

Kyle J. Boot

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Monday, October 9, 2023 4:58 PM
To: Joe Dabkowski; Kyle J. Boot; Jeff Hicks; Alec Myers
Cc: Riggs, Nathan W
Subject: FW: Designation # 1593230 and 2003091

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Another e-mail received – below.

Jeff L. Brechbill, PE

First Group Engineering, Inc.
5925 Lakeside Blvd.
Indianapolis, IN 46278
(317) 216-7705 ext. 217 (office)
JBrechbill@FirstGroupEngineering.com

From: Angie Jones [REDACTED]
Sent: Monday, October 9, 2023 4:47 PM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Subject: Designation # 1593230 and 2003091

Dear Mr. Brechbill:

I am a resident of New Castle, Indiana and I'm writing in regards to the letter we received of the intended change to SR 3.

I am opposed to this GREATLY. It is difficult enough to pull out of our driveway, without adding this obstacle to the mix. If we have to only exit our driveway "right" we will have to go down to Walmart intersection, which is a ridiculously dangerous intersection, EVERY single day just to get to school or town. I have new drivers and I do not want them having to use that intersection (there are more wrecks there than anywhere on the stretch of SR 3 surrounding our home). This adds at least 5 minutes, or more depending on traffic, to our daily commute. While you may think that isn't much, that is over a half an hour a week, and as everyone knows "time is money".

Not to mention if we have an ambulance come to our address, depending on what direction they are coming from they will have to go to the next intersection just to turn around to get back to our address, then drive down to said Walmart intersection, which will add more time delaying medical treatment received at a hospital. THIS IS NOT OK!

I feel this is a infringement on our rights as home owners to have this forced on us, and I do not see where it benefits us at all!

Please reconsider this, it is not in the best interest of us as residents, and tax payors of this county.

Kyle J. Boot

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Thursday, October 12, 2023 9:26 AM
To: Jeff Hicks; Kyle J. Boot; Joe Dabkowski; Riggs, Nathan W; Alec Myers
Subject: Fwd: Henry County Public Comment - Designation (Des.) Numbers 1593230 and 2003091

Follow Up Flag: Follow up
Flag Status: Flagged

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From: Morrell, Jeremiah N <Jeremiah.Morrell@cmc.com>
Sent: Thursday, October 12, 2023 9:03:12 AM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Subject: Henry County Public Comment - Designation (Des.) Numbers 1593230 and 2003091

Good morning,

I am a resident of New Castle.
Address is 3903 Jeffry St,
New Castle, IN 47362

I attended the public hearing at Bundy Auditorium on October 11th 2023.

Three areas of concern with the proposed traffic pattern.

1. There are a number of restaurants and businesses that need to receive deliveries by truck, and are not going to have access to their location from SR 3, without a turn lane / opening at the First Baptist Church. Domino's, Culver's, Pizza Hut all receive deliveries, plus the Fastenal location is in the same complex. Additionally, there is a Ried Health facility and the new BMV location in the complex. Not having access from NB State Road 3 (And in turn from I-70) is going to cause traffic issues, and ultimately more traffic into local shopping center parking lots. Particularly the Rural King lot, which is not pedestrian friendly. Trucks with trailers coming from the South to the North need to have a truck friendly path to access businesses on the west side of the corridor.
2. New Castle and Henry County are home to two unique items. Walnut Ridge RV, which is one of the largest RV dealerships in the state. Significant travel trailer and 5th wheel traffic comes up and down State Road 3, and needs to be considered, particularly regarding the length of vehicles, and the turn lane lengths. Additionally, Summit Lake State Park has more than 100 camp sites that are full each weekend and attract high numbers of large trucks with trailers, with a weekend traffic pattern. Friday arrivals, Sunday departures.

3) Memorial Park is home to the Henry County Saddle Club, which has hundreds of horse trailers coming in and out of the project site each weekend and is often going to be accessing the local ag retail businesses (Rural King & TSC). The Saddle Club attracts 50,000 visitors to the community through their show season and has a 7 million dollar local

impact. (<https://www.hcsaddleclub.com/new-page#:~:text=In%202019%2C%20we%20had%2049%2C841,to%20our%20activities%20is%20%246%2C977%2C864.>)
Many of the dollars they spend are in the corridor that is going to be impacted during the construction cycle.

Jeremiah Morrell

Sales Representative

office: 765.216.4025 mobile: 765.256.1092

CMC Rebar

1810 S. Macedonia Avenue | Muncie, IN 47302

cmc.com

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INDIANA DEPARTMENT OF TRANSPORTATION

Greenfield District
32 South Broadway Street
Greenfield, Indiana 46140

PHONE: (855) 463-6848
FAX: (317) 462-7031

Eric Holcomb, Governor
Michael Smith, Commissioner

PUBLIC HEARING COMMENT SHEET

Thank you for attending this evening's public hearing. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. **Please ensure your comments are postmarked by October 26, 2023, for inclusion in the public hearing transcript.** Comments may be mailed or submitted online or by email to the contacts listed below.

INDOT4U
ATTN: Nathan Riggs
www.INDOT4U.com

First Group Engineering
ATTN: Jeff Brechbill
5925 Lakeside Blvd.
Indianapolis, IN 46278
Email: jbrechbill@firstgroupengineering.com

Hearing Date: **October 11, 2023**

Project: **SR 3 Road Rehabilitation in New Castle, Indiana (Lead Des. No. 1593230)**

Name: (Please Print) John Watring, Trustee / member
Jamatocon Apartments
Address: 1001 Colonial Dr.
Email: [REDACTED]
Phone: [REDACTED]

COMMENTS: I fully support the improvements to
state Route 3 as described. However to greatly
improve safety for a relatively small additional cost
the sidewalk on the west side of the highway
could be extended to Walmart. There are a
lot of people that walk to Walmart on the edge
of the existing roadway.
Thank you in advance for your consideration
of this small expansion of the project for much
added safety.

Best,

John

Signature: _____

www.in.gov/dot/
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Kyle J. Boot

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Friday, October 13, 2023 9:15 AM
To: Jeff Hicks; Kyle J. Boot; Joe Dabkowski
Subject: Fwd: St Rd 3 Rehabilitation
Attachments: st rd 3 new castle comments.pdf

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From: Jay Allardt <jay@storageprime.com>
Sent: Thursday, October 12, 2023 11:58:07 AM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Subject: St Rd 3 Rehabilitation

Jeff- See attached comments and map regarding this project.



Jay E. Allardt
400 S. Walnut St., Suite 120
Muncie, IN 47305
765-760-9266 – cell
Jay@StoragePrime.com



INDIANA DEPARTMENT OF TRANSPORTATION

Greenfield District
32 South Broadway Street
Greenfield, Indiana 46140

PHONE: (855) 463-6848
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Eric Holcomb, Governor
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Thank you for attending this evening's public hearing. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. **Please ensure your comments are postmarked by October 26, 2023, for inclusion in the public hearing transcript.** Comments may be mailed or submitted online or by email to the contacts listed below.

INDOT4U
ATTN: Nathan Riggs
www.INDOT4U.com

First Group Engineering
ATTN: Jeff Brechbill
5925 Lakeside Blvd.
Indianapolis, IN 46278
Email: jbrechbill@firstgroupengineering.com

Hearing Date: **October 11, 2023**

Project: **SR 3 Road Rehabilitation in New Castle, Indiana (Lead Des. No. 1593230)**

Name: (Please Print) Jay E. ALLARDT
Address: 400 S Walnut St, Suite 120, Muncie, IN 47305
Email: jay@storageprime.com
Phone: 765-760-9266

COMMENTS: I own property at 1501-1503 S. Memorial Dr, New Castle
See attached comments and map.

Signature: 

www.in.gov/dot/
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I attended the public hearing on Wednesday, October 11th at Bundy Auditorium but had to leave early due to other obligations. I did not hear all of the comments but do feel compelled to address what I believe are some serious issues that may have unintended consequences, namely inverse condemnation.

You cited the project on State Road 9 in Greenfield as being similar to the New Castle State Road 3 project. The only similarity I see is the center median. There are more differences than similarities in terms of accessing business. State Road 9 has roads running parallel and perpendicular that provide access to business between stop lights, New Castle does not have any roadways running parallel to State Road 3 to provide access to businesses located between stop lights.

New Castle has the South Mound Cemetery on both sides which makes it virtually impossible to travel parallel to State Road 3. If you look at the page I have attached showing businesses on the west side of State Road 3 and south of the cemetery. These businesses include Royal Market (restaurant), a self storage facility, DD (Dunkin Donuts), KFC, Mexican restaurant, and several other retail businesses. These businesses are in the 1400 through 1600 blocks of S. Memorial Drive.

My question to you is this...assuming I am coming north on State Road 3 and desire to meet someone at the DD restaurant, how do I get there? The closest light is south of this business, but there is no frontage road providing access. If you continue driving north, the next light is Cherry Street – do I do a U turn at Cherry Street? What if I am driving a semi to make deliveries to DD? Turning onto Cherry Street does nothing as to the east is a residential neighborhood and to the west is access to the cemetery and other private property. How do I get to the DD? Or KFC?

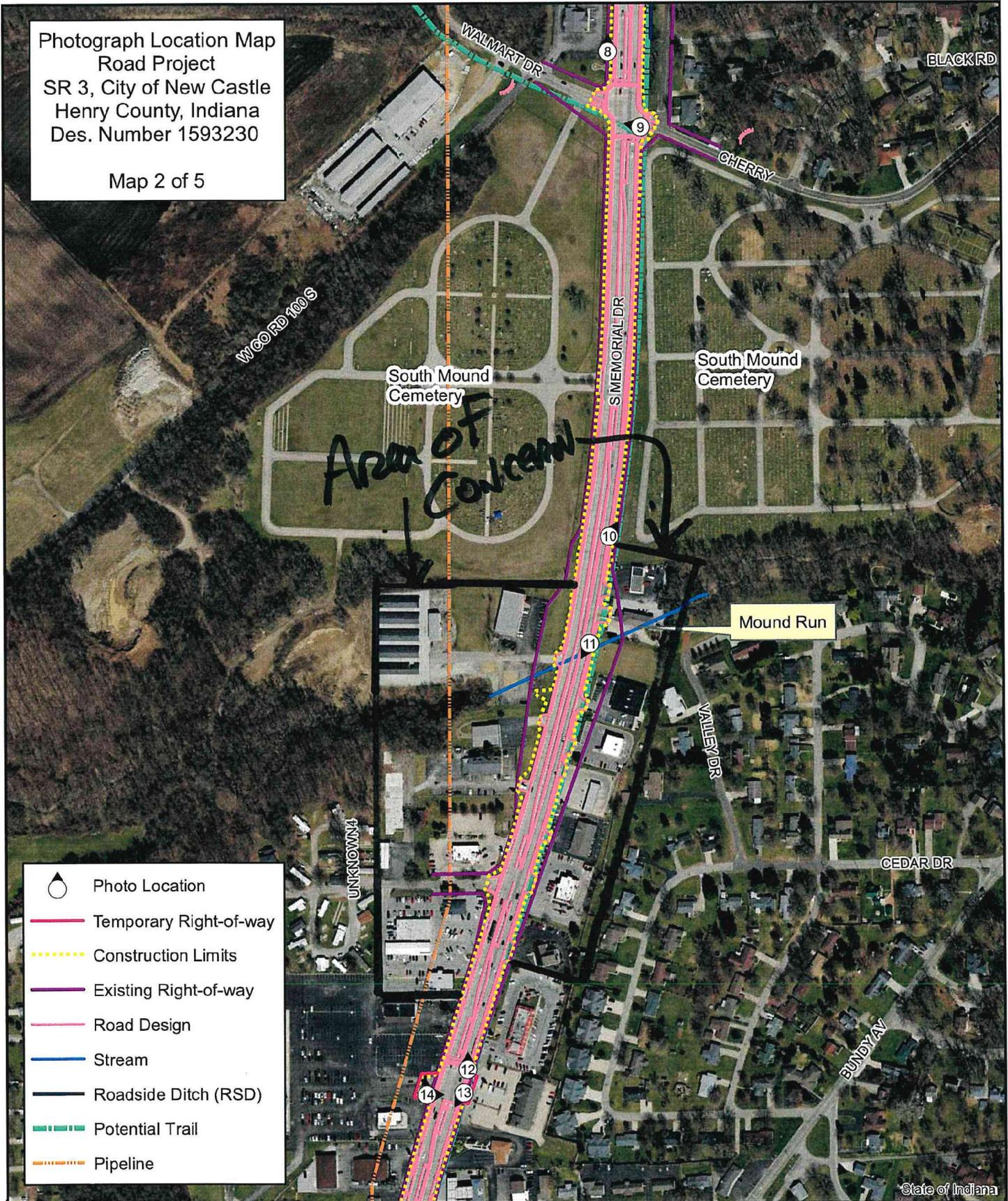
The same holds true if you are driving south on State Road 3 and want to access Subway, Taco Bell, a 3 unit office building, AT&T store, Advance Auto Parts, Jiffy Lube or Clancy's Car Wash. Again, do drives do a U-turn? This only works in a smaller vehicle. If you turn east on Parkview, you have to turn around on private property to head west on Parkview and then north on State Road 3.

I appreciate you taking the time to read my concerns. Hopefully, you can provide a solution that will enable customers in these two areas to access these businesses.



Photograph Location Map
 Road Project
 SR 3, City of New Castle
 Henry County, Indiana
 Des. Number 1593230

Map 2 of 5



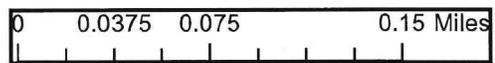
-  Photo Location
-  Temporary Right-of-way
-  Construction Limits
-  Existing Right-of-way
-  Road Design
-  Stream
-  Roadside Ditch (RSD)
-  Potential Trail
-  Pipeline

State of Indiana



This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Map Datum: NAD 83
 Map Projection: UTM Zone 16 North



Kyle J. Boot

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Saturday, October 14, 2023 11:16 AM
To: Jeff Hicks; Kyle J. Boot; Joe Dabkowski
Subject: Fwd: New Castle State Road 3 project

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From: Corey Button [REDACTED]
Sent: Friday, October 13, 2023 8:00:14 PM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Subject: New Castle State Road 3 project

To whom it may concern, my name is Corey Wayne Button, a resident of New Castle and I has some concerns and suggestions for the upcoming State Road 3 project. The median planned to replace the turn lane on State Road 3/Memorial Drive is too restrictive.

I would suggest a break in the median around the 500 block of S. Memorial Drive (or possibly a stoplight). This is where the turn in for New Castle Plaza is (across from Rose Bowl). New Castle Plaza is an access point for Culver's, Domino's, Pizza Hut, the BMV, Big O Tire, as well as all of the businesses in said Plaza, including Autozone, where I work.

All of these businesses receive deliveries via semi truck (with the exception of the BMV), and are already congested. Many people already cut through the plaza parking lot (often diagonally and at a high speed). Without the ability to turn Left out of the Plaza, this traffic will only increase so people can access Indiana Avenue via Rural King's already crowded and congested parking lot.

I have employees and myself who are constantly in this Plaza's parking lot changing batteries, installing wiper blades and headlights and also performing diagnostic tests on vehicles that most often pull up to the front of the store. The traffic is already a problem and the installation of this median without a break for a turn in/out, or possibly a traffic light, will only exacerbate this issue endangering customers and employees alike.

The installation of this median will only drive more traffic into the parking lots. Not only in the Plaza, but also across the street at the Rose bowl, Wendy's, Long John Silvers and Stack's Restaurant as well as people will enter those lots via the entrance next to O'Reilly's off of Indiana Avenue.

I am asking you to consider this moving forward.

Thank you.

