

S.R. 3 at C.R. 700 S

S.R. 67 at C.R. 400 S

Intersection Improvement Projects

DES. Nos. 2301081 & 2301082
Delaware County
Indiana Department of Transportation

INDIANA DEPARTMENT OF TRANSPORTATION



Welcome



- Purpose and Need Overview
- Proposed Project Improvements
- Environmental Process
- Anticipated Project Schedules
- Submit Written Public Comments

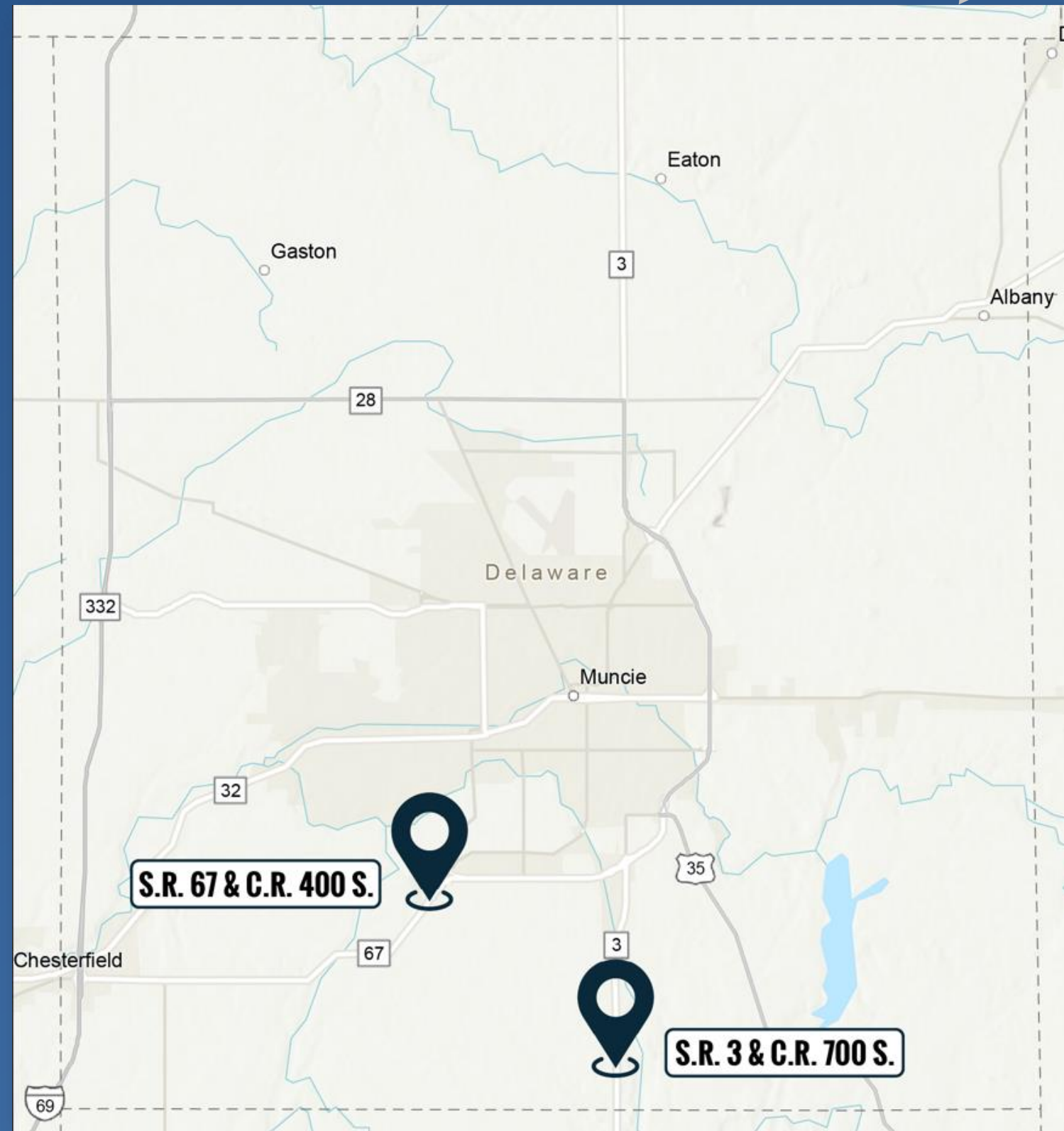
View Handout and Display Materials at:

