



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

Project Location:

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT), Greenfield District is proceeding with a federal aid roadway project along SR 3. The project is located on SR 3 (known locally as South Memorial Drive), from 3.14 miles north of Interstate (I)-70 (Sherry Lynn Drive) north to SR 38 (known locally as Broad Street).

Project Description:

The preferred alternative involves a full-depth hot mix asphalt (HMA) pavement reconstruction with two 12-foot-wide travel lanes in each direction. The existing 16-foot-wide two-way left turn lane (TWLTL) median will be removed, and a raised asphalt / concrete median will be installed within the northern project area (SR 38 south to Trojan Lane). The elimination of the TWLTL median will result in traffic accessing properties via right-in and right-out only. The TWLTL median will be reconstructed and maintained within the southern project area (Trojan Lane south to Sherry Lynn Drive). A 2.58-foot-wide curb and gutter will be constructed along both sides of SR 3. Six-foot-wide sidewalks will be constructed adjacent to the back of the curb on both sides of SR 3 from SR 38 south to Trojan Lane. Six-foot-wide sidewalks will be constructed adjacent to the back of the curb on the east side of SR 3 from Trojan Lane south to Sherry Lynn Drive.

Existing traffic signal equipment will be reused as much as possible at the existing seven signalized intersections. Signal heads will need replaced/relocated to accommodate new lane configurations, as needed. Conduit, underground wiring, signal detection, handholes, and detector housings will be replaced, as needed. Pedestrian signals and push buttons will be installed and connected to existing signals and pedestrian crosswalks will be placed on the roadway. Within the project area, the speed limit will be lowered from 45 to 40 miles per hour (mph). This will result in incidental construction north of SR 38 to install signs indicating the lowered speed limit.

A new storm sewer trunkline will be installed under the roadway, along the entire length of the project area. New drainage inlets and/or castings will be installed along SR 3 and connect to the new storm sewer trunkline. The project will replace two small structures: CV 003-033-112.35 will be replaced with a 115-foot-long, 36-inch-diameter corrugated metal pipe (CMP) and CV 003-033-112.57 will be replaced with a 7-foot-diameter smooth circular pipe. Riprap will be installed at both structure outlets. CLV 46722 will be lined with high-density polyethylene (HDPE) or cured-in-place-pipe (CIPP).

Purpose and Need:

Need:

The primary need for the project is due to the condition of the existing pavement along SR 3 between 3.14 miles north of I-70 and SR 38. The pavement is at the end of its service life and requires constant maintenance. There are numerous patches, failed joints, transverse and longitudinal cracks, spalls, and corner breaks.

Another primary need is due to the number of injury crashes within the project area. According to the Engineering Assessment Report completed by the INDOT and dated July 17, 2019, at least 101 crashes have occurred within the project area between 2016 and 2018. Of these, 17 were fatal or incapacitating crashes. The

report noted there is a significant pattern of right-angle (turning or crossing) crashes, specifically at commercial driveways within the northern project area.

A secondary need is due to the poor condition of the existing stormwater drainage system within the project area. The existing stormwater drainage system gets overwhelmed during heavy rain events which results in poor surface water drainage with ponding. Two existing structures are undersized and in poor condition which also contributes to poor surface water drainage and ponding. Both factors contribute to the deteriorated pavement condition.

Another secondary need is due to the total lack of pedestrian facilities (e.g., sidewalks or trails) within the project area. There are numerous commercial and residential properties within the project area; however, there are no existing facilities to provide pedestrian connectivity between the commercial and residential properties.

Purpose:

The primary purpose of the project is to improve the pavement condition and reduce right-angle vehicle crashes (specifically at commercial driveways within the northern project area), thereby reducing the number of injury crashes. The secondary purpose is to improve the condition of roadway drainage infrastructure and provide pedestrian facilities.

Right-of-Way:

This project will require approximately 0.10 acre of permanent right-of-way and 0.15 acre of temporary right-of-way.

Schedule:

- Public Comments Due: October 26, 2023
- Finalize Environmental Document: Late 2023
- Right-of-Way Acquisition: Summer 2024
- Contractor Award of Project (Letting): Late 2024 / Early 2025
- Begin Construction Season – Spring 2025

Cost:

The estimated cost of this project is approximately \$36.0M and uses both federal and state funds.

Maintenance of Traffic (MOT):

The MOT plan will involve two phases to allow for continued vehicular traffic northbound and southbound on SR 3. Access to all properties will be maintained during construction.

Project Resource Locations:

New Castle-Henry Public Library
376 South 15th Street
New Castle, IN 47362

INDOT Greenfield District
32 South Broadway
Greenfield, IN 47933



You are also encouraged to visit the project webpage at: ([Greenfield.indot.in.gov](https://www.greenfield.indot.in.gov)) to learn more about this project and review the project documents, including the design plans and environmental document.