Kyle J. Boot

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Friday, October 13, 2023 9:17 AM
To: Jeff Hicks; Kyle J. Boot; Joe Dabkowski
Subject: Fwd: SR 3 Road Rehabilitation Public Hearing (10/11/23) Public Comment

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From: Jackson Hurst [REDACTED]
Sent: Thursday, October 12, 2023 4:12:40 PM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Subject: SR 3 Road Rehabilitation Public Hearing (10/11/23) Public Comment

Name - Jackson Hurst

Address - 4216 Cornell Crossing, Kennesaw, Georgia 30144

Comment - I approve and support INDOT's SR 3 Road Rehabilitation Project. The aspect that I love about INDOT's SR 3 Road Rehabilitation Project is that IN-3 will be rehabbed from 3.14 Miles N of I-70 to IN-38 which will improve ride quality and reduce future maintenance activities on IN-3.

sent from [REDACTED]

Kyle J. Boot

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Friday, October 13, 2023 9:18 AM
To: Jeff Hicks; Kyle J. Boot; Joe Dabkowski
Subject: Fwd: State Road 3 New Castle project

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From: Scott [REDACTED]
Sent: Friday, October 13, 2023 9:11:09 AM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Subject: State Road 3 New Castle project

Jeff,

I have lived and worked in New Castle for over 30 Years, so I am very familiar with traffic on SR3. I think plans for sidewalks and crosswalks on SR3 is a very bad idea. I see speed limits will be posted at 40 MPH, but we all know that will not be observed. I think by building the walks and crosses, you are inviting pedestrians and there will be bad accidents. There are accidents now, but fortunately no pedestrians involved that I know of. You have schools very near SR 3. If you make it easier to walk along that road, you will have kids out there walking after school. I think this is a very bad idea. I see pedestrians out there occasionally now. It is very dangerous when you mix pedestrians with a SR with that much traffics. I feel this request has come from a small minority of voices who say workers do not have transportation to go to work at their jobs on SR3. Why would we create a major safety issue for a very small minority of people who need to walk to work. I think there has to be a better answer than spending a lot of money on something that is not safe. This is my opinion and only one. Thank you for listening

Scott Welch
[REDACTED]

Sent from my iPhone

Kyle J. Boot

From: Lewandowski, Tyler <TLewandowski@indot.IN.gov>
Sent: Monday, October 16, 2023 7:57 AM
To: Kyle J. Boot
Subject: RE: Legal Notice of Public Hearing for Des. Nos. 1593230 and 2003091

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Good morning,

After review, no tall structure permit is required for the project if all equipment being used is under 146 feet in height. Please let our office know if you have any further questions.

Thank you,

Tyler Lewandowski
Project Manager
INDOT Office of Aviation
(317) 495-4875
tlewandowski@indot.in.gov
www.aviation.indot.in.gov



From: Kyle J. Boot <KBoot@rqaw.com>
Sent: Tuesday, October 10, 2023 10:41 AM
To: Bales, Ronald <rbales@indot.IN.gov>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; john.allen@usda.gov; DNR Environmental Review <environmentalreview@dnr.IN.gov>; erik.r.standset@hud.gov; RegulatoryApplicationsLRL@usace.army.mil; kenny-melton@cityofnewcastle.net; Mwro_Compliance@nps.gov; supt.waterdept@cityofnewcastle.net; Lewandowski, Tyler <TLewandowski@indot.IN.gov>; sdellinger@henrycounty.in.gov; bplummer@henrycounty.in.gov; jwiley@henrycounty.in.gov; kgray@henrycounty.in.gov; mregner@henrycounty.in.gov; sthom@henrycounty.in.gov; shuhn@henrycounty.in.gov; kallen@henrycounty.in.gov; bmills@henrycounty.in.gov; hgriffin@henrycounty.in.gov; jcopeland@henrycounty.in.gov; srust@henrycounty.in.gov; ed-hill@cityofnewcastle.net; newcastlefirfirstassembly@gmail.com; church@smdcog.org; mike-bergum@cityofnewcastle.net; greg-york@cityofnewcastle.net; lee-walker@cityofnewcastle.net; dave-barker@cityofnewcastle.net
Cc: Joseph Dabkowski <jdabkowski@rqaw.com>; Harlan Ford <hford@rqaw.com>
Subject: Legal Notice of Public Hearing for Des. Nos. 1593230 and 2003091

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

All,

Please see the attached Legal Notice of Public Hearing for Des. Nos. 1593230 and 2003091. INDOT Greenfield District and the Federal Highway Administration (FHWA) are planning to proceed with a roadway project whereas the design consists of a full depth hot mix asphalt (HMA) pavement reconstruction with two 12-foot-wide travel lanes in each direction and improvements to the median along SR 3 in Henry, County Indiana. Please refer to the attached legal notice for exact location and more detailed scope of work.

As a reminder, the public hearing will be held Wednesday, October 11, 2023, at 6:00 pm at the Bundy Auditorium located at 601 Parkview Drive, New Castle, IN 47362 on the campus of the New Castle Middle/High School. The purpose of the public hearing is to offer all interested persons an opportunity to comment on the proposed project.

You are receiving this email because you or your agency were included as a recipient of early coordination letters, which was sent out to everyone on March 2, 2021. You all are encouraged to attend the Public Hearing for this project to provide any comments or ask any questions that you may have. If you are not able to attend the public hearing on October 11th, you can view project information such as current design plans and the draft environmental document online at: [Greenfield.indot.in.gov](https://greenfield.indot.in.gov). Please note that if you have any comments or questions that you please have those submitted by no later than October 26th 2023, as this is the current deadline to submit comments.

Please feel free to share with any other pertinent individuals as you see fit.

Thank you all,

Kyle Boot, MSHP
Lead Architectural Historian



A 8770 North Street, Suite 110, Fishers, IN 46038
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RQAW.com |   

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Kyle J. Boot

From: Smith, Mary-Katherine T <MarySmith@indot.IN.gov>
Sent: Tuesday, October 17, 2023 10:17 AM
To: Riggs, Nathan W
Cc: #Greenfield Customer Service; Sexton, Katherine; Jeff Brechbill; Joe Dabkowski; Kyle J. Boot
Subject: RE: CS0413884- SR 3 questions

Follow Up Flag: Follow up
Flag Status: Flagged

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Hello,

Customer contact information:

Joy Ford


Thank you,

Katie

Mary-Katherine (Katie) Smith Resolution Specialist

32 South Broadway
Greenfield, IN 46140

Office: 317-467-3430

Email: marysmith@indot.in.gov



From: Riggs, Nathan W <NRiggs@indot.IN.gov>
Sent: Tuesday, October 17, 2023 10:16 AM
To: Smith, Mary-Katherine T <MarySmith@indot.IN.gov>
Cc: #Greenfield Customer Service <GreenfieldCustomerService@indot.IN.gov>; Sexton, Katherine <KaSexton@indot.IN.gov>; Jeff Brechbill <jbrechbill@firstgroupengineering.com>; Joseph Dabkowski <jdabkowski@rqaw.com>; Kyle J. Boot <KBoot@rqaw.com>
Subject: RE: CS0413884- SR 3 questions

Katie,

Do you have a name, address or contact information? This comment should be added to the environmental documentation for R-39270.

Thank you,

Nathan Riggs

Senior Project Manager

32 South Broadway
Greenfield, IN 46140

Office: 317-467-3986

Cell: 317-771-0520

Email: nriggs@indot.in.gov



From: Smith, Mary-Katherine T <MarySmith@indot.IN.gov>

Sent: Tuesday, October 17, 2023 9:53 AM

To: Riggs, Nathan W <NRiggs@indot.IN.gov>

Cc: #Greenfield Customer Service <GreenfieldCustomerService@indot.IN.gov>; Sexton, Katherine <KaSexton@indot.IN.gov>

Subject: CS0413884- SR 3 questions

Hello Nathan,

Please see the customer's concerns:

I am very concerned about a median being placed down our main business area in New Castle. This will be very inconvenient for employees getting to work, police, fireman and ambulances. I work on in a business and see multiple Ambulances per day on SR 3. This could cost precious time in an an emergency to have to go many blocks and turning around, doing a U-turn etc. This City is not so busy that this type of change is needed. There is rarely an accident on this stretch of SR 3 and really don't understand why this would be a consideration.

Thank you,

Katie

Mary-Katherine (Katie) Smith

Resolution Specialist

32 South Broadway
Greenfield, IN 46140

Office: 317-467-3430

Email: marysmith@indot.in.gov



Voicemail

2023-10-17

To: Jeff Brechbill

From: David Reed

Hey Jeff. David Reed Speaking. I understand that you're out until Monday which is fine. If you could call me then, um my cell phone is [REDACTED]. I work for the Arnald Meyer company, and we own a building at 1902 South Memorial Drive there in um New Castle and a I met with the INDOT people yesterday and they referred me to you. Um I was trying to understand the plans that they laid in front of me specifically um and I know I know that you are still in the public question period now and nothing is set in stone but this is a former Starbucks there at Parkview and Memorial Drive and um we're trying to understand whether or not we'll have full ingress and egress um whether there will be a median strip a blocking Parkview or we'll be able to turn right and left out of there. Um again David Reed [REDACTED] [REDACTED] call me at your convenience. Thank you.

Kyle J. Boot

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Wednesday, October 18, 2023 3:32 PM
To: Kyle J. Boot; Joe Dabkowski; Jeff Hicks
Subject: Fwd: Left you a voice mail.

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From: David Reed <david@arnoldmeyer.com>
Sent: Tuesday, October 17, 2023 11:26:54 AM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Subject: Left you a voice mail.

Jeff,

Our Company owns a former Starbucks at 1902 S. Memorial Drive in New Castle, IN

We are trying to understand the plan for ingress and egress at Parkview and Memorial Drive.

Will there be a concrete barrier or obstruction that will prevent us from making a right or left hand turn out of Parkview Drive?

David Reed
Leasing Manager
Arnold Meyer Management

8777 Purdue Road
Suite 107
Indianapolis, IN 46268

david@arnoldmeyer.com

Office | 317-388-1923
Mobile | 415-506-9911
Fax | 1-888-310-6302

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Kyle J. Boot

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Wednesday, October 18, 2023 5:25 PM
To: Joe Dabkowski; Kyle J. Boot; Jeff Hicks
Subject: Fwd: Median in route 3

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From: James Bell [REDACTED]
Sent: Wednesday, October 18, 2023 4:28:06 PM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Subject: Median in route 3

The proposal to build the median in route 3 seems ill conceived to me. It will dramatically increase traffic flow in the parking areas on both sides of the road. This will endanger pedestrians and motorists in these areas and has the potential to produce more accidents than it eliminates from the current system. Further it makes it far more difficult to get to stores and restaurants. I would like to see data on how many accidents would be reduced by this change. I believe this solution will make the situation worse.

Jim Bell
1107 Woodlawn dr
New Castle IN

Kyle J. Boot

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Thursday, October 19, 2023 10:32 AM
To: Kyle J. Boot; Joe Dabkowski; Jeff Hicks
Subject: Fwd: SR 3 Construction

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From: Steve Benson [REDACTED]
Sent: Thursday, October 19, 2023 10:31:07 AM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Subject: SR 3 Construction

I am John Benson and live at 3707 S Memorial Dr, New Castle, IN 47362. I have two questions/concerns about the project.

1. I have a basement drain and field tile that connect to the SR3 storm sewer. Will this connection be kept?
2. The six foot sidewalk. What to do with my mailbox that will need to be curbside?

Thank you
John Benson

Sent from my iPad

Kyle J. Boot

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Thursday, October 19, 2023 5:26 PM
To: Joe Dabkowski; Kyle J. Boot; Jeff Hicks
Subject: Fwd:

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From: Len Jacquay [REDACTED]
Sent: Thursday, October 19, 2023 4:28:00 PM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Cc: editor@thecouriertimes.com <editor@thecouriertimes.com>
Subject:

Oct 19, 2023

Mr. Jeff Brechbill,

Some questions concerning the proposed reconstruction of St. Rt. 3 (Memorial Dr.) in New Castle, Indiana.

1. Has there been a study conducted to determine how many vehicles are presently using the center turn lane to make left hand turns?
2. What percentage of these vehicles will be forced to make u-turns at the traffic signals?
3. Will all the proposed traffic signal turn lanes be able to handle a significant increase in u-turns?
4. Will larger vehicles (ie. Buses, EMS, Fire trucks, vehicles towing trailers, etc.) be able to make u-turns?
5. How will customers coming from the west (Hwy 38) or from the north (Hwy 3) be able to access the Kroger parking lot? Make a u-turn at Indiana Ave.? Or, turn left onto Indiana Ave. and then attempt to turn left into the parking lot while dodging the west bound traffic (which at certain times of the day or weekend is nearly impossible)?
6. What affect will the reduction of travel lanes and removal of the center turn lane have on the amount of traffic congestion (vehicles per sq/ft)? 20%, 30%, 50% increase?
7. What is the expected increase of traffic accidents at each intersection due to u-turns and increased congestion?
8. What affect will the proposal have on the side streets and back alleys from drivers trying to bypass the construction and eventual congestion?
9. How much will the inconvenience of access to businesses have on their economy even after the construction is completed?

I was at ACE Hardware today at about 2:00 PM when a semi with a load of mulch arrived. It came from the south, meaning it had to use the center turn lane to access ACE. One of the ACE employees mentioned that a majority of their semi shipments are coming off of I-70.

I believe that most local residents will wholeheartedly agree that Memorial Dr. needs a do-over. I understand the importance of reducing vehicle accidents, but just maybe, the proposed improvements of Memorial Dr. are moving the problem areas from one place to another. In fact, the incidents of vehicle mishaps may actually increase.

Concerned citizen,
Leonard F. Jacquay

Kyle J. Boot

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Thursday, October 26, 2023 3:41 PM
To: Kyle J. Boot; Joe Dabkowski
Cc: Jeff Hicks
Subject: FW: Indiana 3 Project in New Castle, IN

Caution: This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

-----Original Message-----

From: Rho [REDACTED]
Sent: Monday, October 23, 2023 12:02 PM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Subject: Indiana 3 Project in New Castle, IN

I would love to suggest a sensor type traffic light installed on Indiana 3 at the Big O Tires/Rose Bowl entrance. Perhaps the type of light that is by the cemetery. I believe this would alleviate some of the issues that people are concerned about. It would only come on as needed and I think this would help because that is a very busy area. Thanks- Rhonda Bennett Sent from my iPhone

Kyle J. Boot

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Thursday, October 26, 2023 3:42 PM
To: Joe Dabkowski; Kyle J. Boot
Cc: Jeff Hicks
Subject: FW: SR 3 Road Rehabilitation in New Castle, IN Lead Des. No. 1593230

Importance: High

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From: Dave Gratner [REDACTED]
Sent: Monday, October 23, 2023 3:26 PM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Subject: SR 3 Road Rehabilitation in New Castle, IN Lead Des. No. 1593230
Importance: High

Hearing Date: October 11, 2023

David Gratner
P. O. Box 8
Sulphur Springs, IN 47388
[REDACTED]

Thank you for your informative hearing on October 11, 2023. In addition to the hearing I stopped at the library to review the plans.

Having had a restaurant on Road 3 for over 48 years (KFC), we had our share of road closures over those years. During the COVID lockdown and the two years following businesses struggled.

I am unable to support the proposal to eliminate two lanes and place a concrete barrier in the middle. Road 3 is the main connection to I-70 and I-74 from Muncie. At one time our EDC had discussions about a multi-county funding to widen the road from Rushville to New Castle. The barriers will make it very difficult for businesses, churches, banks and restaurants to have public access for customers. The barriers will make it very difficult for delivery trucks to negotiate the restricted access. U turns will be required as there are no alternative streets for them to use.

Rarely do you see people walking the road so the need for sidewalks on both sides at six feet wide seems very costly and unnecessary. Marking the lanes better with new paint and additional lighted signs would better inform motorists, save money and prevent financial hardship on the businesses over the two year process.

Kyle J. Boot

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Thursday, October 26, 2023 3:43 PM
To: Joe Dabkowski; Kyle J. Boot
Cc: Jeff Hicks
Subject: FW: SR 3 reconstruction through New Castle

Caution: This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Mark Janowski [REDACTED]
Sent: Monday, October 23, 2023 3:30 PM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Subject: SR 3 reconstruction through New Castle

I am not in favor of removing the center turn lane through the business district. Forcing drivers to make u-turns at signaled intersections will create bottlenecks and right turn on red with the u-turns will be a dangerous new problem. Driver in this area are still struggling with the flashing yellow left arrows. If you want SR3 safer with a center turn lane drivers need to:

- 1) put down their damned cell phones - their driving sucked before they picked up their phones and it didn't improve with cell phone use
- 2) slow down - this isn't I-70
- 3) pay attention to driving and nothing else

I would be willing to bet that speeding is a factor in most accidents involving people turning left on SR3 anywhere in the business district. The speed limit needs to be lowered and enforcement increased.

U-turns will not be safer and once indot puts in a median, there is no easy way to undo that.

Sincerely,

Mark Janowski
New Castle, IN

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INDIANA DEPARTMENT OF TRANSPORTATION

Greenfield District
32 South Broadway Street
Greenfield, Indiana 46140

PHONE: (855) 463-6848
FAX: (317) 462-7031

Eric Holcomb, Governor
Michael Smith, Commissioner

PUBLIC HEARING COMMENT SHEET

Thank you for attending this evening's public hearing. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening. **Please ensure your comments are postmarked by October 26, 2023, for inclusion in the public hearing transcript.** Comments may be mailed or submitted online or by email to the contacts listed below.