SR 3 - <https://bit.ly/4aZ7xKM>

SR 67- <https://bit.ly/4aYvTUP>



Project Locations



INDIANA DEPARTMENT OF TRANSPORTATION



Submit Comments

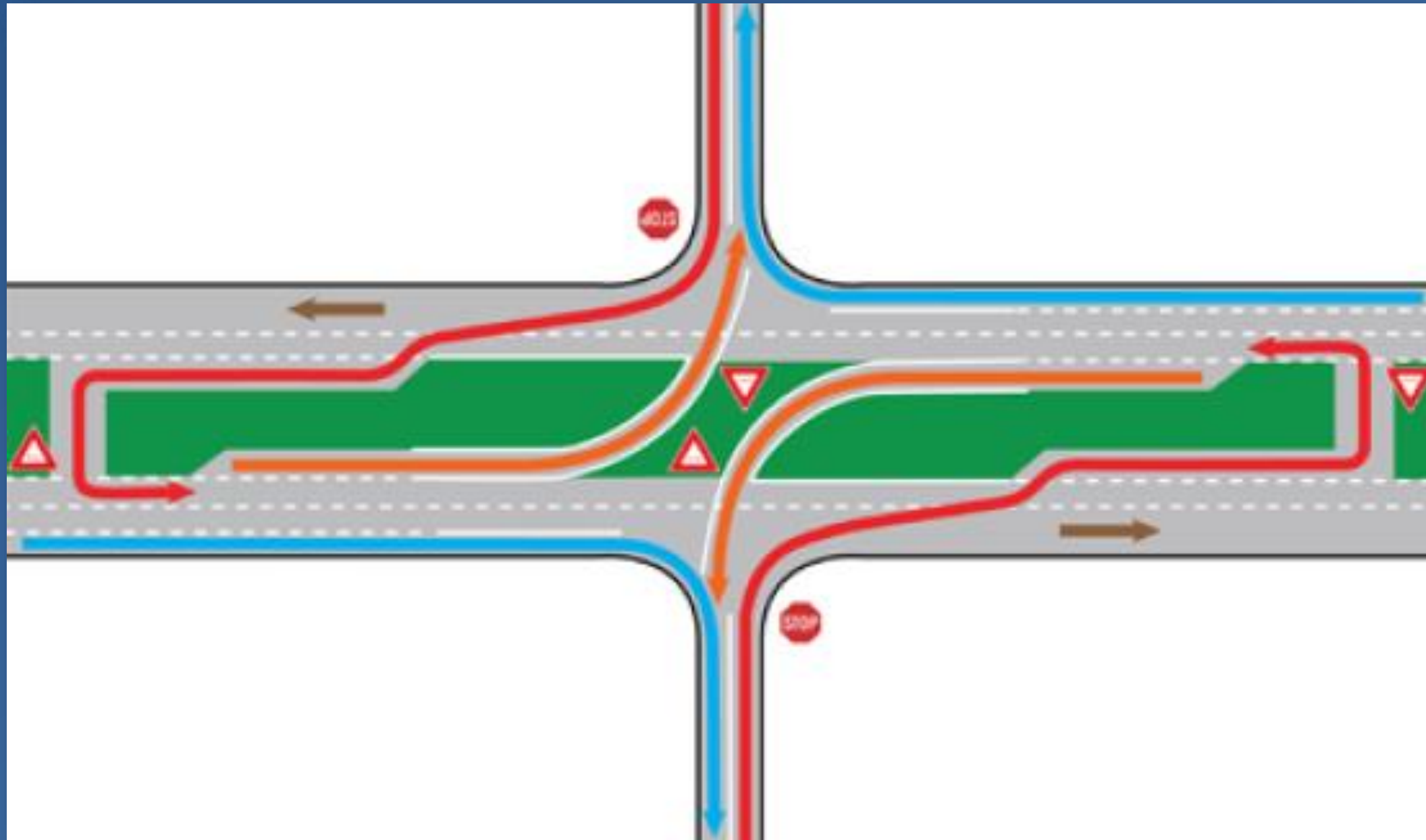


Public Comment Form mailed to: Nicole Minton, Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

