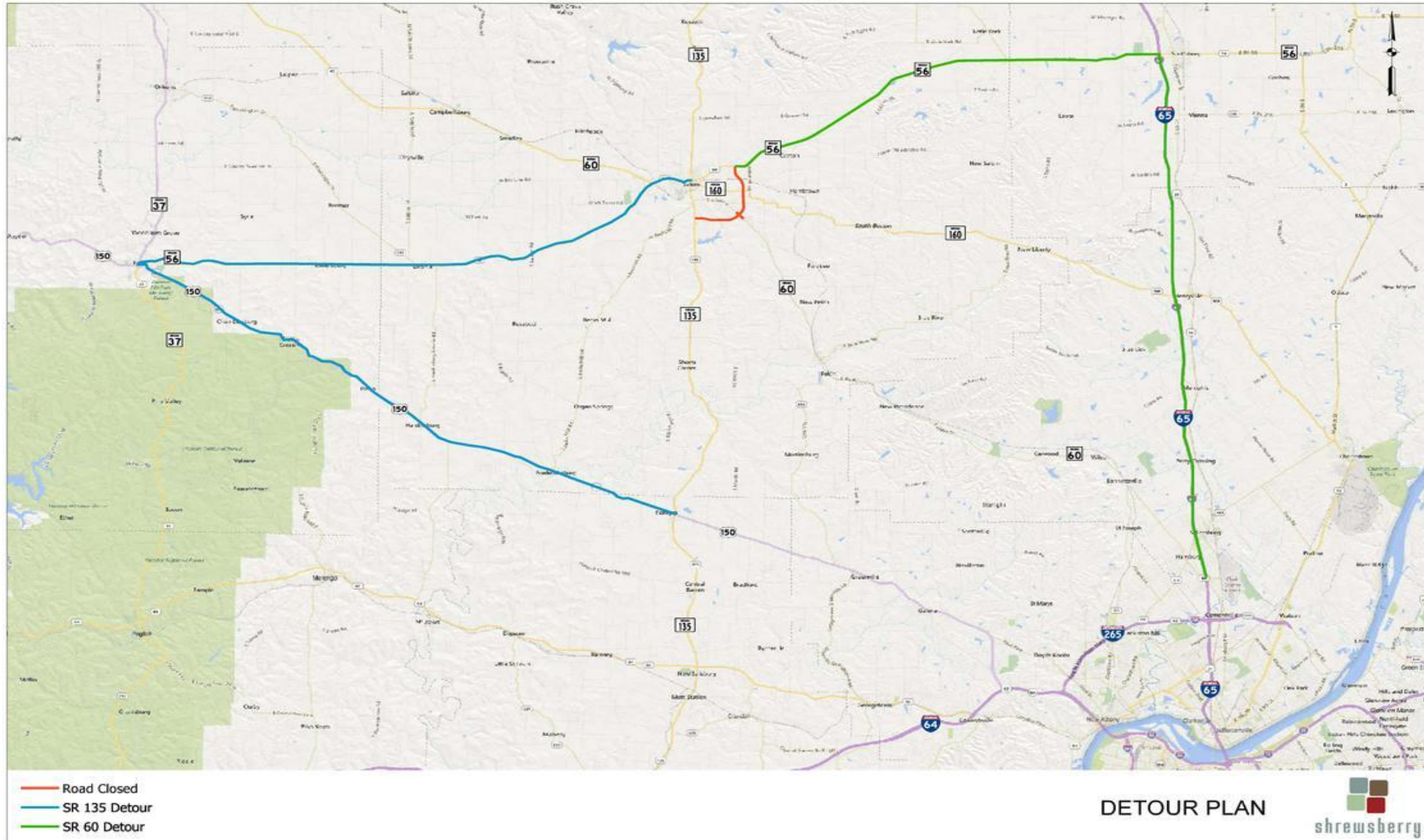


# Maintenance of Traffic

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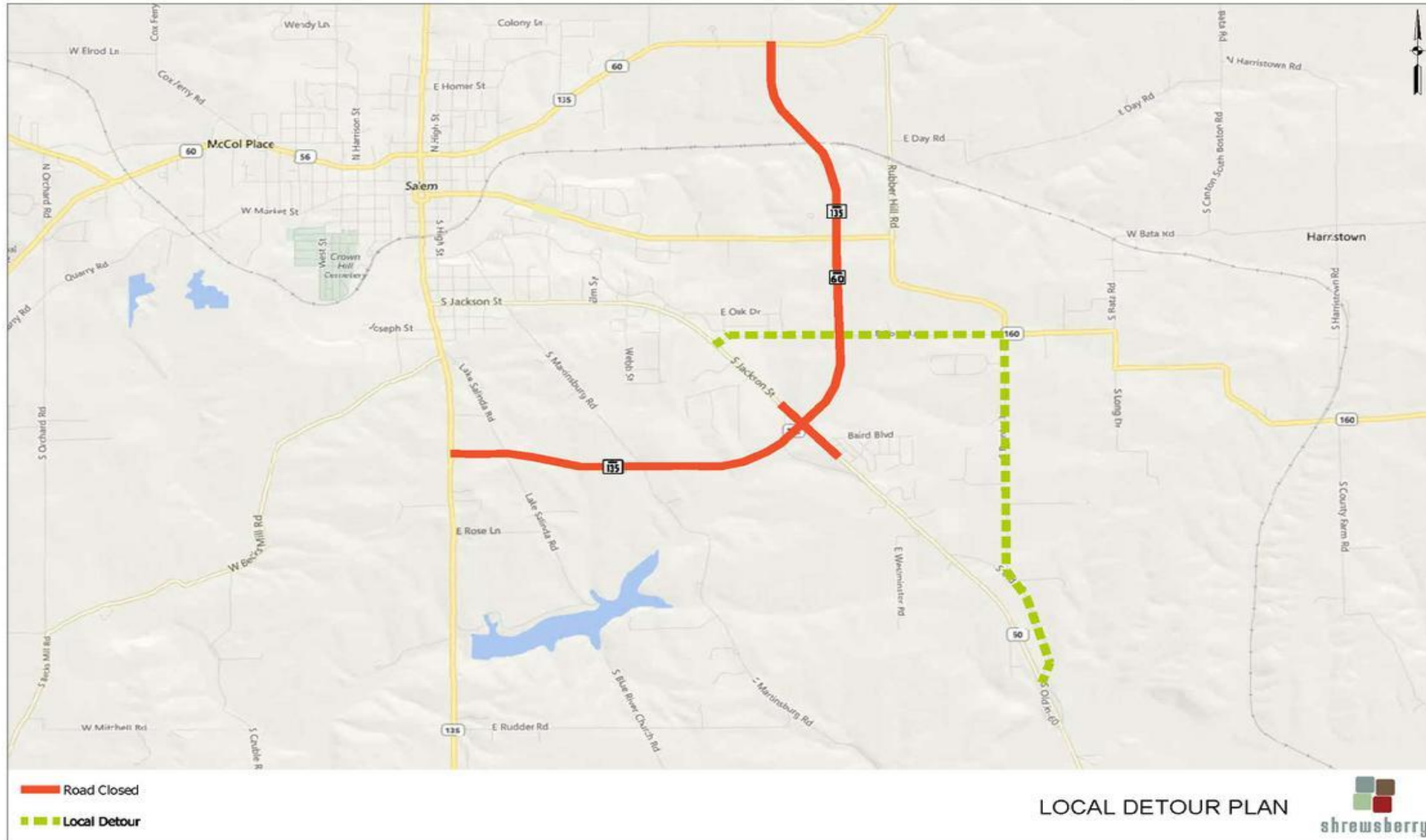
- Phased construction is proposed
  - Salem Bypass / S.R. 135 will be closed first to construct most of improvements
  - Entire intersection will then be closed to complete work on S.R. 60 and central island
  - Salem Bypass / S.R. 135 official truck detour will utilize S.R. 150 and S.R. 56 through Town of Paoli
    - Approximately 25 additional miles
  - S.R. 135 local traffic will continue to utilize Old S.R. 135 through Town of Salem
  - S.R. 60 official detour will utilize I-65 and S.R. 56
    - Approximately 11 additional miles
  - S.R. 60 local detour will utilize Old S.R. 60, S. Paynter Lane, and E. Botts Lane

# Detour Route





# Detour Route



# Submit Public Comments

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- **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 Friday, January 31, 2020**
- All comments submitted will become part of public record, entered into transcript, reviewed, evaluated and given full consideration during decision making process.