INDOT4U
ATTN: Nathan Riggs
www.INDOT4U.com

First Group Engineering
ATTN: Jeff Brechbill
5925 Lakeside Blvd.
Indianapolis, IN 46278
Email: jbrechbill@firstgroupengineering.com

Hearing Date: **October 11, 2023**
Project: **SR 3 Road Rehabilitation in New Castle, Indiana (Lead Des. No. 1593230)**

Name: (Please Print) BRAD MILLER
Address: 8700 E CO RD 300 N, MOORELAND, IN 47360
Email: [REDACTED]
Phone: [REDACTED]

COMMENTS: I ATTENDED THE PUBLIC HEARING. I AGREE WITH THOSE
SPEAKERS WHO THINK IT IS A BAD IDEA TO ELIMINATE THE LEFT
HAND TURNING LANE. PEOPLE WILL BE MAKING U-TURNS, DRIVING
DOWN RESIDENTIAL SIDE STREETS AND DRIVING THROUGH 30 & 4
BUSINESS PARKING LOTS TO GET TO THE BUSINESS THEY WANT
TO GO TO. IT IS NOT FAIR TO THOSE BUSINESSES AND WILL BE
UNSAFE.

Signature: Brad Miller



Dear Sir;

The highway 3 project in New Castle is a hoax. You say the cement center lane is necessary because of the many accidents in the center turn lane. In my 61 years in New Castle I've never heard of 1 accident caused by the center turn lane.

This concrete barrier will cause accidents in people having to turn around somewhere to get to the other side.

This is the biggest hoax that has ever been perpetrated on New Castle. The one responsible for this idea should be held responsible and punished.

Jack R. Schmidt



Mr. Jack R. Schmidt
4445 E County Road 300 N
New Castle, IN 47362-9356

Kyle J. Boot

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Thursday, October 26, 2023 6:08 PM
To: Kyle J. Boot; Joe Dabkowski
Cc: Jeff Hicks
Subject: FW: St Rd 3 Rehabilitation

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From: Jay Allardt <jay@storageprime.com>
Sent: Thursday, October 26, 2023 6:07 PM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Subject: RE: St Rd 3 Rehabilitation

Jeff- Thank you for confirming receipt of my email.

I was unable to stay for the entire public meeting but I am curious what was said about accessing properties that are cut off by the median....Are U turns permissible and encouraged by the design?

Thanks, jay

Jay E. Allardt
400 S. Walnut St., Suite 120
Muncie, IN 47305
765-760-9266 – cell
Jay@StoragePrime.com

From: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Sent: Thursday, October 26, 2023 3:58 PM
To: Jay Allardt <jay@storageprime.com>
Subject: RE: St Rd 3 Rehabilitation

Jay,

Thank you for your e-mail during the formal comment period of this project. Please note that your e-mail has been received and will be addressed in the final NEPA environmental document. You will be notified when this is available.

Sincerely,

Jeff Brechbill
JBrechbill@FirstGroupEngineering.com

From: Jay Allardt <jay@storageprime.com>
Sent: Thursday, October 12, 2023 11:58 AM
To: Jeff Brechbill <jbrechbill@firstgroupengineering.com>
Subject: St Rd 3 Rehabilitation

Jeff- See attached comments and map regarding this project.



Jay E. Allardt
400 S. Walnut St., Suite 120
Muncie, IN 47305
765-760-9266 – cell
[Jay@StoragePrime.com](mailto:jay@StoragePrime.com)

Kyle J. Boot

From: Riggs, Nathan W <NRiggs@indot.IN.gov>
Sent: Monday, October 30, 2023 7:30 AM
To: Kyle J. Boot; Jeff Brechbill; Joe Dabkowski
Cc: Smith, Mary-Katherine T; Sexton, Katherine
Subject: FW: CS0416203- Project for SR 3

Caution: This e-mail originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Comment received for SR3 New Castle

Thanks,

Nathan Riggs

Senior Project Manager

32 South Broadway
Greenfield, IN 46140

Office: 317-467-3986

Cell: 317-771-0520

Email: nriggs@indot.in.gov



From: Smith, Mary-Katherine T <MarySmith@indot.IN.gov>
Sent: Thursday, October 26, 2023 8:53 AM
To: Riggs, Nathan W <NRiggs@indot.IN.gov>
Cc: #Greenfield Customer Service <GreenfieldCustomerService@indot.IN.gov>; Sexton, Katherine <KaSexton@indot.IN.gov>
Subject: CS0416203- Project for SR 3

Hello Nathan,

Please see the customer's concerns:

CS0416203: Attn: Nathan Riggs

I'm writing regarding the SR 3 Road Rehabilitation that is coming up in 2025. I attended the public meeting and had a couple of things to keep in mind. First and foremost, this project has been compared to SR 9 in Greenfield during the public hearing. While the communities are similar in size, the shopping centers along SR 9 have access roads to different businesses instead of just adjacent parking lots. There is only one small area of businesses that has an

“access” road from one of the east-west roads, and that “road” is located behind the Shell and Pizza King. This makes it a lot more challenging to get to businesses with limited places for left turns. Another issue to keep in mind is the amount of truck/trailer traffic. All of these businesses receive deliveries, and Henry County is home to a private campground and a state park campground within 10 miles of the site. New Castle is also home to the Henry County Saddle Club, which has horse shows nearly 30 weekends a year. The people who come into town for horse shows or to camp usually are larger trucks pulling trailers. The curbing and limited space in turn lanes on the tentative plans concerns me.

Lastly, part of the project is to add sidewalks along most of the project area. I noticed there is not a sidewalk planned between the Jamestown Apartments and the entrance to Walmart, which would be very beneficial for those residents. Almost every time I visit Walmart, I see someone walking to or from Jamestown on the side of SR 3 to get groceries.

Contact information if needed:

Sara Morrell



Thank you,

Katie

Mary-Katherine (Katie) Smith

Resolution Specialist

32 South Broadway

Greenfield, IN 46140

Office: 317-467-3430

Email: marysmith@indot.in.gov





Henry County's Funnest Place To Be

October 26, 2023

First Group Engineering
Attn. Mr. Jeff Brechbill
5925 Lakeside Blvd.
Indianapolis, IN 46278

To Whom it May Concern:

I wish to thank the commission for the detailed and careful research in preparation for the State Road 3 Rehabilitation Project. Your work is greatly appreciated.

At the October 11 public hearing, two purposes for this project were stated:

1. To improve the pavement condition and reduce right-angle vehicle crashes, and
2. To improve the condition of the drainage infrastructure and provide pedestrian facilities.

These are good goals. However, I question how successfully the proposed project addresses the first goal. I also believe these are not the only goals that should be considered.

Concerning safety, the only data presented to indicate a reduction in right-angle crashes was from a highway very much unlike the proposed Indiana 3 highway; the referenced highway has parallel business access roads, which this project will lack. With the thousands of U-turns the proposed highway would cause, do we have reason to believe the number of serious accidents will not actually increase? Would forcing travelers to proceed to the next left-turn access point and make a U-turn not be more dangerous than using a bidirectional turn lane to make a left turn into a business establishment? Also, no data was provided as to how many of the actual accidents were attributable to the current bidirectional turn lane.

Another consideration that was not mentioned is the impact this development would have on local businesses. By allowing access to points of interest only by passing, making a U-turn, and returning, will would-be patrons not be discouraged from entering establishments that have, because of the road layout, become inconvenient? Is vitality of the local community not an important factor to be considered in such analyses?

In summary, while I do not pretend to be a highway engineer, I would like to request that the by-directional turn lane be maintained for safety reasons and for reasons of the fiscal health of the community.

Sincerely,



John Nelson, Owner

Public Comment and Responses

SR 3: Road Rehabilitation Project in New Castle, Henry County (Lead Des No. 1593230)

Commenter	Comment	Response
Mayor Greg York	<p>Verbal Comment During Hearing</p> <p>Hi, Greg York Mayor of Newcastle. Jeff, it sounded like Darth Vader was sneaking up behind you a little bit there in that presentation, but, uh, this project was supposed to be let out and start in 2019. So we've been working on it since 2017, '18 and it's like they said, what you see back here is not the final project. So it still could be tweaked. Every time we've talked, something's changed. Uh, not saying it's got better, it's got worse. The but the the the fact is. This is a project, does anybody remember 2, 3 or four years ago the the project from Muncie Bypass to 3 and 38 now? Remember the down to one lane and it was inconvenience at that time. And I remember just last week, from 70 to Walmart, the inconvenience that there's been there. Well, we're we're the gap in the middle that that completes that for the state. So, uh, we've had many, uh, good conversations. We've had some heated discussions. But I think that's helped bring us to some good solutions. In the beginning, there were no sidewalks, there were no crosswalks. I have seen numerous times, uh, bicycles on road 3, not off the side of the road, on road 3 in between the, and at the cemetery going either way. Uh. Numerous times I've seen a lady pushing a baby buggy with two kids on road 3. So the reason that this project is being brought forth is because that the road is in terrible shape. Another reason that, we are having a public hearing on it is, they've said this two times now and I want you to take heed to this. If you have any questions, tonight's the night for the questions. So if you don't ask the public questions, Nathan said, he'll be back here to the back. Talk to any of them. If you have questions in your neighborhood, in your businesses, it it starts at the Cherry Lane and goes to 3 and 38, so you can just fill in the gap and and look at these plans. But tonight is the night to answer any questions that you have. So, so, don't leave with huge question marks there. But then a year from now when this is supposed to start in late 24, don't say "that's not exactly what I saw at Bundy Auditorium that night.", because it could still change. You, you hate to say, well, here's what's going to happen, and it changes a little bit and you say "that's not what I saw that night.". It could still change. So in the beginning, no sidewalks, no crosswalks. I don't care what anybody says at Trojan Lane at Parkside, at uh, we have them at Cherry, but also at Indiana Avenue, the crosswalks will be huge. Do I feel like America has went backwards a little bit, that we have to have crosswalks? Yeah, I kind of hate that. But we do have a lot of people walking to work today. Not only in Newcastle, in all communities. So one of the things that, that we're going to get out of it, is some crosswalks and some sidewalks from Cherry Lane to 3 and 38. Now, some other things that we're negotiating is, we have a terrible drainage problem at Indiana Avenue. So we're we're working on that. Talking about that. Whether that's going to be on the city. We're kind of begging the state to help us out with it. We haven't got real far with that yet, but we're working on that. Uh. A huge question is, "man. it'd be nice to have sidewalk from Jamestown on to Walmart.". Yes, it would. We're working on that too. That may not be in this state project, but that's a Plan B. From the very get go, one of our main projects is that we hope someday that we have the funds in a grant or somehow somewhere to extend 3 and 38 corner to Memorial Park. We already have a sidewalk underneath the railroad track, but the bridge is, is not designed right now for pedestrians. So we would have to build a second bridge if you are west of Pendleton. And I've seen that bridge that they've built over the Interstate there. That that's kind of a dream at this point in time, but I think, with as many, uh, golf carts and, and other vehicles that we've put on the road, it would be convenient to have access from 3 and 38 to Memorial Park. Whether it's at New York Avenue, or or especially with the new housing behind the YMCA. So what you see here is not final but, but we have uh, plans and dreams beyond what what you see on paper. But what we hope someday is that we literally connect 3 and 38 to Memorial Park. So don't leave here tonight with any question marks. Whether you're asking the question now or can talk to them afterwards tonight. Very important that that you get your your questions answered tonight, but they're still subject to change. It is definitely going to be an inconvenience. Nobody likes the orange barrels, but it the road is a mess. I mean it, it has needed replaced way before now. So I appreciate the uh, meetings that we've had. We've been working on this for a long time and and nothing still etched in stone. So don't leave here tonight without asking the questions that that you want to satisfy you. Uh, like I said, there are going to be inconveniences. There are going to be some things that are hard to get used to. Right now, we're all spoiled. We got three lanes going South, three lanes going north, and we abuse them. Some of them are turn lanes and we don't treat them like turn lanes. But we're going to have real turn lanes. The the one thing that and they've already mentioned it tonight. If if you want to get a visual of of what this is going to be. Uh, go to Greenfield and get off the 70 and go into town and and they have Home Depot, Krogers, McDonald's, you know they they have all</p>	<p>Thank you for your comment.</p>
Jerry Walden	<p>Verbal Comment During Hearing</p> <p>I thought it would be important since I've been a warrior in three state projects while serving many City Council to give a little bit of advice once the construction does start. Uh, what has really worked well for me, Mr. Mayor and Dave, you know this, uh, during these projects in N 18th street, State Road 38, Broad Street through town, in N 16th street, every two weeks, I'd walk around the construction. I'm not a door knocker. I'm not a phone caller. But if someone was outside, I'd ask questions. Those questions I take on the day, I think it's very important that we have one spokesperson that's dealing with the state and doing has been great at it. As citizens, as the mayor stated, this is going to be tough going through this construction. It's going to be huge. That, as I spoke to people, especially with your 16th Street, is a two year project. Once it's finished, it's really nice. And if you go along with 16th street, it is really nice. Give you a couple of examples. Since Joe brought this up and the mayor has brought this up with the North 16th street project. There were some real issues at Kentucky Avenue, we had a damage issue with the the House and the properties eastward. A, a drain need to be enlarged. It was. My concern was having sidewalks, where kids walked on the right of Washington Street. Mayor worked through that. We've got sidewalks on the east side of of North 16th Street connecting to Washington Street with the crossway. Got sidewalks to Kentucky Avenue as they were on the east side. So the West side went all the way to Washington Street. Bigger issue was with the water main. And I know the mayor worked hard on this and Dave you worked hard on this. That water main was over 100 years old. It needed to be replaced. and through the discussions, before construction, state agreed that that needed to be replaced. And as Dave and the mayor said, you know, if it's not replaced, we're going to be digging up that new pavement in two or three months after construction is finished. That's how this process works. So your input as citizens is very important tonight. Your input as citizens during the construction is very important. So I would advise that you contact your council person. We're getting ready to go through an election here. You contact your council person, let them know what your issue is, let them take it to whoever is in that position, as Dave is now. That way there is one person dealing with the state. And I think the state really, really appreciates that, be handled that way. It's worked well. It's worked well through those three projects with me. It's a process that worked and I think it's good advice. With that, that's all I have to say. Thank you.</p>	<p>Thank you for your comment.</p>
Clay Morgan	<p>Verbal Comment During Hearing</p> <p>Um, tonight I just simply would like to make a request of INDOT based upon, uh, one of the reasonings behind this project being for public safety. Uh, for the sake of the record and those in the audience who may not know what the definition of traffic signal preemption is, I'll read a brief definition. It is a system that allows an operator to override the normal operation of traffic lights. The most common use of these systems manipulates traffic signals in the path of an emergency vehicle, halting conflicting traffic and allowing the emergency vehicle right of way, thereby reducing response times and enhancing traffic safety. Uh, one thing that I would like INDOT to consider is helping us uh with these systems so that our firemen, our EMS, our police officers can continue to quickly and efficiently arrive at their destination. Um. It's my understanding that, um, if an emergency situation takes place at the wrong time, traffic could be jammed up in that vehicle could be uh, sitting there for several minutes until traffic can begin to clear. So, I would appreciate if INDOT would consider adding that to the project. Um. In protection of the safety of everyone that will be using these roads. Also, um, when we get down in this process, I am also concerned about the elevated traffic that will be on the side roads such as Indiana, Church Lane, etc. And. Depending on how that goes, I know we won't know until we get exactly into the project, but because of that more traffic there, if possibly INDOT would also be uh, a cooperative partner with us and maybe fixing or helping us fix maybe some some of those uh, areas that may um, have issues because of the higher traffic. So I appreciate it. Thank you very much and uh, hope everyone takes that into consideration.</p>	<p>INDOT will evaluate to possibility of utilizing traffic signal pre-emption devices for this project.</p>