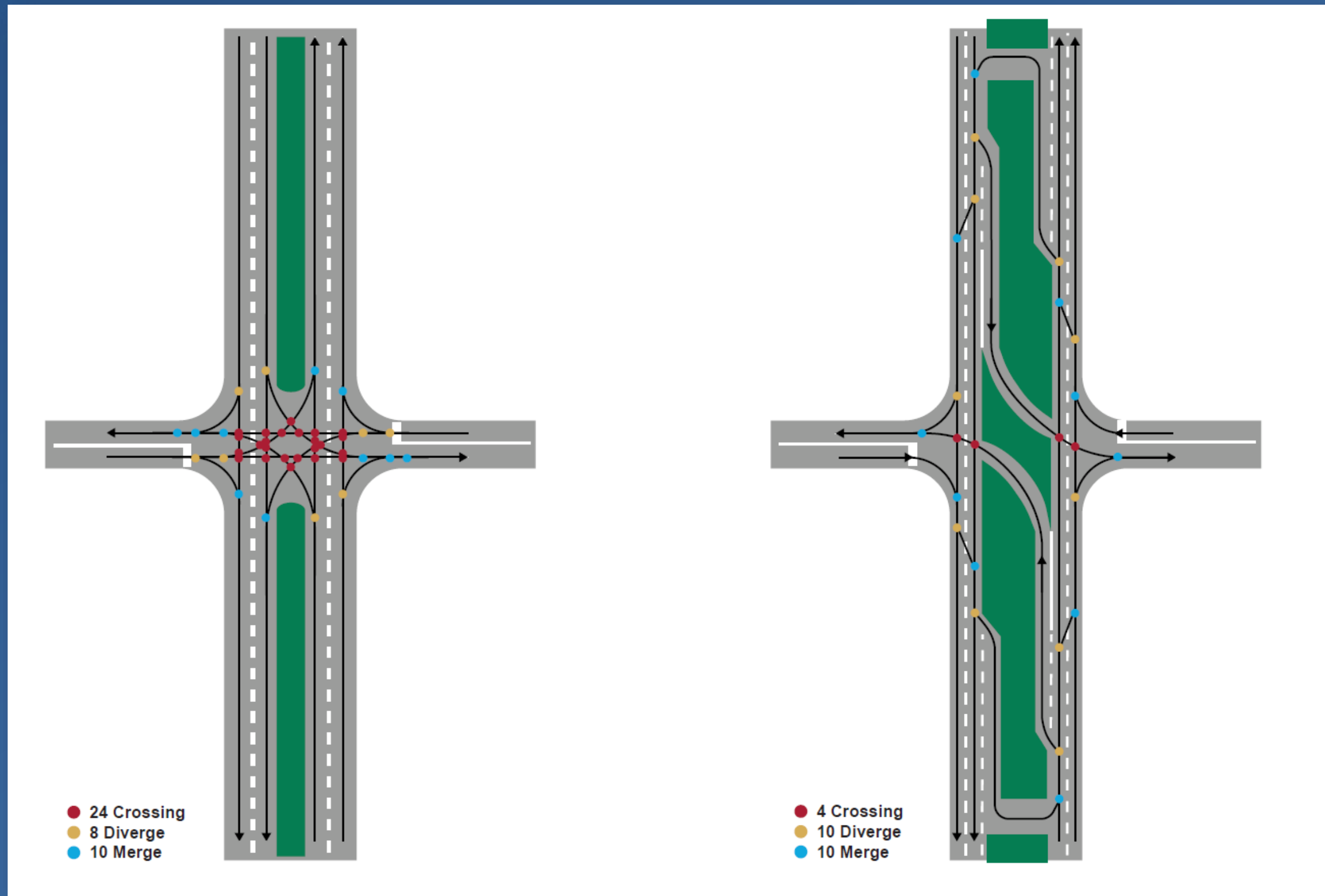
Via e-mail: nicole.minton@lochgroup.com

The comment period deadline to have your comment included in the project record is:
March 12, 2026

What is a Reduced Conflict Intersection?