# Project Schedule

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- Public Hearing: January 15, 2020
- Public comments requested by January 31, 2020
- INDOT review and consideration of public comments – Winter/Spring 2020
  - Finalize environmental document
  - Complete preliminary design
  - Reach project decision
  - Inform community and project stakeholders of project decision
- Proposed construction: 2021
  - Completed within one construction season

# Next Steps

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- **Public and project stakeholder input**
  - Submit comments via options described in project handout
- **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**



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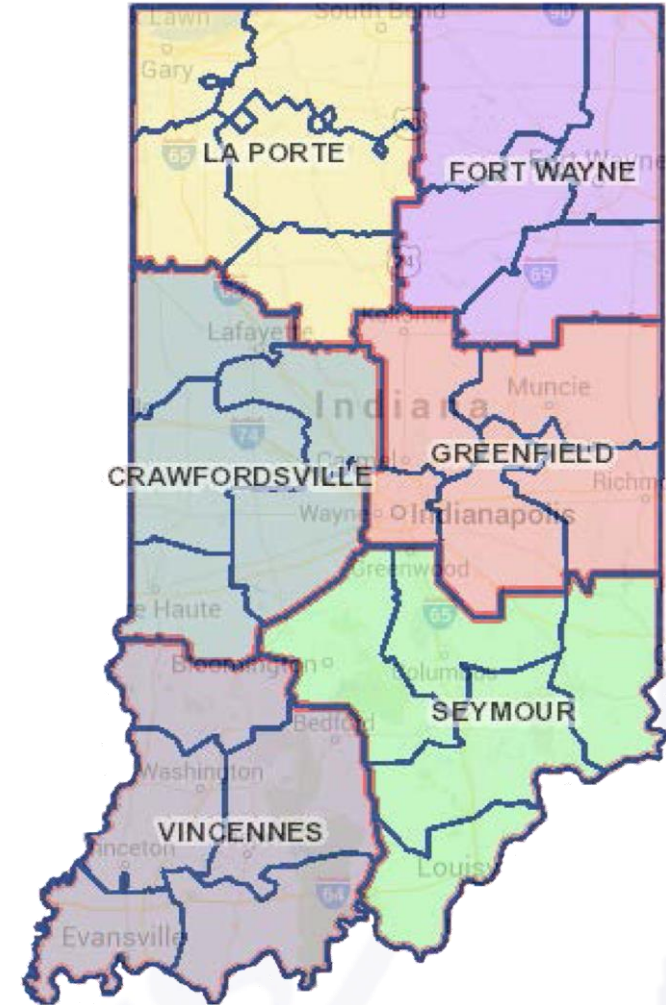
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# Public Comment Session

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- **Please visit with INDOT project officials following the public comment session**
- **Project Open House**
  - Project maps, displays, INDOT project team and informal Q & A
  - INDOT Seymour District page <http://www.in.gov/indot/2706.htm>