Ken Durham	<p>Verbal Comment During Hearing</p> <p>Name, Ken Durham. Address, 709 S Memorial Drive, better known as First Baptist Church. I'm one of the pastors there, and one of my reasons for coming up here and watching the presentation, um, I thought that comparing us and Greenfield was what, like comparing apples and oranges. Because the traffic in Greenfield is totally different than here. Because I my son lived there and I have traveled up there many times. Secondly, um, and looking at the map that you guys have out there, uh, it has not been updated because there has been several businesses that have been added along 3. And, um, so with this proposed blocking off of a left turn, you will be eliminating traffic coming into those businesses because we are located between, uh, Cherry Lane and Indiana and there is no left turn access for the Plaza. Or for Pizza Hut, or Big O, or Culver's, or one of the state businesses, the BMV that is now housed in the in front of our building. And with that being the case, that means they will now be trying to come down Cherry and accessing those businesses via our parking lot. Which will make it unsafe for our parishioners and for those people who use our building during the week. We have a preschool, we have BSF that meets there two days a week, and on on Tuesdays, there's over 300 ladies that are there. And so I look at the safety aspect of this as a major concern because they will not be able to come in and make a left turn coming from the South. Um, and so I just would like to raise that point because there is no access road while I appreciate the sidewalks and I agree that we need them, where are the access roads? Because Greenfield has those. We do not thank you.</p>	<p>An evaluation of roadway safety where there exists a high density of driveway access adjacent to a high volume highway indicates that replacing the existing two-way left-turn lane with a raised median will significantly improve the safety of the roadway.</p> <p>It is anticipated that a portion of local traffic will likely develop new routes to access properties that no longer will have left-turn access.</p> <p>Local agency projects such as frontage roads and consolidation of driveway access points could be future efforts to improve internal circulation and access across private properties adjacent to SR 3.</p>
Nicole Cox	<p>Verbal Comment During Hearing</p> <p>My name is Nicole Cox and I live in 1616 (Roth?) St. here in Newcastle. I have laryngitis so, I'll make my comments brief. I agree State Route 3 is in dire need of repair. I also agree we need sidewalks and we also need crosswalk signals. However, I agree with the gentleman that just spoke, that the cement median in the middle, I think it's definitely a safety concern and hazard. And it's also going to detract myself from going to businesses because it's going to be a major inconvenience to not to be able to turn left because I don't have to backtrack to go back to my house when I go to different businesses. And I do agree that Greenfield does have the different pull offs where you can go to different businesses. So I do express my displeasure in this concrete meeting in the middle. Thank you.</p>	<p>An evaluation of roadway safety where there exists a high density of driveway access adjacent to a high volume highway indicates that replacing the existing two-way left-turn lane with a raised median will significantly improve the safety of the roadway.</p> <p>Local agency improvements such as frontage roads and consolidation of driveway access points could be a future effort to improve internal circulation and access across private properties adjacent to SR 3.</p>
John Nelson	<p>Verbal Comment During Hearing</p> <p>My name is John Nelson. I own. Rose City Bowl. Uh, 550 S Memorial Drive. Um, I have two just two brief comments. Uh, first is to agree with those last two comments that I'm very very much concerned about. While I understand the safety concerns and the presentation about the number of accidents, um, I also am concerned about the lack of access, in my case it would be northbound or southbound access into the Rose Bowl. I'm not sure how far down we have to go to turn around to come back. The other one is that um, currently we have three lanes southbound and with only two lanes, we're I I have a feeling we're going to see some increase in rear-end collisions as people slow down to make entrances into the Rose Bowl, Wendy's, other places along the uh, east side of of 3 and and likewise on the other side. That that would be my second concern. Thank you.</p>	<p>An evaluation of roadway safety where there exists a high density of driveway access adjacent to a high volume highway indicates that replacing the existing two-way left-turn lane with a raised median will significantly improve the safety of the roadway. An increase in rear end accidents is not expected.</p> <p>It is anticipated that a portion of local traffic will likely develop new routes to access properties that no longer have left-turn access.</p>
David Gragner	<p>Verbal Comment During Hearing</p> <p>I am David Gragner, GRAGNER. I used to own and my family owned a business over on road 3 48 years. And we've been through this two or three times. It's very painful. Um, and when I went to the library to look up the architectural schematics for this, if I'm not mistaken, it's really down to two lanes. When you're doing this two-year um, remodel. And, um, that's extremely painful. If you can imagine, I'm sure you know how many millions of dollars is generated in that little tract of land. Millions of track tax dollars were just come through two years of paying with COVID, and now you're, this. this is a, a very hard thing for a businessman to go through. I question if there isn't, you know, \$36 million that's real money. A question if there isn't a better way to make it safer in the middle lanes. It feels like we're cutting it down from six lanes to four, so less is more is what you're telling us. Um, and I know you're trying to make it safer, but we really, I really question that. There's just so much money involved there and so much pain. When you think about how much business is going to be lost. A lot of people don't want to be inconvenienced over the next two years. They're going to go to Muncie, Anderson, somewhere else to shop or eat. So, I appreciate all the hard work that's gone into this, but I would like to see that kind of reassessed. Thank you.</p>	<p>Construction activity will impact the flow of traffic through the work zone. INDOT, the contractor and local agency representatives will be communicating on a regular basis to alleviate the impact to businesses to the extent possible.</p> <p>The current alternative meets the primary purpose (safety & pavement replacement) and the secondary purpose (drainage improvements & pedestrian accommodation.)</p> <p>An evaluation of roadway safety where there exists a high density of driveway access adjacent to a high volume highway indicates that replacing the existing two-way left-turn lane with a raised median will significantly improve the safety of the roadway.</p>
Bonnie Sanders	<p>Mailed Letter 10/4/2023</p> <p>Regarding the Highway 3 project in New Castle, IN</p> <p>We live just off Highway 3, on Midway Drive.</p> <p>What this area needs is Police Presence not barriers and lower Speed limits. People do not abide by the current speed limits. Semis and most others, go through the two traffic lights at high rates of speed. We have been almost run off the road by trucks. It's the speeding Thru-Traffic that is the problem.</p>	<p>Enforcement of speed limits is a law enforcement activity.</p> <p>The high density of driveway access points for segments of SR 3 within the project limits creates numerous vehicle conflict points resulting in increased crashes. An evaluation of roadway safety where there exists a high density of driveway access adjacent to a high volume highway indicates that replacing the existing two-way left-turn lane with a raised median will significantly improve the safety of the roadway.</p>
Joe Copeland	<p>Email 10/9/2023</p> <p>Has INDOT considered further the installation of traffic signal pre-emption on SR 3 in New Castle?</p> <p>I'm moving to New Castle and I am afraid the center curb is going to obstruct/slow down emergency vehicles when all lanes are occupied. No shoulders with this project, like Greenfield SR 9.</p>	<p>INDOT will evaluate to possibility of utilizing traffic signal pre-emption devices for this project.</p>

Angie Jones	<p>Email 10/9/2023</p> <p>I am a resident of New Castle, Indiana and I'm writing in regards to the letter we received of the intended change to SR 3.</p> <p>I am opposed to this GREATLY. It is difficult enough to pull out of our driveway, without adding this obstacle to the mix. If we have to only exit our driveway "right" we will have to go down to Walmart intersection, which is a ridiculously dangerous intersection, EVERY single day just to get to school or town. I have new drivers and I do not want them having to use that intersection (there are more wrecks there than anywhere on the stretch of SR 3 surrounding our home). This adds at least 5 minutes, or more depending on traffic, to our daily commute. While you may think that isn't much, that is over a half an hour a week, and as everyone knows "time is money".</p> <p>Not to mention if we have an ambulance come to our address, depending on what direction they are coming from they will have to go to the next intersection just to turn around to get back to our address, then drive down to said Walmart intersection, which will add more time delaying medical treatment received at a hospital. THIS IS NOT OK!</p> <p>I feel this is a infringement on our rights as home owners to have this forced on us, and I do not see where it benefits us at all!</p> <p>Please reconsider this, it is not in the best interest of us as residents, and tax payors of this county.</p>	<p>When comparing the full access for all private properties against the desire to improve the overall corridor safety for motorists and pedestrians, the current alternative meets the primary purpose (safety & pavement replacement) and the secondary purpose (drainage improvements & pedestrian accommodation.) Maintaining the current full directional access for all properties would perpetuate these safety concerns.</p> <p>The Walmart intersection (CR 300 S) is located far from the proposed raised median segments making it unlikely to be utilized for U-turn access.</p> <p>An evaluation of roadway safety where there exists a high density of driveway access adjacent to a high volume highway indicates that replacing the existing two-way left-turn lane with a raised median will significantly improve the safety of the roadway.</p>
Jeremiah Morrell	<p>Email 10/12/2023</p> <p>I am a resident of New Castle. Address is 3903 Jeffry St, New Castle, IN 47362</p> <p>I attended the public hearing at Bundy Auditorium on October 11th 2023.</p> <p>Three areas of concern with the proposed traffic pattern.</p> <ol style="list-style-type: none"> 1. There are a number of restaurants and businesses that need to receive deliveries by truck, and are not going to have access to their location from SR 3, without a turn lane / opening at the First Baptist Church. Domino's, Culver's, Pizza Hut all receive deliveries, plus the Fastenal location is in the same complex. Additionally, there is a Ried Health facility and the new BMV location in the complex. Not having access from NB State Road 3 (And in turn from I-70) is going to cause traffic issues, and ultimately more traffic into local shopping center parking lots. Particularly the Rural King lot, which is not pedestrian friendly. Trucks with trailers coming from the South to the North need to have a truck friendly path to access businesses on the west side of the corridor. 2. New Castle and Henry County are home to two unique items. Walnut Ridge RV, which is one of the largest RV dealerships in the state. Significant travel trailer and 5th wheel traffic comes up and down State Road 3, and needs to be considered, particularly regarding the length of vehicles, and the turn lane lengths. Additionally, Summit Lake State Park has more than 100 camp sites that are full each weekend and attract high numbers of large trucks with trailers, with a weekend traffic pattern. Friday arrivals, Sunday departures. 3. Memorial Park is home to the Henry County Saddle Club, which has hundreds of horse trailers coming in and out of the project site each weekend and is often going to be accessing the local ag retail businesses (Rural King & TSC). The Saddle Club attracts 50,000 visitors to the community through their show season and has a 7 million dollar local impact. (https://www.hcsaddleclub.com/new-page#:~:text=In%202019%2C%20we%20had%2049%2C841,to%20our%20activities%20is%20%246%2C977%2C864.) Many of the dollars they spend are in the corridor that is going to be impacted during the construction cycle. 	<ol style="list-style-type: none"> 1. First Baptist Church appears to have northbound left-turn access at the Cherry Street intersection. It is anticipated that a portion of local traffic will likely develop new routes to access properties that no longer will have left-turn access. 2. The traffic operations have been analyzed for both post-construction and during construction and are anticipated to operate sufficiently. With regard to the length of the vehicles, it is not anticipated that RV and campground traffic will negatively impact the traffic operations. 3. The volume of traffic generated by Memorial Park is not anticipated to negatively impact the traffic operations of SR 3 through the project since the characteristic traffic is not a concentrated flow. The traffic operations will be monitored during construction.
John Wotring	<p>Comment Form 10/12/2023</p> <p>I fully support the improvements to State Route 3 as described. However to greatly improve safety for a realitively small additional cost the sidewalk on the west side of the Highway could be extended to Wallmart. There are a lot of people that walk to Wallmart on the edge of the existing roadway.</p> <p>Thank you in advance for your consideration of this small expansion of the project for much added safety.</p>	<p>The City and INDOT would like to extend the sidewalks south of this current project to Walmart. However, this work cannot be added to this current project due to funding source constraints and would need to be completed separately sometime in the future.</p>

<p>Jay Allardt</p> 	<p>Email with comment form and letter 10/13/2023</p> <p>I own property at 1501-1503 S. Memorial Dr. New Castle. See attached comments and map.</p> <p>I attended the public hearing on Wednesday, October 11th at Bundy Auditorium but had to leave early due to other obligations. I did not hear all of the comments but do feel compelled to address what I believe are some serious issues that may have unintended consequences, namely inverse condemnation.</p> <p>You cited the project on State Road 9 in Greenfield as being similar to the New Castle State Road 3 project. The only similarity I see is the center median. There are more differences than similarities in terms of accessing business. State Road 9 has roads running parallel and perpendicular that provide access to business between stop lights, New Castle does not have any roadways running parallel to Tate Road 3 to provide access to businesses located between stop lights.</p> <p>New Cast has the South Mound Cemetery on both sides which makes it virtually impossible to travel parallel to State Road 3. If you look at the page I have attached showing businesses on the west side of State Road 3 and south of the cemetery. These businesses include Roal Market (restaurant), a self storage facility, DD (Dunkin Donuts), KFC, Mexican restaurant, and several other retail businesses. These businesses are in the 1400 through 1600 blocks of S. Memorial Drive.</p> <p>My question to you is this...assuming I am coming north on State Road 3 and desire to meet someone at the DD restaurant, how do I get there? The closet light is south of this business, but there is no frontage road providing access. If you continue driving north, the next light is Cherry Street – do I do a U turn at Cherry Street? What if I am driving a semi to make deliveries to DD? Turning onto Cherry Street does nothing as to the east is a residential neighborhood and to the west is access to the cemetery and other private property. How do I get to the DD? Or KFC?</p> <p>The same holds true if you are driving south on State Road 3 and want to access Subway, Taco Bell, a 3 unit office building, AT&T store, Advance Auto Parts, Jiffy Lube or Clancy's Car Wash. Again, do drives do a U-turn? This only works in a smaller vehicle. If you turn east on Parkview, you have to turn around on private property to head west on Parkview and then north on State Road 3.</p> <p>I appreciate you taking the time to read my concerns. Hopefully, you can provide a solution that will enable customers in these two areas to access these businesses.</p>	<p>SR 9 (Greenfield) provides a regional example of a similar built-up commercial corridor along a multi-lane state highway. In the SR 9 (Greenfield) example there is not a high density of driveway access points resulting in far less left-turn conflict points along the corridor which is a much safer configuration.</p> <p>It is anticipated that a portion of local traffic will likely develop new routes to access properties that no longer have left-turn access.</p>
<p>Corey Button</p>	<p>Email 10/13/2023</p> <p>To whom it may concern, my name is Corey Wayne Button, a resident of New Castle and I has some concerns and suggestions for the upcoming State Road 3 project. The median planned to replace the turn lane on State Road 3/Memorial Drive is too restrictive.</p> <p>I would suggest a break in the median around the 500 block of S. Memorial Drive (or possibly a stoplight). This is where the turn in for New Castle Plaza is (across from Rose Bowl). New Castle Plaza is an access point for Culver's, Domino's, Pizza Hut, the BMV, Big O Tire, as well as all of the businesses in said Plaza, including Autozone, where I work.</p> <p>All of these businesses receive deliveries via semi truck (with the exception of the BMV), and are already congested. Many people already cut through the plaza parking lot (often diagonally and at a high speed). Without the ability to turn Left out of the Plaza, this traffic will only increase so people can access Indiana Avenue via Rural King's already crowded and congested parking lot.</p> <p>I have employees and myself who are constantly in this Plaza's parking lot changing batteries, installing wiper blades and headlights and also performing diagnostic tests on vehicles that most often pull up to the front of the store. The traffic is already a problem and the installation of this median without a break for a turn in/out, or possibly a traffic light, will only exacerbate this issue endangering customers and employees alike.</p> <p>The installation of this median will only drive more traffic into the parking lots. Not only in the Plaza, but also across the street at the Rose bowl, Wendy's, Long John Silvers and Stack's Restaurant as well as people will enter those lots via the entrance next to O'Reilly's off of Indiana Avenue.</p> <p>I am asking you to consider this moving forward.</p>	<p>An evaluation of roadway safety where there exists a high density of driveway access adjacent to a high volume highway indicates that replacing the existing two-way left-turn lane with a raised median will significantly improve the safety of the roadway.</p> <p>The locations for full access (median breaks) in the raised median segments is primarily limited to public road intersections.</p> <p>It is anticipated that a portion of local traffic will likely develop new routes to access properties that no longer have left-turn access</p> <p>Local agency projects such as frontage roads and consolidation of driveway access points could be future efforts to improve internal circulation and access across private properties adjacent to SR 3.</p>
<p>Jackson Hurst</p>	<p>Email 10/12/2023</p> <p>I approve and support INDOT's SR 3 Road Rehabilitation Project. The aspect that I love about INDOT's SR 3 Road Rehabilitation Project is that IN-3 will be rehabbed from 3.14 Miles N of I-70 to IN-38 which will improve ride quality and reduce future maintenance activities on IN-3.</p>	<p>Thank you for your comment.</p>
<p>Scott Welch</p>	<p>Email 10/13/2023</p> <p>I have lived and worked in New Castle for over 30 Years, so I am very familiar with traffic on SR3. I think plans for sidewalks and crosswalks on SR3 is a very bad idea. I see speed limits will be posted at 40 MPH, but we all know that will not be observed. I think by building the walks and crosses, you are inviting pedestrians and there will be bad accidents. There are accidents now, bit fortunately no pedestrians involved that I know of. You have schools very near SR 3. If you make it easier to walk along that road, you will have kids out there walking after school. I think this is a very bad idea. I see pedestrians out there occasionally now. It is very dangerous when you mix pedestrians with a SR with that much traffics. I feel this request has come from a small minority of voices who say workers do not have transportation to go to work at their jobs on SR3. Why would we create a major safety issue for a very small minority of people who need to walk to work. I think there has to be a better answer than spending a lot of money on something that is not safe. This is my opinion and only one. Thank you for listening.</p>	<p>Incorporating sidewalks, highly visible crosswalks and pedestrian phases at traffic signals into the project is a major safety improvement for pedestrians. SR 3 traffic will be separated from pedestrians by a barrier curb. Enforcement of speed limits is a law enforcement activity.</p>
<p>Tyler Lewandowski (INDOT Aviation)</p>	<p>Email 10/16/2023</p> <p>After review, no tall structure permit is required for the project if all equipment being used is under 146 feet in height. Please let our office know if you have any further questions.</p>	<p>Thank you for your comment.</p>