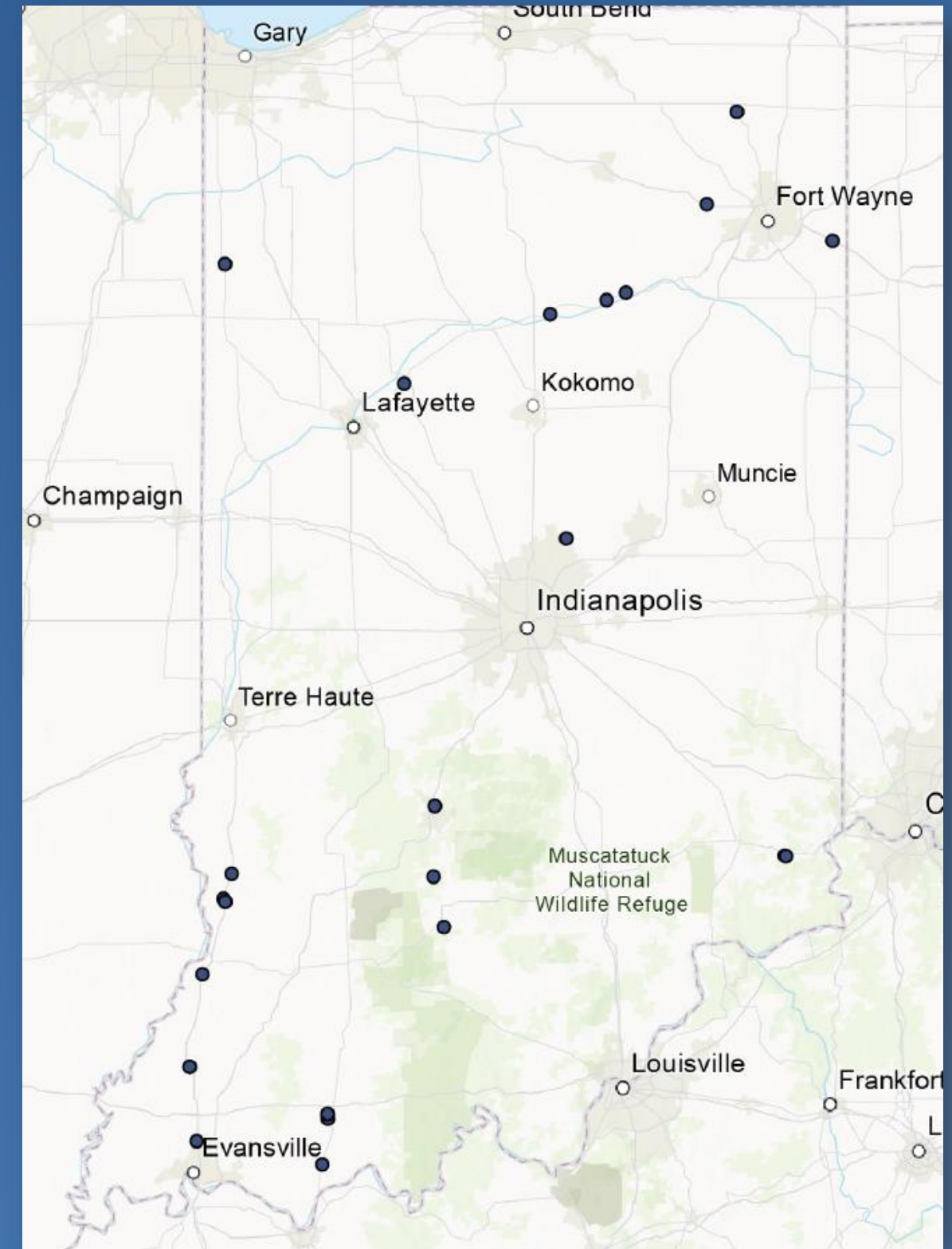


How RCIs Improve Safety

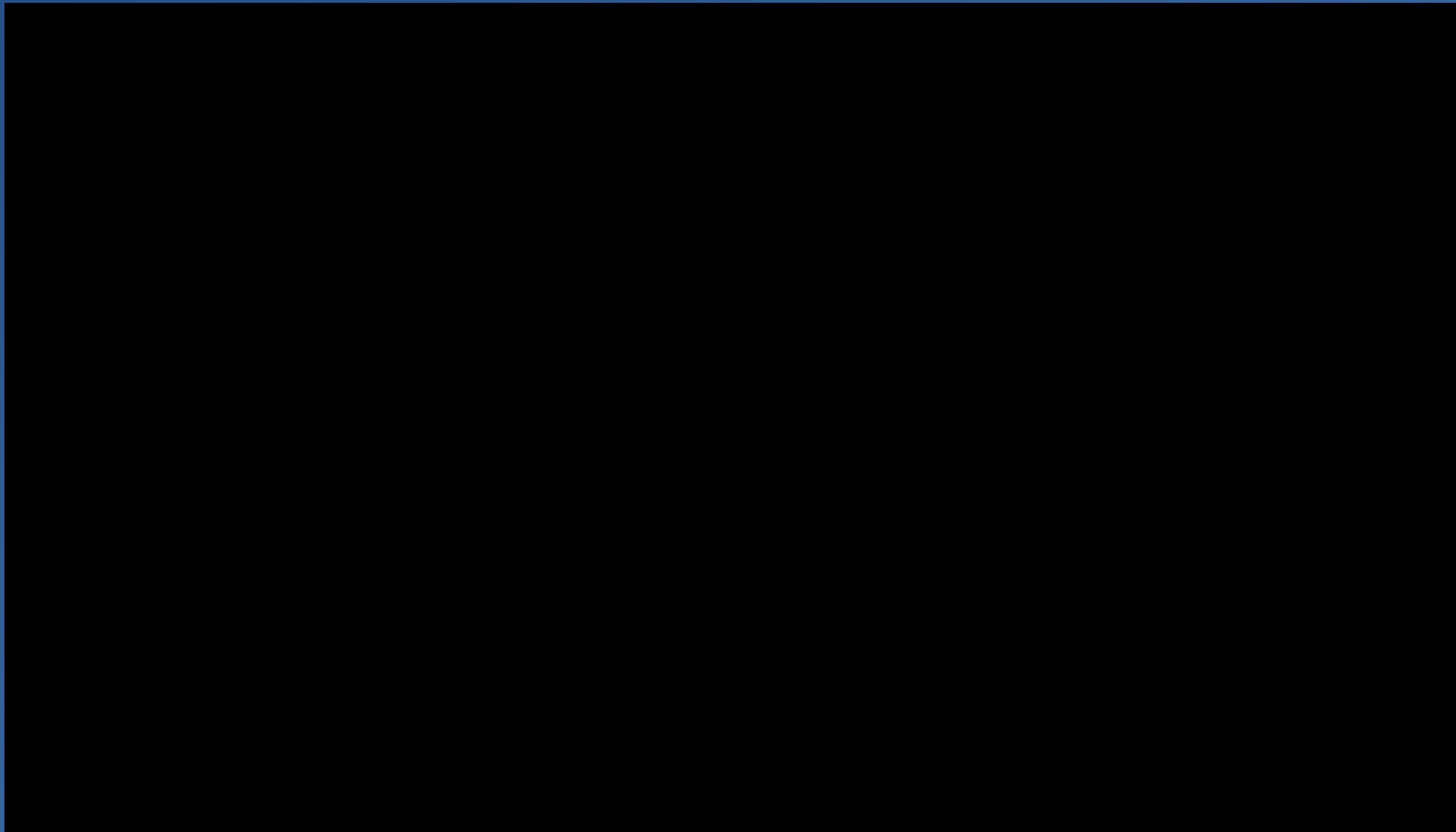


Benefits of an RCI