Joy Ford	<p>INDOT4U 10/17/2023</p> <p>I am very concerned about a median being placed down our main business area in New Castle. This will be very inconvenient for employees getting to work, police, fireman and ambulances. I work on in a business and see multiple Ambulances per day on SR 3. This could cost precious time in an emergency to have to go many blocks and turning around, doing a U-turn etc. This City is not so busy that this type of change is needed. There is rarely an accident on this stretch of SR 3 and really don't understand why this would be a consideration.</p>	<p>There is a record of significant crashes along the project corridor with respect to both volume and severity. It is anticipated that the proposed improvements will reduce the crash volume and severity.</p> <p>An evaluation of roadway safety where there exists a high density of driveway access adjacent to a high volume highway indicates that replacing the existing two-way left-turn lane with a raised median will significantly improve the safety of the roadway.</p>
David Reed	<p>Voicemail 10/17/2023</p> <p>I understand that you're out until Monday which is fine. If you could call me then, um my cell phone is [REDACTED] I work for the Arnald Meyer company, and we own a building at 1902 South Memorial Drive there in um New Castle and a I met with the INDOT people yesterday and they referred me to you. Um I was trying to understand the plans that they laid in front of me specifically um and I know I know that you are still in the public question period now and nothing is set in stone but this is a former Starbucks there at Parkview and Memorial Drive and um we're trying to understand whether or not we'll have full ingress and egress um whether there will be a median strip a blocking Parkview or we'll be able to turn right and left out of there. Um again David Reed [REDACTED] call me at your convenience. Thank you.</p>	<p>The intersection of SR 3 and Parkview Drive will continue to operate a traffic signal controlled intersection with full access. The driveway for this property on Parkview Drive will have full right-turn and left-turn access after construction. The driveway for this property on Memorial Drive (SR 3) will have right-in/right-out access only due to construction of a concrete median.</p>
David Reed	<p>Email 10/17/2023</p> <p>Our Company owns a former Starbucks at 1902 S. Memorial Drive in New Castle, IN</p> <p>We are trying to understand the plan for ingress and egress at Parkview and Memorial Drive.</p> <p>Will there be a concrete barrier or obstruction that will prevent us from making a right or left hand turn out of Parkview Drive?</p>	<p>The intersection of SR 3 and Parkview Drive will continue to operate a traffic signal controlled intersection with full access. The driveway for this property on Parkview Drive will have full right-turn and left-turn access after construction. The driveway for this property on Memorial Drive (SR 3) will have right-in/right-out access only due to construction of a concrete median.</p>
Jim Bell	<p>Email 10/18/2023</p> <p>The proposal to build the median in route 3 seems ill conceived to me. It will dramatically increase traffic flow in the parking areas on both sides of the road. This will endanger pedestrians and motorists in these areas and has the potential to produce more accidents then it eliminates from the current system. Further it makes it far more difficult to get to stores and restaurants. I would like to see data on how many accidents would be reduced by this change. I believe this solution will make the situation worse.</p>	<p>Replacing a two-way left-turn lane with a raised median is considered a safety enhancement based upon recognized safety studies. The project corridor has a high density of driveway access points, each one contributing left turn conflicts crossing multiple lanes of high-volume traffic. Removing the left turn conflicts at many of the access points removes a significant volume of turning conflict points throughout the raised median segments.</p> <p>Local agency projects such as frontage roads and consolidation of driveway access points could be future efforts to improve internal circulation and access across private properties adjacent to SR 3.</p>
Steve Benson	<p>Email 10/19/2023</p> <p>I am John Benson and live at 3707 S Memorial Dr, New Castle, IN 47362. I have two questions/concerns about the project.</p> <ol style="list-style-type: none"> 1. I have a basement drain and field tile that connect to the SR3 storm sewer. Will this connection be kept? 2. The six foot sidewalk. What to do with my mailbox that will need to be curbside? 	<ol style="list-style-type: none"> 1. If you currently have an INDOT permit for the connection, your basement drain and field tile will be reconnected to the storm sewer. 2. Mailboxes will be placed behind the curb, allowing at least 4 ft. of pedestrian clearance as part of this project.
Len Jacquay	<p>Email 10/19/2023</p> <p>Some questions concerning the proposed reconstruction of St. Rt. 3 (Memorial Dr.) in New Castle, Indiana.</p> <ol style="list-style-type: none"> 1. Has there been a study conducted to determine how many vehicles are presently using the center turn lane to make left hand turns? 2. What percentage of these vehicles will be forced to make u-turns at the traffic signals? 3. Will all the proposed traffic signal turn lanes be able to handle a significant increase in u-turns? 4. Will larger vehicles (ie. Buses, EMS, Fire trucks, vehicles towing trailers, etc.) be able to make u-turns? 5. How will customers coming from the west (Hwy 38) or from the north (Hwy 3) be able to access the Kroger parking lot? Make a U-turn at Indiana Ave.? Or, turn left onto Indiana Ave. and then attempt to turn left into the parking lot while dodging the west bound traffic (which at certain times of the day or weekend is nearly impossible)? 6. What affect will the reduction of travel lanes and removal of the center turn lane have on the amount of traffic congestion (vehicles per sq/ft)? 20%, 30%, 50% increase? 7. What is the expected increase of traffic accidents at each intersection due to u-turns and increased congestion? 8. What affect will the proposal have on the side streets and back alleys from drivers trying to bypass the construction and eventual congestion? 9. How much will the inconvenience of access to businesses have on their economy even after the construction is completed? <p>I was at ACE Hardware today at about 2:00 PM when a semi with a load of mulch arrived. It came from the south, meaning it had to use the center turn lane to access ACE. One of the ACE employees mentioned that a majority of their semi shipments are coming off of I-70.</p> <p>I believe that most local residents will wholeheartedly agree that Memorial Dr. needs a do-over. I understand the importance of reducing vehicle accidents, but just maybe, the proposed improvements of Memorial Dr. are moving the problem areas from one place to another. In fact, the incidents of vehicle mishaps may actually increase.</p>	<ol style="list-style-type: none"> 1. There has not been a study conducted to determine the existing left-turn volume in the two-way left-turn lane. The need for the raised median is based upon the current safety record as opposed to traffic volume. 2. It is anticipated that a portion of local traffic will likely develop new routes to access properties that no longer have left-turn access. 3. The traffic signal operations have been analyzed for future traffic and are anticipated to operate at an acceptable level-of-service. 4. Larger vehicles will likely develop new routes to access properties that no longer have left-turn access. 5. It is anticipated that a portion of local traffic will likely develop new routes to access properties that no longer have left-turn access. 6. Traffic flow efficiency along the corridor is limited by the operation of traffic signals. All traffic signal controlled intersections have been analyzed for future traffic and are anticipated to operate at an acceptable level-of-service. 7. The overall volume of crashes are not anticipated to increase. 8. During construction the traffic patterns will be monitored and coordinated with City officials. Upon project completion there will likely be some rerouting of traffic to approach the destination as a right-turn off of SR 3. 9. It is anticipated that the project will not have a negative economic impact as customers and delivery services will determine their preferred access route to businesses.

Rhonda Bennett	<p>Email 10/23/2023</p> <p>I would love to suggest a sensor type traffic light installed on Indiana 3 at the Big O Tires/Rose Bowl entrance. Perhaps the type of light that is by the cemetery. I believe this would alleviate some of the issues that people are concerned about. It would only come on as needed and I think this would help because that is a very busy area.</p>	<p>New traffic signal locations would create additional travel delay through the corridor and are not being considered for this current project.</p>
Dave Gratner	<p>Email 10/23/2023</p> <p>Thank you for your informative hearing on October 11, 2023. In addition to the hearing I stopped at the library to review the plans.</p> <p>Having had a restaurant on Road 3 for over 48 years (KFC), we had our share of road closures over those years. During the COVID lockdown and the two years following businesses struggled.</p> <p>I am unable to support the proposal to eliminate two lanes and place a concrete barrier in the middle. Road 3 is the main connection to I-70 and I-74 from Muncie. At one time our EDC had discussions about a multi-county funding to widen the road from Rushville to New Castle. The barriers will make it very difficult for businesses, churches, banks and restaurants to have public access for customers. The barriers will make it very difficult for delivery trucks to negotiate the restricted access. U turns will be required as there are no alternative streets for them to use.</p> <p>Rarely do you see people walking the road so the need for sidewalks on both sides at six feet wide seems very costly and unnecessary. Marking the lanes better with new paint and additional lighted signs would better inform motorists, save money and prevent financial hardship on the businesses over the two year process.</p> <p>Thank you for allowing for public input.</p>	<p>When comparing the full access for all private properties against the desire to improve the overall corridor safety for motorists and pedestrians, the current alternative meets the primary purpose (safety & pavement replacement) and the secondary purpose (drainage improvements & pedestrian accommodation.) Maintaining the current full directional access for all properties would perpetuate these safety concerns.</p> <p>It is anticipated that a portion of local traffic will likely develop new routes to access properties that no longer have left-turn access.</p> <p>Incorporating sidewalks, highly visible crosswalks and pedestrian phases at traffic signals into the project is a major safety improvement for pedestrians.</p>
Mark Janowski	<p>Email 10/23/2023</p> <p>I am not in favor of removing the center turn lane through the business district. Forcing drivers to make u-turns at signaled intersections will create bottlenecks and right turn on red with the u-turns will be a dangerous new problem. Driver in this area are still struggling with the flashing yellow left arrows. If you want SR3 safer with a center turn lane drivers need to:</p> <ol style="list-style-type: none"> 1) put down their damned cell phones - their driving sucked before they picked up their phones and it didn't improve with cell phone use 2) slow down - this isn't I-70 3) pay attention to driving and nothing else <p>I would be willing to bet that speeding is a factor in most accidents involving people turning left on SR3 anywhere in the business district. The speed limit needs to be lowered and enforcement increased.</p> <p>U-turns will not be safer and once indot puts in a median, there is no easy way to undo that.</p>	<p>Replacing a two-way left-turn lane with a raised median is considered a safety enhancement based upon recognized safety studies. The project corridor has a high density of driveway access points, each one contributing left turn conflicts crossing multiple lanes of high-volume traffic. Removing the left turn conflicts at many of the access points removes a significant volume of turning conflict points throughout the raised median segments. The need to restrict right-turn-on-red at intersections will be determined by INDOT.</p> <p>The speed limit will be lowered to 40 mph. Enforcement of speed limits is a law enforcement activity.</p> <p>Introducing U-turn movements at controlled intersections while eliminating the high-density of uncontrolled left-turn movements is likely to provide overall corridor safety benefits.</p>
Brad Miller	<p>Comment Form 10/13/2023</p> <p>I attended the public hearing. I agree those speakers who think it is a bad idea to eliminate the left hand turning lane. People will be making u-turns, driving down residential side streets and driving through [illegible] business parking lots to get to the business they want to go to. IT is not fair to those businesses and will be unsafe.</p>	<p>Replacing a two-way left-turn lane with a raised median is considered a safety enhancement based upon recognized safety studies. The commercial corridor has a high density of driveway access points, each one contributing left turn conflicts crossing multiple lanes of high-volume traffic. Removing the left turn conflicts at many of the access points removes a significant volume of turning conflict points throughout the raised median segments.</p> <p>It is anticipated that a portion of local traffic will likely develop new routes to access properties that no longer have left-turn access.</p> <p>Local agency projects such as frontage roads and consolidation of driveway access points could be future efforts to improve internal circulation and access across private properties adjacent to SR 3.</p>
Jack Schmidt	<p>Letter 10/23/2023</p> <p>The highway 3 project in New Castle is a hoax. You say the cement center wall is necessary because of the many accidents in the center turn lane. In my 61 years in New Castle I've never heard of 1 accident caused by the center turn lane! This concrete barrier will cause accidents in people having to turn around somewhere to get to the other side.</p> <p>This is the biggest hoax that has ever been perpetuated in New Castle. The one responsible for this idea should be held responsible and punished.</p>	<p>Replacing a two-way left-turn lane with a raised median is considered a safety enhancement based upon recognized safety studies. The commercial corridor has a high density of driveway access points, each one contributing left turn conflicts crossing multiple lanes of high-volume traffic. Removing the left turn conflicts at many of the access points removes a significant volume of turning conflict points throughout the raised median segments.</p> <p>It is anticipated that a portion of local traffic will likely develop new routes to access properties that no longer have left-turn access.</p> <p>Local agency projects such as frontage roads and consolidation of driveway access points could be future efforts to improve internal circulation and access across private properties adjacent to SR 3.</p>

Sara Morrell	<p>INDOT4U 10/26/2023</p> <p>I'm writing regarding the SR 3 Road Rehabilitation that is coming up in 2025. I attended the public meeting and had a couple of things to keep in mind. First and foremost, this project has been compared to SR 9 in Greenfield during the public hearing. While the communities are similar in size, the shopping centers along SR 9 have access roads to different businesses instead of just adjacent parking lots. There is only one small area of businesses that has an "access" road from one of the east-west roads, and that "road" is located behind the Shell and Pizza King. This makes it a lot more challenging to get to businesses with limited places for left turns. Another issue to keep in mind is the amount of truck/trailer traffic. All of these businesses receive deliveries, and Henry County is home to a private campground and a state park campground within 10 miles of the site. New Castle is also home to the Henry County Saddle Club, which has horse shows nearly 30 weekends a year. The people who come into town for horse shows or to camp usually are larger trucks pulling trailers. The curbing and limited space in turn lanes on the tentative plans concerns me.</p> <p>Lastly, part of the project is to add sidewalks along most of the project area. I noticed there is not a sidewalk planned between the Jamestown Apartments and the entrance to Walmart, which would be very beneficial for those residents. Almost every time I visit Walmart, I see someone walking to or from Jamestown on the side of SR 3 to get groceries.</p>	<p>SR 9 (Greenfield) provides a regional example of a similar built-up commercial corridor along a multi-lane state highway. In the SR 9 (Greenfield) example there is not a high density of driveway access points resulting in far less left-turn conflict points along the corridor, which is a much safer configuration.</p> <p>The City and INDOT would like to extend the sidewalks south of this current project to Walmart. However, this work cannot be added to this current project due to funding source constraints and would need to be completed separately sometime in the future.</p>
John Nelson	<p>Letter 10/26/2023</p> <p>I wish to thank the commission for the detailed and careful research in preparation for the State Road 3 Rehabilitation Project. Your work is greatly appreciated.</p> <p>At the October 11 public hearing, two purposes for this project were stated: 1. To improve the pavement condition and reduce right-angle vehicle crashes, and 2. To improve the condition of the drainage infrastructure and provide pedestrian facilities.</p> <p>These are good goals. However, I question how successfully the proposed project addresses the first goal. I also believe these are not the only goals that should be considered.</p> <p>Concerning safety, the only data presented to indicate a reduction in right-angle crashes was from a highway very much unlike the proposed Indiana 3 highway; the referenced highway has parallel business access roads, which this project will lack. With the thousands of U-turns the proposed highway would cause, do we have reason to believe the number of serious accidents will not actually increase? Would forcing travelers to proceed to the next left-turn access point and make a U-turn not be more dangerous than using a bidirectional turn lane to make a left turn into a business establishment? Also, no data was provided as to how many of the actual accidents were attributable to the current bidirectional turn lane.</p> <p>Another consideration that was not mentioned is the impact this development would have on local businesses. By allowing access to points of interest only by passing, making a U-turn, and returning, will would-be patrons not be discouraged from entering establishments that have, because of the road layout, become inconvenient? Is vitality of the local community not an important factor to be considered in such analyses?</p> <p>In summary, while I do not pretend to be a highway engineer, I would like to request that the by-directional turn lane be maintained for safety reasons and for reasons of the fiscal health of the community.</p>	<p>SR 9 (Greenfield) provides a regional example of a similar built-up commercial corridor along a multi-lane state highway. In the SR 9 (Greenfield) example there is not a high density of driveway access points resulting in far less left-turn conflict points along the corridor which is a much safer configuration.</p> <p>Eliminating the high-density of uncontrolled left-turn movements is likely to provide overall corridor safety benefits.</p> <p>Replacing a two-way left-turn lane with a raised median is considered a safety enhancement based upon recognized safety studies. The project corridor has a high density of driveway access points, each one contributing left turn conflicts crossing multiple lanes of high-volume traffic. Removing the left turns generated by the numerous access points will remove a significant volume of turning conflicts throughout the raised median segments.</p> <p>It is anticipated that a portion of local traffic will likely develop new routes to access properties that no longer have left-turn access.</p>

Categorical Exclusion
Appendix H
Air Quality

Note: The STIP will be updated to include current CN cost prior to RFC .