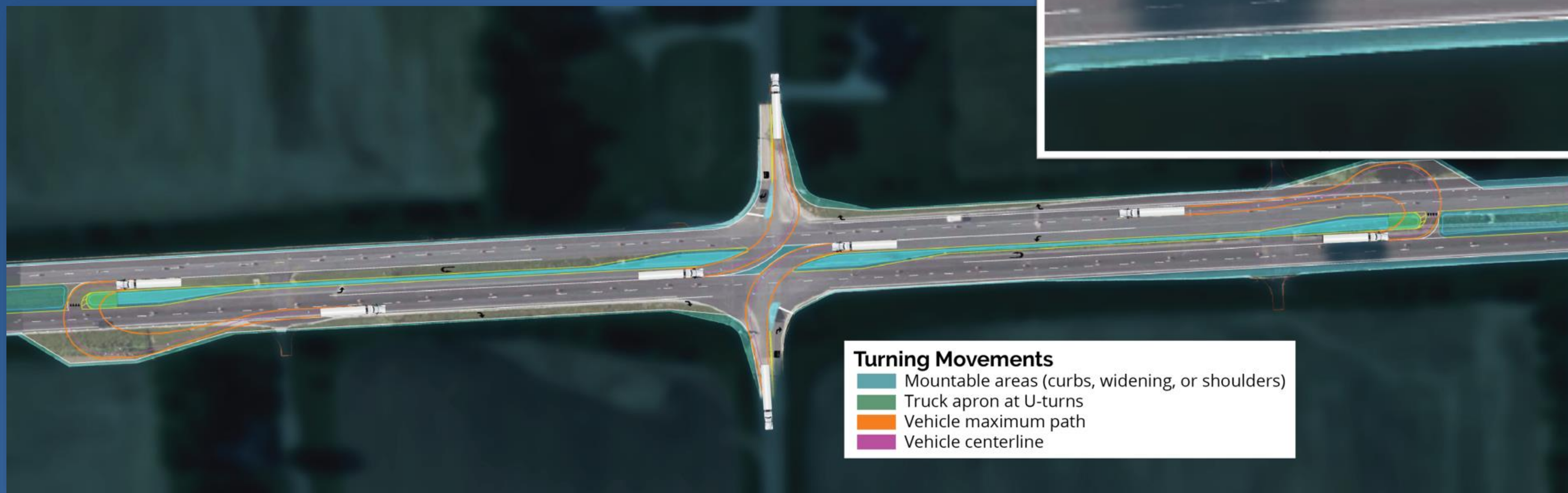
- Reduced fatal and injury crashes by an average of 85%
- Reduced property damage crashes by an average of 58%