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2024 - 2028

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
Henry County																	
Henry County	1902070	Init.	IR 1001	Bridge Inspections	Greenfield	0	STBG	\$337,000.00	Local Funds	PE	\$0.00	\$31,000.00	\$30,000.00	\$1,000.00			
									Local Bridge Program	PE	\$122,000.00	\$0.00	\$118,000.00	\$4,000.00			
Performance Measure Impacted: Bridge Condition																	
Location: Countywide Bridge Inspection and Inventory Program for Cycle Years 2021-2024																	
Indiana Department of Transportation	2001876	Init.	US 36	Pavement Replacement	Greenfield	.39	STBG	\$4,137,000.00	Road Construction	CN	\$3,309,600.00	\$827,400.00		\$0.00		\$4,137,000.00	
Performance Measure Impacted: Pavement Condition																	
Location: 0.66 mi W of SR 3 (WCL Mount Summit) to 0.27 mi W of SR 3 (ECL Mount Summit)																	
Comments:Include DES 2001876, 2001877, 2002304																	
Henry County	2300120	Init.	IR 1007	Bridge Inspections	Greenfield	0	STBG	\$370,000.00	Local Bridge Program	PE	\$292,000.00	\$0.00			\$146,000.00	\$16,000.00	\$130,000.00
									Local Funds	PE	\$0.00	\$72,000.00		\$36,000.00	\$4,000.00	\$32,000.00	
Performance Measure Impacted: Bridge Condition																	
Location: Countywide Bridge Inspections and Inventory Program for cycle years 2025-2028																	
Indiana Department of Transportation	39270 / 1593230	Init.	SR 3	Road Reconstruction (3R/4R Standards)	Greenfield	2.329	NHPP	\$17,315,000.00	District Other Construction	CN	\$1,600,000.00	\$400,000.00			\$2,000,000.00		
									Safety Construction	CN	\$4,261,600.00	\$1,065,400.00		\$5,327,000.00			
									Road Construction	CN	\$11,057,600.00	\$2,764,400.00		\$13,822,000.00			
Location: From 3.14 miles N of I-70 to SR 38																	
Comments:Include DES 1593230, 2001875, 2003091																	
Indiana Department of Transportation	39270 / 1593230	A 02	SR 3	Road Reconstruction (3R/4R Standards)	Greenfield	2.329	NHPP	\$23,367,118.96	Road ROW	RW	\$216,000.00	\$54,000.00	\$270,000.00				
Location: From 3.14 miles N of I-70 to SR 38																	
Comments:Add RW phase for FY 24. No MPO involved. AQC n/a. Includes des numbers 2003091 and 2001875.																	
Indiana Department of Transportation	42265 / 1702918	Init.	US 36	Small Structure Pipe Lining	Greenfield	0	STBG	\$259,000.00	Bridge Construction	CN	\$101,600.00	\$25,400.00	\$127,000.00				
Performance Measure Impacted: Safety																	
Location: 9.73 miles E of MADISON/HENRY Line																	
Comments:Include DES 1702918																	
Indiana Department of Transportation	42343 / 1900208	Init.	US 35	Small Structure Pipe Lining	Greenfield	0	STBG	\$327,000.00	Bridge Construction	CN	\$125,600.00	\$31,400.00	\$157,000.00				

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Categorical Exclusion
Appendix I
Additional Studies

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated July 2020)

ProjectNumber	SubProjectCode	County	Property
1800294	1800294	Henry	Sunset Park
1800393	1800393	Henry	Dietrich Memorial Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

ENGINEERING ASSESSMENT REPORT
SR 3 From 3.14 miles North of I-70 to SR 38

Henry County

Des. No. 1593230

November 8, 2019

Prepared for: INDOT Greenfield
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Greenfield, IN 46140

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Purpose of Report:

The purpose of this report is to document the engineering assessment phase of project development, including all coordination that has been completed in preparation for this road project. This document outlines the proposal and is intended to serve as a guide for subsequent survey, design, environmental, right of way and other project activities leading to construction. The preferred alternative identified in this document is considered predecisional, pending the outcome of environmental studies.

Project Location:

This project is located on SR 3 from 3.14 miles north of I-70 (RP 112.05) to SR 38 (RP 114.83) in the City of New Castle, Henry County for a length of 2.78 miles. The GPS coordinates are 39°55'29.5" North and 85°22'54.8" West. The project is in the Indiana Department of Transportation's Greenfield District, Cambridge City Sub-District. The project is not located within the boundaries of a Metropolitan Planning Organization.

Purpose and Need:

The primary need for this project is due to the poor condition of the existing pavement. SR 3 has been overlaid, milled, resurfaced and widened with different materials numerous times over the years. The two asphalt center lanes have recently been crack sealed and their asphalt surface is in good condition. However, these two center lanes have underlying concrete pavement that is over 73 years old. The outside two lanes in each direction consist of concrete pavement that exhibits numerous patches, failed joints, transverse and longitudinal cracks, spalls, and corner breaks. Therefore, it is no longer cost-effective to continue patching and overlaying this deteriorating highway which has reached the end of its useful life.

Another primary need for this project involves the recurring above average number of injury crashes throughout the limits of the project. Specifically, the pattern of turning and crossing (right angle) type crashes near the commercial driveways.

Secondary needs for this project include the existing storm sewers and inlets that are in poor condition and in need of replacement. There are no pedestrian accommodations throughout the project limits.

The primary purpose of the project is to improve the condition of the pavement, reduce or eliminate the right angle crashes, and therefore reduce the number of injury crashes. The secondary purpose of the project is to improve the condition of the storm sewers and inlets, and to provide pedestrian accommodations.

Project History:

This project is currently bundled with a traffic safety project that proposes to add sidewalks and raised medians. The traffic safety project has been programmed as Des. Number 1902175 as a provisional project. In addition, the City of New Castle has indicated that they plan to participate in the cost of this project to replace existing storm sewers laterals and trunk lines, as well as the costs for pedestrian facilities. (See Appendix E).

Existing Facility:

The existing roadway facility is classified as a Principal Arterial and is part of the National Highway System (NHS). The roadway is also on the National Truck Network. The posted speed limit is 50 mph from 3.14 miles north of I-70 to 350 feet (0.06 miles) south of Lynn View Lane and 45 mph from 350 feet (0.06 miles) south of Lynn View Lane to SR 38.

The existing roadway has six lanes consisting of two – 12 ft. southbound lanes, a 16 ft. Two-Way Left Turn Lane median, and three – 12 ft. northbound lanes. The outside lanes are bordered with integral concrete curb throughout the limits of the project. The terrain is generally level. The land use adjoining SR 3 is residential and commercial.

There is a closed storm sewer system consisting of inlets, manholes, and storm sewers located throughout the project limits. The storm sewers have multiple outlets where storm water is conveyed to roadside ditches and legal drains. The existing storm sewers and inlets are in poor condition and in need of replacement.

There are several drainage culverts located beneath SR 3 within the project limits. A 24 in. diameter corrugated metal culvert located 380 ft. north of N. Pleasantview Drive is in poor condition and is in need of replacement.

An existing 5 ft. x 5 ft. reinforced concrete box culvert with 48 in. diameter corrugated metal culverts on each end (CV 003-033-112.57) is located 310 ft. south of Lynn View Drive. It is in poor condition and is in need of replacement (See Appendix F for BIAS report).

An existing 8 ft. x 8 ft. reinforced concrete box culvert located approximately 0.3 miles south of Cherry Street is approximately 600 ft. long and extends over 100 ft. beyond the right-of-way on each side of SR 3 and beneath Clancy's Car Wash on the east side of SR 3. The inverts of the culvert are approximately 27 ft. below the roadway surface. It appears that this culvert is not part of INDOT's small structure inventory and no inspection reports are available.

An existing 13 ft. diameter corrugated metal pipe arch beneath SR 3 is located 190 ft. south of S. Spiceland Road (CV 003-033-113.21). The inverts of the culvert are approximately 23 ft. below the roadway surface. The culvert is in relatively good condition (See Appendix F for BIAS report).

There are seven signalized intersections within the limits of the project. These are located at the intersections of SR 3 with Riley Road, Trojan Lane, Parkview Drive, Commercial Entrance (Goodwill Store), Cherry Street, Indiana Avenue, and SR 38.

Field Check:

An engineering assessment field check meeting was held on October 4, 2019. (See Appendix A for meeting minutes).

Previous Studies:

A Mini-Scope was completed by INDOT for this project in 2014. (See Appendix H).

An Engineering Assessment Report for a traffic safety project to be bundled with this project was completed by INDOT in July 2019. The traffic safety project has been programmed as Des. Number 1902175 as a provisional project. (See Appendix G).

Traffic Data:

<u>SR 3</u>	
AAADT (2023):	20,849 vpd
AAADT (2043):	21,960 vpd
DHV (2043):	2,036 vph
Directional Distribution:	52% NB – 48% SB
Trucks	5% AAADT
	5% DHV

Linear Growth Rate of 0.27% applied

Additional Traffic Data is included in an Engineering Assessment Report for a traffic safety project to be bundled with this project. (See Appendix G).

Capacity Analysis:

A capacity analysis was completed for the traffic safety project to be bundled with this project. A summary of results of this analysis is provided here (see Appendix G for the complete analysis).

Operational Deficiencies

From a mobility perspective, no operational deficiencies (for an urbanized area, below

LOS D) currently exist either in the AM or PM peaks. The three 12' wide northbound lanes, used for thru traffic, has resulted in an "over-design" situation. The wide cross section would require pedestrians to be exposed longer to traffic on SR 3. To bring pedestrian facilities to SR 3, a narrower cross section would create an atmosphere conducive to pedestrian crossings.

Improvement Options

Three alternatives were analyzed for this report, all relating to the provision of right-turn lanes for northbound traffic at signalized intersections. Two other sub-alternatives were studied by the Traffic Safety Office regarding whether sidewalks should be used on both sides of the roadway, or just one side. If used on both sides, the curb locations would need to be shifted 6' in on both sides and lane lines repainted as to prevent additional right-of-way from being needed.

Alternative 1

The first alternative removes the right-most thru lane, installs a buffer zone and sidewalk in areas that the lane is removed, and provides right turn lanes at all existing signalized intersections. At these right-turn lanes, the sidewalk would have no buffer zone.

Alternative 2

The second alternative, like the first, removes the right-most thru lane, installs a buffer zone and sidewalk in areas that the lane is removed, but only retains the right turn lanes at CR 300S and SR 38, which already exist.

Alternative 3

The third alternative, like the second, removes the right-most thru lane, installs a buffer zone and sidewalk in areas that the lane is removed, retains the existing right turn lanes at CR 300S and SR 38, but installs an additional right turn lane at Indiana Avenue. The right turning traffic here currently uses the right-most through lane as a de-facto right turn only lane during peak periods.

Traffic Analysis/Simulation

Traffic data for this analysis was obtained from the Greenfield District through Miovision sources. Base years of these data range from 2012 to the present (2019). The growth rate used for projection is 0.27% per year. Of the data available, intersections that are currently signalized are used in the creation of the Synchro models. Peak hours are from 11:00 AM to 12:00 PM and from 3:00 to 4:00 PM. Future years analyzed are 2025 and 2045.

CR 300S, a signal that operates independently of its adjacent signals, has and will have no cases (existing, Alternatives 1-3, or AM/PM peaks) of its intersection with SR 3 operating below LOS B or its worst movement below LOS C. The first system of coordinated signals on SR 3, from Riley Road to LA Fitness Access, was simulated with a cycle length of 60 seconds. Its operations in all cases are LOS B and above for the whole intersections, and mostly LOS C and above for worst movements. At LA Fitness, which is operated with split phases on its side approaches, the model yields many LOS D's and a few E's for its worst movements.

These “worst” movements involve mostly minor sideroad volumes and when the model is optimized for signal offsets in the system, it favors the major movements to minimize control delay for their vehicles, thus leaving the smaller movements with more delay per vehicle. Synchro’s optimization algorithms find the lowest total delay per all vehicles, and do not try to keep individual movements’ LOS above minimum thresholds. This sometimes results in movements in 2019 having worse operation than those same movements in 2045 (fewer vehicles in 2019 and less coordinated time given to them than in 2045).

The second system of coordinated signals on SR 3, from Cherry Street to New York Avenue, was simulated with a cycle length of 90 seconds (so that all phases of intersections operate above their minimum green times). All the signals for all cases operate at LOS C or above for whole intersections, and the only intersection that would have LOS C cases is Indiana Avenue. Five of these 60 total cases have a “worst LOS” above D, and five have their worst at LOS E. Since the cycle length of this system is 90 seconds, it is more probable that the worst movements will have higher control delay than with a cycle length of 60 seconds and more likely to have delays corresponding to LOS D (> 35 sec/veh) or E (> 55 sec/veh).

The following table shows the existing configuration’s operation from 2019 to 2045 of the two intersections in this corridor with the most peak hour demand.

EXISTING SR 3 IN NEW CASTLE, AT INDIANA AVENUE AND AT SR 38 (3 LANES NB, 2 LANES SB)													
Worst movements in Bold													
Case	Eastbound L T R			Westbound L T R			Northbound L T R			Southbound L T R			Whole Intersection
Indiana Ave 2019 AM Peak	42.4	39.8	18.2	39.2	28.9	12.7	17.1	13.3	9.6	18.1	10.4	7.1	17.0 B
	D	D	B	D	C	B	B	B	A	B	B	A	
Indiana Ave 2025 AM Peak	42.1	40.3	21.7	31.5	30.3	16.4	21.1	16.1	12.7	15.7	11.6	5.7	17.7 B
	D	D	C	C	C	B	C	B	B	B	B	A	
Indiana Ave 2045 AM Peak	31.0	37.5	16.7	30.9	30.0	15.7	26.0	13.3	9.5	18.5	12.0	7.2	16.7 B
	C	D	B	C	C	B	C	B	A	B	B	A	
Indiana Ave 2019 PM Peak	27.1	35.6	19.0	31.0	29.4	19.6	25.7	17.6	9.6	33.0	11.7	8.9	18.8 B
	C	D	B	C	C	B	C	B	A	C	B	A	
Indiana Ave 2025 PM Peak	22.5	30.7	19.8	33.3	30.6	17.1	33.1	24.2	15.1	27.5	13.5	12.4	21.6 C
	C	C	B	C	C	B	C	C	B	C	B	B	
Indiana Ave 2045 PM Peak	33.8	40.1	11.8	37.0	24.4	17.5	21.2	19.0	10.0	31.7	11.5	7.4	19.7 B
	C	D	B	D	C	B	C	B	B	C	B	A	
SR 38 2019 AM Peak	32.7	36.0	7.4	39.0	41.5	15.3	12.7	7.6	3.2	12.7	10.4	3.0	13.6 B
	C	D	A	D	D	B	B	A	A	B	B	A	
SR 38 2025 AM Peak	35.6	38.7	8.2	39.8	41.1	21.7	11.5	10.7	3.7	16.4	10.9	3.0	15.4 B
	D	D	A	D	D	C	B	B	A	B	B	A	
SR 38 2045 AM Peak	32.6	37.2	7.4	37.1	41.3	24.6	13.8	9.4	3.7	18.7	9.6	2.8	14.5 B
	C	D	A	D	D	C	B	A	A	B	B	A	
SR 38 2019 PM Peak	27.2	31.4	9.8	28.1	35.0	21.4	20.9	10.1	3.4	34.3	11.0	3.7	15.6 B
	C	C	A	C	D	C	C	B	A	C	B	A	
SR 38 2025 PM Peak	27.5	32.9	9.1	26.6	35.5	24.3	20.0	11.7	3.2	32.5	13.2	3.2	16.8 B
	C	C	A	C	D	C	C	B	A	C	B	A	
SR 38 2045 PM Peak	23.7	29.8	11.8	27.8	38.2	22.5	23.6	11.9	3.5	32.0	12.5	2.9	16.8 B
	C	C	B	C	D	C	C	B	A	C	B	A	

The worst movements are on the sideroad approaches and are either left turns or thru. No individual movements are below LOS D. The mainline thru movements are all LOS B southbound and range from A to C northbound. The A's occur at SR 38 and the C's occur at Indiana Avenue.

PROPOSALS FOR SR 3 IN NEW CASTLE, AT INDIANA AVENUE AND AT SR 38 (2 LANES NB & SB)													
PM Peaks only, Worst movements in Bold													
Case	Eastbound L T R			Westbound L T R			Northbound L T R			Southbound L T R			Whole Intersection
<u>Alt 1:</u> Indiana Ave 2025 PM Peak	34.5	40.2	19.2	29.9	33.4	18.3	25.8	20.1	11.2	32.4	12.2	8.9	20.1
	C	D	B	C	C	B	C	C	B	C	B	A	C
SR 38 2025 PM Peak	29.1	30.7	8.8	37.3	36.6	17.0	22.5	13.1	5.0	30.7	13.7	3.2	17.6
	C	C	A	D	D	B	C	B	A	C	B	A	B
Indiana Ave 2045 PM Peak	37.6	34.0	19.1	35.0	30.1	21.3	28.8	22.9	12.6	35.9	14.5	12.8	22.5
	D	C	B	D	C	C	C	C	B	D	B	B	C
SR 38 2045 PM Peak	30.3	36.0	10.3	39.6	34.2	26.6	22.9	12.9	6.5	34.5	16.5	4.0	19.3
	C	D	B	D	C	C	C	B	A	C	B	A	B
<u>Alt 2:</u> Indiana Ave 2025 PM Peak	22.7	38.4	14.8	33.3	33.5	17.5	30.4	27.5	28.0	34.1	11.9	7.3	23.9
	C	D	B	C	C	B	C	C	C	C	B	A	C
SR 38 2025 PM Peak	26.7	32.6	8.7	25.6	35.1	21.5	19.0	12.5	6.3	32.5	15.8	3.6	17.2
	C	D	B	D	C	C	B	B	A	C	B	A	B
Indiana Ave 2045 PM Peak	35.2	38.8	19.7	40.0	32.3	21.5	46.4	32.2	33.7	58.6	15.2	13.0	29.9
	D	D	B	D	C	C	D	C	C	E	B	B	C
SR 38 2045 PM Peak	29.2	32.7	11.2	28.5	33.4	23.5	21.2	12.0	7.3	42.1	14.8	3.7	17.9
	C	C	B	C	C	C	C	B	A	D	B	A	B
<u>Alt 3:</u> Indiana Ave 2025 PM Peak	23.2	41.0	18.5	29.2	27.8	18.5	21.0	20.0	11.7	39.3	12.4	6.6	20.4
	C	D	B	C	C	B	C	C	B	D	B	A	C
SR 38 2025 PM Peak	24.4	31.9	11.4	25.8	33.9	21.4	24.1	11.7	5.5	34.2	14.5	3.1	17.3
	C	C	B	C	C	C	C	B	A	C	B	A	B
Indiana Ave 2045 PM Peak	20.4	37.0	20.2	29.4	26.7	19.7	33.8	24.3	14.0	45.3	15.0	7.2	23.2
	C	D	C	C	C	B	C	C	B	D	B	A	C
SR 38 2045 PM Peak	32.0	34.2	10.0	28.5	33.5	22.5	25.1	14.7	6.5	28.6	13.7	3.1	18.3
	C	C	B	C	C	C	C	B	A	C	B	A	B

With the right-most northbound lane removed, all the alternatives yield LOS B southbound. Northbound, Indiana Avenue has LOS C and SR 38 has LOS B. Alternative 2 (thought to be the least expensive) is indicated to benefit the sideroad approaches the most, but has notable issues with the mainline left turns, especially at Indiana Avenue southbound. Alternative 1 (thought to be the most expensive) has more issues with the sideroad approaches than the other two. Alternate 3 has the middle performance at Indiana Avenue and SR 38 where Alternatives 1 and 2 operate best while 2 and 1 operate worst, respectively.

PROPOSALS FOR SR 3 IN NEW CASTLE, AT INDIANA AVENUE AND AT SR 38 (2 LANES NB & SB)					
Arterial Progression (mph) & Total Travel Time (sec/veh)					
Case	Existing AM Peak	Existing PM Peak	Alternative #1 PM Peak	Alternative #2 PM Peak	Alternative #3 PM Peak
<u>2025</u> Northbound Arterial	36 B	32 C	33 C	32 C	32 C
Southbound Arterial	37 B	35 B	35 B	35 B	35 B
Total Travel Time per Vehicle	111.5	175.6	175.7	179.1	173.9
% Difference to EX (+ better, - worse)			- 0.1%	-2.0%	+1.0%
<u>2045</u> Northbound Arterial	37 B	33 C	32 C	31 C	32 C
Southbound Arterial	38 B	35 B	34 C	34 C	35 B
Total Travel Time per Vehicle	155.2	185.7	179.1	191.5	186.1
% Difference to EX (+ better, - worse)			+3.6%	-3.1%	-0.2%

Neither arterial progression nor travel time data show any significant change between any of the alternatives and the existing. A 3.6% positive change in travel time in the PM peak of 2045 is noted for Alternative 1 from the existing condition.

The longest PM peak 2045 SR 3 mainline movement relative queue of the alternatives at the Indiana Avenue intersection is the northbound right turn at 73% of its turn bay length for Alternative 3. For the SR 38 intersection, it is the southbound left turn at 33% for Alternative 2. The 73% for Alternative 3 shows that the retained right turn lane is notably efficient at removing these vehicles to create a less impeded right-most through-only lane.

Other Discussion

In the simulation, the systems of signals for the alternatives are partitioned the same as with the existing and with the same cycle lengths. Phasing and offsets were optimized for every case. Signal technicians will need to field optimize and partition the SR 3 corridor to fine tune operations for daily AM, PM, and off-peak periods.

Recommendation

The recommendation is to proceed with implementation of the northbound right-most lane removal and installation of sidewalks, per Alternative 3. The traffic analysis shows that such a lane removal and retention of select right turn lanes will not degrade the northbound or any other operations of SR 3 below acceptable standards.

Crash Data and Analysis:

An accident analysis was completed for a safety project that will be bundled with this project. The results and summary are presented here.

Crash Information

Crash History

ICC	1.69	Number of Crashes	101
ICF	1.45	Number of Fatal and Incapacitating Crashes	17
First Year of Crash Data	2016	Number of Non-Incapacitation Crashes	8
Last Year of Crash Data	2018	Number of Property Damage Only Crashes	76

The most significant pattern of crashes were clusters of turning and crossing crashes near the commercial driveways in the more built up area of the segment.

There was an above average number of wet weather crashes on this segment (27% actual vs 18% normal).

An above average number of crashes took place during the daytime (75% actual vs 66% normal)

It was determined that an access control project via the installation of raised medians and the reduction of one northbound through lane would be the best alternative to address the apparent crash pattern at this location.

The RoadHAT output, crash statistics summary, a crash diagram and CMF information have been included in Appendix G.

Alternatives:

Alternative 1: No-Build

The existing pavement is at the end of its useful life. This alternative is not recommended because it does not address the primary purpose of improving the pavement condition. The roadway would continue to deteriorate if improvements are not completed, annual maintenance costs would increase, and the roadway could become practically impassible. This option also does nothing to address the other primary purpose of addressing the elevated number and rate of crashes and injuries. In addition, it would not address the secondary purpose of improving the condition of the storm sewers and inlets, or the secondary purpose of providing pedestrian accommodations.

Alternative 2: Reconstruct outside two lanes in each direction, patch and overlay center lanes

This alternative would improve the condition of the outside lanes by reconstructing them with new full depth pavement and curbs. The Two-Way Left Turn Lane median and inside northbound travel lane would require significant full depth concrete patching, as well as asphalt milling and HMA overlay.

This alternative is not recommended because it would include reconstruction of a northbound lane that is not needed. In addition, the pavement design life of the four outside lanes would be significantly greater than the life of the two center lanes, which have underlying concrete pavement that is over 73 years old. Reflective cracking in the center two lanes would likely return long before the end of the pavement design life of the outside two lanes in each direction. This alternative would meet the primary purpose for the project of improving the pavement condition. However, it would not satisfy the other primary purpose of reducing or eliminating the right angle crashes, and therefore would not reduce the number of injury crashes. Also, it would not meet the secondary purpose of improving the condition of the storm sewers and inlets, or the secondary purpose of providing pedestrian accommodations.

Alternative 3: Reconstruct two lanes in each direction and raised center median with no new storm sewers or pedestrian facilities.

This option would meet the primary purpose of the project by improving the condition of the roadway, and it would have the benefit of having proposed construction mostly fall within the existing roadway footprint. It would also meet the other primary purpose of reducing or eliminating the right angle crashes. However, it would not meet the secondary purpose of improving the condition of the storm sewer system or the secondary purpose of providing pedestrian accommodations.

This alternative is not recommended because it does not meet either of the secondary purposes of the project.

Alternative 4: Reconstruct two lanes in each direction and raised center median with storm sewers and pedestrian facilities.

This option would meet the primary purpose of the project by improving the condition of all lanes, and it would have the benefit of having proposed construction mostly fall within the existing roadway footprint. It would also meet the primary purpose of improving roadway safety by reducing or eliminating the right angle crashes. In addition, it would meet the secondary purpose of improving the condition of the storm sewer system and the secondary purpose of providing pedestrian accommodations.

This alternative is recommended to advance to project development and ultimately to implementation.

Recommended Alternative:

This section provides information on developing this project as having full depth HMA pavement reconstruction with two lanes in each direction and a raised center median, new storm sewer system, and the installation of sidewalks on both sides of SR 3.

Design standards used for this project shall be as follows:

Design Standard:	3R (Non-Freeway), Urban (Intermediate) Arterial, 4 or More Lanes, Figure 55-3E,
Design Speed:	50 mph (3.14 mi. north of I-70 to 350 ft. south of Lynn View Ln.) 45 mph (350 ft. south of Lynn View Ln to SR 38)
Travel Lane Width:	11 ft. min., 12 ft. min. right lane (on National Truck Network)
Auxiliary Lane Width:	10 ft. min., 12 ft. des.
TWLTL Width	12 ft. min., 16 ft. des.
Curb Offset:	1 ft. min., 2 ft. des.
Obstruction Free Zone:	For 50 mph: 10 ft. from the edge of travel lane or to R/W, whichever is less For 45 mph: 1.5 ft. from face of curb; 2.5 ft. for traffic signal supports
Sidewalk Width:	6 ft. min. with no buffer

Project Description

This project includes full depth HMA pavement reconstruction with two – 12 ft. lanes in each direction with a raised median, curb and gutters, and 6 ft. sidewalks adjacent to the back of curb on both sides. From 3.14 miles north of I-70 to Trojan Lane, a Two-Way Left Turn Lane median will be constructed instead of a raised median, and the sidewalks will be constructed on the east side only.

Traffic signals at the seven signalized intersections within the project limits shall re-use as much equipment as possible. It is anticipated that existing traffic signal poles, controller and cabinets, and signal heads will not require replacement. Conduit, underground wiring, signal detection, handholes and detector housings will be replaced as needed to facilitate construction. Pedestrian signals and push buttons will be installed and connected to existing signals.

The existing 24 in. diameter corrugated metal culvert located 380 ft. north of N. Pleasantview Drive will be replaced.

The existing 5 ft. x 5 ft. reinforced concrete box culvert with 48 in. diameter corrugated metal culverts on each end (CV 003-033-112.57) located 310 ft. south of Lynn View Drive will also be replaced. The west end of the existing culvert and paved side ditch at the outlet are located beyond the existing right-of-way. Therefore, replacement will require approximately 0.03 acres of Permanent right-of-way from two parcels on the west side of SR 3.

The existing 8 ft. x 8 ft. reinforced concrete box culvert located approximately 0.3 miles south of Cherry Street is approximately 600 ft. long and appears to extend over 100 ft. beyond the right-of-way on each side of SR 3 and beneath Clancy's Car Wash on the east side of SR 3. The inverts of the culvert are approximately 27 ft. below the roadway surface. It appears that this culvert is not part of INDOT's small structure inventory and no inspection reports are available. The designer should continue coordination with INDOT to determine whether this culvert will be addressed with this project. Due to the length and depth of this structure, as well as the significant costs and associated impacts, it is anticipated that it will not be replaced with this project. Therefore, cost estimates provided in this report do not include replacement of this structure.

There is an existing 13 ft. diameter corrugated metal pipe arch beneath SR 3 located 190 ft. south of S. Spiceland Road (CV 003-033-113.21). The inverts of the culvert are approximately 23 ft. below the roadway surface. Due to its large size, rehabilitation is not a viable option. Replacement would cost in excess of \$500,000 due to the depth of cover and additional maintenance of traffic costs. Significant utility relocations would be required as well. Since it is still in relatively good condition and due to the significant costs that would be involved, replacement or rehabilitation is not recommended. (See Appendix F for BIAS report).

Maintenance of Traffic During Construction:

The recommended alternative can be constructed under traffic using phased construction. Traffic will be maintained on one lane in each direction while portions of the new roadway and storm sewer system are constructed. Then, traffic will shift to portions of the newly constructed roadway while the remaining lanes and storm sewers are constructed. Portions of the median will be constructed during the final phase of construction.

Maintenance of Traffic Plans and Details will be generated for each phase of construction during the plan development of this project. Due to the high density of commercial and residential properties adjacent to SR 3, it will be important to consider ways to minimize negative effects of construction on businesses and residents. Where two entrances to one property exist, they should be constructed one at a time, for example.

Cost Estimate:

The cost estimate for the Recommended Alternate is as follows:

	INDOT	New Castle	Total
Construction Cost (CN)- Des. 1593230*	\$ 12,200,000	\$ 2,700,000*	\$ 14,900,000*
Construction Cost (CN)- Des. 1902175	\$ 5,200,000	\$ 0	\$ 5,200,000
Preliminary Engineering (PE) *	\$ 1,200,000	\$ 150,000*	\$ 1,350,000*
Environmental Documentation	\$ 40,000	\$ 0	\$ 40,000
Right of Way (RW)	\$ 50,000	\$ 0	\$ 50,000
Reimbursable Utilities	\$ 0	\$ 0	\$ 0
Total Project Cost	\$ 18,690,000	\$ 2,850,000	\$ 21,540,000

*Includes pedestrian facilities, replacement of storm sewer laterals and trunkline within the existing right-of-way. Does not include any improvements to downstream or offsite drainage outlets.

Environmental Issues:

There is a cemetery located on both sides of SR 3 south of Cherry Street, so the designer should minimize the area of disturbance in this area.

There are no bridges located within the project limits. For replacement of culverts and storm sewers, impacts to waterways should be minimized, and the required permits will be evaluated during the development of NEPA documentation for this project.

No significant environmental issues anticipated. NEPA documentation will be developed during the design phase of project development.

Survey Requirements:

The survey for this project has been completed. Survey limits extend along SR 3 from Sherry Lynn Drive to SR 38, including street approaches.

Railroad Impacts:

There are no railroads located within the project vicinity.

Right of Way Impacts:

It is anticipated that two parcels of permanent right-of-way (approximately 0.03 acres) will be required for this project near the west end of the existing 5 ft. x 5 ft. reinforced concrete box culvert with 48 in. diameter corrugated metal culverts on each end (CV 003-033-112.57). The culvert is located 310 ft. south of Lynn View Drive.

Utilities Impacts:

There are several above and below ground utilities that exist within the project limits. Subsurface Utility Engineering (SUE) should be performed at potential conflict points during plan development to determine the extent of utility conflicts and to assist the designer in avoiding the need for relocation of utilities where possible.

Changes to Proposal:

The Project Manager and the District Scoping Engineer shall be consulted if deviation from the proposal is determined to be necessary during a later phase of project development. The person initiating the change shall send a memo to the Project Manager for concurrence. The memo shall include justification for the change and the estimated cost difference.

Report Concurrence Block:

This document was prepared by:



Jeffrey L. Brechbill, P.E.
First Group Engineering, Inc.

Date: 11/8/2019



Reviewed by:

Date: _____

Nathan Riggs
Greenfield District Project Manager

Reviewed by:

Date: _____

Aschalew Aberra, P.E.
Greenfield District Scoping Manager

Reviewed by:

Date: _____

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Greenfield District Traffic Engineer

Reviewed by:

Date: _____

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Greenfield District Pavement Asset Engineer

Reviewed by:

Date: _____

Amy Groff, P.E.
Greenfield District System Asset Manager

APPENDICES TABLE OF CONTENTS:

APPENDIX A	FIELD CHECK MEETING MINUTES
APPENDIX B	TYPICAL CROSS SECTION DRAWINGS
APPENDIX C	RECOMMENDED ALTERNATE PLAN VIEW DRAWINGS
APPENDIX D	PRELIMINARY CONSTRUCTION COST ESTIMATE
APPENDIX E	LETTER OF SUPPORT – CITY OF NEW CASTLE
APPENDIX F	CULVERT INSPECTION – INDOT BIAS REPORTS
APPENDIX G	GREENFIELD DISTRICT ENGINEERING ASSESSMENT REPORT FOR SAFETY PROJECT (2019)
APPENDIX H	GREENFIELD DISTRICT MINI-SCOPE (2014)

Engineering Assessment Report

SR 3, From Sherry Lane to SR 38 in New Castle IN Access Control

Safety Project
Proposed Fiscal Year: 2022
Score: N/A

Greenfield District
Cambridge City Sub-District
Henry County, Indiana
7/17/19

Prepared by:
Taylor Ruble, P.E.
Nathan Sturdevant, P.E.

Approved by:
Luis A. Laracuenta, P.E.
Greenfield District Traffic Engineer

Indiana Department of Transportation

Traffic Engineering
Greenfield District
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Attachments

1. Location Map
2. Traffic Forecast and Volumes
3. Capacity Analysis
4. Crash Information and Diagrams
5. RoadHAT Crash Data Report
6. CMF Information
7. Project Support Letters
8. Preferred Alternative Sketch

Omitted to reduce file size.



Executive Summary

The purpose of this report is to document the engineering assessment phase of project development, including all coordination that has been completed in preparation for this project. This document outlines the proposal and is intended to serve as a guide for subsequent survey, design, environmental, right of way and other project activities leading to construction. The preferred alternative identified in this document is considered predecisional, pending the outcome of environmental studies. An alternative other than the preferred alternative may not be selected without consultation with the preparer of this report.

SR 3 through New Castle is a 6 lane undivided highway with two through lanes southbound and three through lanes northbound separated by a two-way left turn lane (TWLTL). This cross section passes through a suburban area to the south with mainly residential development beginning at Sherry Lynn Dr. and a more densely built up area as it proceeds north, bordered mainly by commercial development ending at SR 38. The total length of this segment is approximately 2.8 miles

This stretch of highway was identified on a district wide assessment of injury crash locations and Right Angle (Turning or Crossing) crash locations (see attached heat maps). These studies identified this corridor as a location of interest for further review and potentially a safety improvement based on the findings of further study.

The safety study determined that there was a significant pattern of right angle and turning crashes related to driveways located in the commercial area of the segment. Several segments had an RoadHAT3 Index of Crash Cost (ICC) value which was elevated well above average. Additionally, there were a large number of injuries through the segment's limits.

After further review, it was determined that an access control project via the installation of raised medians and the reduction of one northbound through lane would be the best alternative to address the apparent crash pattern at this location. Additionally, this alternative would use the space previously occupied by the third northbound through lane to add sidewalks to the project throughout the limits. This alternative is described in greater detail throughout the remainder of the report. The estimated cost of the preferred alternative is \$5,627,000.

This location has been studied as a possible candidate for project funding under the federal highway Safety Improvement Program (HSIP) and therefore 23 U.S.C Section 409 applies.



Project Location

Table 1: Project Location Information

Location Description			
Route	SR 3	Latitude	39.924858
City	New Castle	Longitude	-85.381897
County	Henry	Nearest Cross Street	SR 38
District	Greenfield	Distance	NA
Sub District	Cambridge City	RP From	112.05
MPO	NA	RP To	114.83
NHS Route?	Yes	Length	2.78 Miles
Functional Class	Other Principal Arterial	Work Type	Access Control
Rural or Urban	Urban	Work Category	Other Project Type
Other Location Info:	From Sherry Lane to SR 38		

See Attachment 1 for a map showing the project location and for other pictures of the site.

Purpose and Need

The identified need at this location involves the recurring above average number of injury crashes throughout the limits of the project. Specifically the pattern of turning and crossing (right angle) type crashes near the commercial driveways.

The purpose of the project is to reduce or eliminate the right angle crashes and therefore reduce the number of injury crashes.

Project History

The following pavement projects are within the limits of this project. Coordination will need to be achieved if this project is funded.

- 2021 Pavement Rehab – Road Reconstruction DES 1593230
- 2020 Pavement Rehab – Patch and Rehab DES 1901337
- 2021 Pavement Rehab – CPR DES 1800759

This project is currently bundled with DES 1593230, Road Reconstruction Project with an existing letting date of 3/2/2021. This bundle is likely to move out to 2022 to accomplish the added scope of work.



Existing Conditions

Structure Information

There are no anticipated impacts to INDOT structures through this project.

Roadway Geometrics and Pavement Information

Table 2: Roadway Geometrics and Pavement Information

Lane Width	12'
Curbed	Yes
Shoulder Width	NA
Number of lanes in each direction	2 SB and 3 NB
Intersection Traffic Control	Traffic Signal
Speed Limit	45
Pavement Type	Mix of Pavement Types
Median Type	Two Way Left Turn Lane

Traffic Data and Capacity Analysis

Table 3: Volume Information and Traffic Forecast

Representative AADT	20,571
AADT Year	2018
% Trucks	4.32%
DHV (%)	9.27%
% Yearly Traffic Growth	0.27%
2018 AADT	20,571
2025 AADT	20,958
2030 AADT	21,235
2035 AADT	21,512
2040 AADT	22,065

The complete traffic forecast as provided by the Traffic Statistics Section in Central Office has been included in Attachment 2.



Table 4&5: Capacity Analysis

ROAD	AM Peak							
	EB		WB		NB		SB	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Existing	--	0	--	0	--	0	--	0
Design Year Base	--	0	--	0	--	0	--	0
Design Year Proposed	--	0	--	0	--	0	--	0

ROAD	PM Peak							
	EB		WB		NB		SB	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Existing	--	0	--	0	--	0	--	0
Design Year Base	--	0	--	0	--	0	--	0
Design Year Proposed	--	0	--	0	--	0	--	0

The complete capacity analyses can be found in Attachment 3.

Crash Information

Table 6: Crash History

ICC	1.69	Number of Crashes	101
ICF	1.45	Number of Fatal and Incapacitating Crashes	17
First Year of Crash Data	2016	Number of Non-Incapacitation Crashes	8
Last Year of Crash Data	2018	Number of Property Damage Only Crashes	76

The most significant pattern of crashes were clusters of turning and crossing crashes near the commercial driveways in the more built up area of the segment.

There was an above average number of wet weather crashes on this segment (27% actual vs 18% normal). An above average number of crashes took place during the daytime (75% actual vs 66% normal)

The RoadHAT output, crash statistics summary, a crash diagram and CMF information have been included in Attachments 4-6 of this report.

Design Considerations

The center two lanes are asphalt while the remainder of the width appears to be concrete. If this project is not constructed concurrently with a major pavement project, this could cause issues when the lanes are shifted to accommodate the sidewalk.

Table 7: Other Design Considerations



Land Survey Location	T17N R10E
Civil Township	Henry
Federal Aid System	YES: NHS Non Interstate
National Truck Network	YES
Urban Area Boundary	New Castle IN
Adjacent Land Use	Commercial and Residential

Community/External Stakeholder Context

A meeting was held in August of 2019 with New Castle Mayor Greg York and Director of Public Works Dave Barker. During the meeting, the proposal to install a raised median and provide sidewalks by reducing the pavement cross section to two lanes in each direction while staying within existing right-of-way was presented. The Mayor and Director of Public Works expressed support for the proposal and said the City would be willing to participate in the cost to construct sidewalks.

Letters of support for project can be found in Attachment 7.

Adjacent INDOT Projects

The following pavement projects are within the limits of this project. Coordination will need to be achieved if this project is funded.

- 2021 Pavement Rehab – Road Reconstruction DES 1593230
- 2020 Pavement Rehab – Patch and Rehab DES 1901337
- 2021 Pavement Rehab – CPR DES 1800759

Other Miscellaneous Information

No other information at this time.

Analysis and Alternatives

Description of Alternatives

Alternative 1 – Access Control, Lane Reduction, Sidewalk on Both Sides

This alternative adds raised median throughout most of the segment length, mainly near the commercial developments. It also removes one of the three NB through lanes. The remaining pavement width will be used to install sidewalk on both sides of the roadway.



Alternative 2 – Access Control, Lane Reduction, Sidewalk on One Side

This alternative adds raised median throughout most of the segment length, mainly near the commercial developments. It also removes one of the three NB through lanes. The extra width is then used to install sidewalk on the east side of the roadway only.

Alternative 3 – Access Control, Lane Reduction, No Sidewalk

This alternative adds raised median throughout most of the segment length, mainly near the commercial developments. It also removes one of the three NB through lanes. This option is not beneficial to alternative modes of transportation including pedestrians and bicyclists.

Alternative 4 – No Build.

The No build option was considered for this project. However, this option does nothing to address the elevated number and rate of crashes and injuries on this segment. This option is not beneficial to any mode of transportation along this corridor.

Table 8: Cost Estimate Summary

Alternative	Funding Category	Estimated Cost
Alternative 1	CN	\$5,186,531
	PE	\$439,537
	Utility	\$0
	RoW	\$0
	Total Cost	\$5,627,000
Alternative 2	CN	\$4,622,019
	PE	\$391,697
	Utility	\$0
	RoW	\$0
	Total Cost	\$5,014,000
Alternative 3	CN	\$4,075,874
	PE	\$291,126
	Utility	\$0
	RoW	\$0
	Total Cost	\$4,367,000
Alternative 4 No Build	CN	\$0
	PE	\$0
	Utility	\$0
	RoW	\$0
	Total Cost	\$0



Detailed cost estimates for all considered alternatives are included in the attachments of this report.

The cost estimate assumes that there is no pavement work. This alternative would not hold true if this project is not constructed with a pavement project.

Preliminary Maintenance of Traffic Plan (MOT)

Much of the work should be accomplished with single lane closures in each direction . Based on the traffic volumes, queuing and congestion is likely while traffic is in one lane, specifically during the peak hour and the surrounding hours. Diversion should be encouraged.

The above information is preliminary and conceptual in nature. The designer of record for this project shall be responsible for the determination of MOT scheme and the full design of that scheme. The above information can be used to inform the decision making of the designer but it does not absolve him of the responsibility of the design.

The provisions of the Indiana Manual on Uniform Traffic Control Devices, the Indiana Design Manual and the INDOT Standard Drawings concerning the design of an MOT zone shall be adhered to. A detailed design showing the MOT layout should be included in the final set of plans. The provisions of the Interstate Highway Congestion Policy shall be followed.

Pavement and Roadway Design

This project is expected to be bundled with DES 1593230, which is a road reconstruction. The two outside lanes in each direction are concrete while the interior lanes are HMA. The intent of this project is to fully reconstruct the concrete lanes with HMA and to overlay the existing HMA lanes. This project will incorporate the sidewalks and raised median into the existing cross section and reduce the amount of pavement reconstruction required.

The analysis of this project assumes that the entire length will be curbed.

Right-of-Way and Survey

No Right-of-Way impacts are anticipated through this project.

Utilities and Railroads

No Utility or Railroad impacts are anticipated through this project.



Hydraulic Recommendations

The analysis for this project assumes that the existing inlets will be relocated to the new curb line. Cost was included for this work. However, the City is exploring options to participate in upgrading their storm water drainage system through this project. This may impact inlet costs.

Environmental and Historic Considerations

The pavement project (DES 1593230) requires a CE2 level environmental document and a waters report. This access management will require INDOT to have public hearing due to the change in access on SR 3. This will add 90 days to the environmental process but will not elevated the CE level above the planned CE 2. The Environmental process will be consulted out and is expected to cost \$35,000-\$40,000. This will be attributed to DES 1593230 as the lead DES.

Design Criteria

The design of this project shall adhere to 3R Project, Non-Freeways standards per the Indiana Design Manual.

Recommended Alternative

Alternative 1 is the preferred alternative. The total estimated cost for this alternative is \$5,627,000. This alternative best addresses the crash problem while still providing context sensitive pedestrian connectivity for the entire corridor. Since this area is a commercial district with a large amount of nearby residential housing, it is very likely that pedestrians will be using the corridor on both sides of the road. Therefore, this alternative is both feasible and prudent.

A preliminary drawing and cross section for the preferred alternative is included in Attachment 8 of this report.

Changes to Proposal

Contact the District Traffic Engineer if deviation from this document is determined to be necessary during a later phase of project development, including but not limited to scope of work or letting changes. Any desired changes should include justification for the change and the estimated cost.



Concurrence and Approval

This document was prepared by:

Taylor Ruble, P.E.

Traffic Safety Systems Engineer

AND

Nathaniel Sturdevant, P.E.

Traffic Investigations Engineer

DATE 8/12/19

This document was approved by:

Luis A. Laracuente, P.E.

District Traffic Engineer

08/13/19

Call Application Report Project (Mini Scope)

Date:	Revised 12/29/2014	District:	GREENFIELD
DES:	1400163	Sub-District:	Cambridge
Proposed FY:	2020	Asset Group:	ROAD

Project Location

Route:	SR 3	City/Town:	New Castle	County:	Henry			NHS:	YES
RP Start:	112.05	RP End:	114.83	AADT FY:	2013	AADT:	21051.0	NBI #:	
Length:	2.78	# Lanes:	4	Lane Mi:	11.12	% Trucks:	6.0%	Str #:	
Func. Class:		Area:	Urban	Number of Counties:				1	
Bridge/ Culvert Length (FT):		Bridge Area (SFT):		Year Built:	1948				

Location Description: 3.14 mi N of I-70 (Sherry Lynn Dr) to SR 38

Existing Conditions and Description of Problem

WHAT IS THE CURRENT AND PROJECTED CONDITION AND WHY IS THIS A PROBLEM (INITIAL STATEMENT OF ESSENTIAL PROJECT NEED) AND CONSIDER DATE AND OTHER ISSUES TO THE PROBLEM (FOCUS ON PROBLEM):

This pavement is some of the oldest functional concrete pavement in the District. It is at the end of its useful life. The Maintenance folks are constantly patching failures in the pavement. There are numerous patches, failed joints, transverse and longitudinal cracks, spalls and corner breaks.

Patch and
DATE AND TYPE OF LAST MAJOR TREATMENT: Rehabilitation **DATE:** 2012

PROJECT CONDITION RATINGS:	LOS:	Crash Rate:
Wearing Surface:	Deck:	Bridge/Culvert Super:
Bridge/Culvert Sub:	Bridge Scour:	Bridge Paint:
Type I Culverts/ pipes:	Channel:	Roadway:
IRI: 134	PCR:	RUT: 0.14
		Friction #:



INTENT/PURPOSE OF PROJECT (INITIAL STATEMENT OF ESSENTIAL PROJECT PURPOSE:

The intent of the project is to replace 4 lanes of concrete pavement that is past its useful life, and to provide a safe travel way for the motoring public.

Alternatives

PRELIMINARY ALTERNATIVES THAT ARE CONTEMPLATED (ANALYSED) WITH COSTS:

Alternative 1) Concrete pavement restoration - \$1,000,000 - The pavement has undergone numerous patching and sealing contracts and is too far gone for this to be cost effective. Alternative 2) HMA functional overlay - \$3,000,000 - Much patching would need to be done and all curbs would need to be replaced. Alternative 3) Concrete replacement - \$4,350,000 - This is the treatment suggested based on the age of the existing pavement and the amount of maintenance performed every year. Alternative 4) Do nothing - \$0 - this is not a viable solution. The pavement is too far gone and will be hard to maintain until 2019 as it is currently.

Alternative #3 is the preferred alternative.

CONSEQUENCES IF NO ACTION IS TAKEN (DO NOTHING ALTERNATIVE IS SELECTED):

The pavement will require an increase in maintenance to be performed every year. It could possibly require lanes to become impassible.

SECONDARY CONSIDERATIONS OR GOALS WITH COSTS:

Curbs are in poor condition in most locations and should be replaced.

Attach extra sheets as necessary to fully describe the alternatives.

Will Further Analysis/Assessment be required beyond this form?		YES	
Project Recommendations and Costs			
QUANTIFIABLE PRIMARY GOAL(S) OF PROJECT (WHAT ARE WE PURCHASING SUCH AS CONDITION, SERVICE LIFE, LOS, OR CRF):			
The primary goal of this project is to replace the failed concrete pavement with new pavement expected to last 25-30 years.			
Estimated Total Project Costs:		\$4,500,000.00	COMMENTS
In-House Design:	NO	COST: \$0.00	
R/W:	NO	COST: \$0.00	
PE:	YES	COST: \$150,000.00	to be designed by consultant
GEOTECH:	YES	COST: \$0.00	needed
Hydraulics:	NO	COST: \$0.00	
Maintenance of Traffic:	NO	COST: \$0.00	
Railroad:	NO	COST: \$0.00	
Environmental Study:	NO	COST: \$0.00	should not need environmental
Utilities:	NO	COST: \$0.00	should not have any utility costs
Pavement:	YES	COST: \$0.00	included in PE
CN:	YES	COST: \$4,350,000.00	
Other Considerations:	NO	COST: \$0.00	
Other Projects within Limits			
DES:	FY:	Work Type:	Location:
DES:	FY:	Work Type:	Location:
DES:	FY:	Work Type:	Location:
Miscellaneous Notes			
ANTICIPATED NUMBER OF CONSTRUCTION SEASONS TO COMPLETE(1, 2 or 3 seasons):			2 FY
ANTICIPATED NUMBER OF YEARS TO COMPLETE DESIGN (1, 2 or 3 fiscal years):			2
CALL HISTORY: In for replacement in 2019 Call but did not make funding cutoff			
Attachments			
Pictures	YES	Asset Team Scoring Sheet:	YES
Mobility History:	NO	Engineer Assessment:	NO
Spreadsheets (calcs):	NO	Bridge/Culvert Inspection Report:	NO
Solution Schematic:	NO	Accident History:	NO
Cost Calculations:	NO	Pathway Data:	YES
Location Map:	YES		
Additional Comments			
Other items relevant to the project not specifically listed elsewhere			
NOTE: Appropriate environmental and assessment process need to be followed.			
Report Prepared By and Approved By			
Name: Chris Moore		Title: Greenfield District Pavement Engineer	
TSD: Jim Poturski		APPROVED ON: Greenfield District TSD 1/31/2014	
NOTE: Any changes require a re-submittal of Call Application Report.			
REVISED: 11/18/2013		REVISED BY: Andrew Fitzgerald, PTOE, PE	