- Reduced crashes of any severity by an average of 68%



How RCIs handle all vehicle types



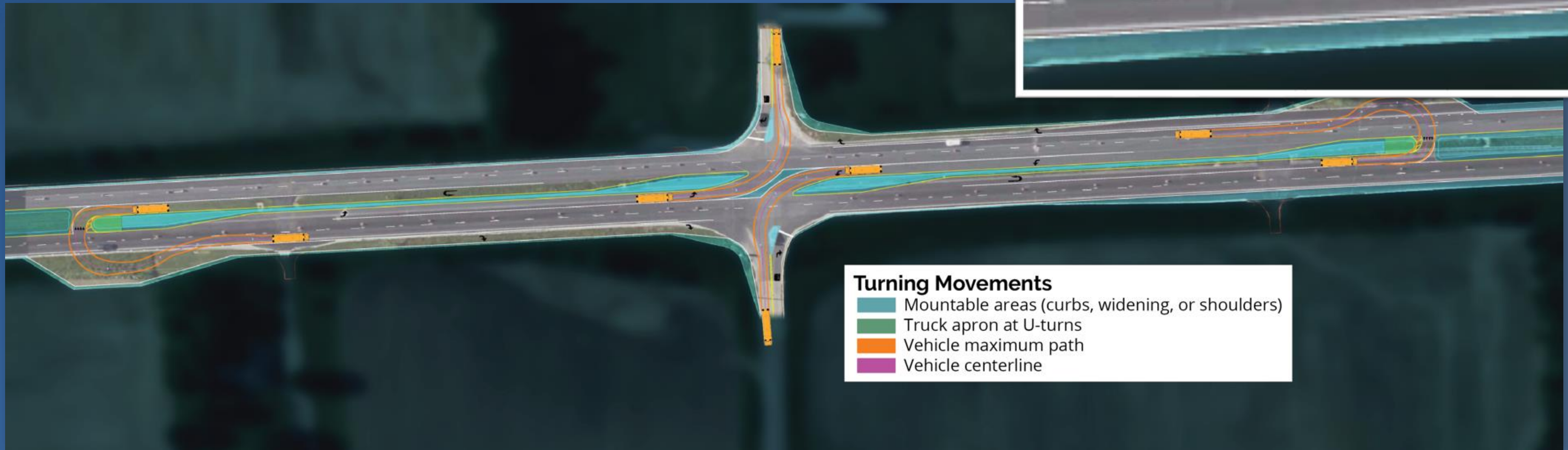
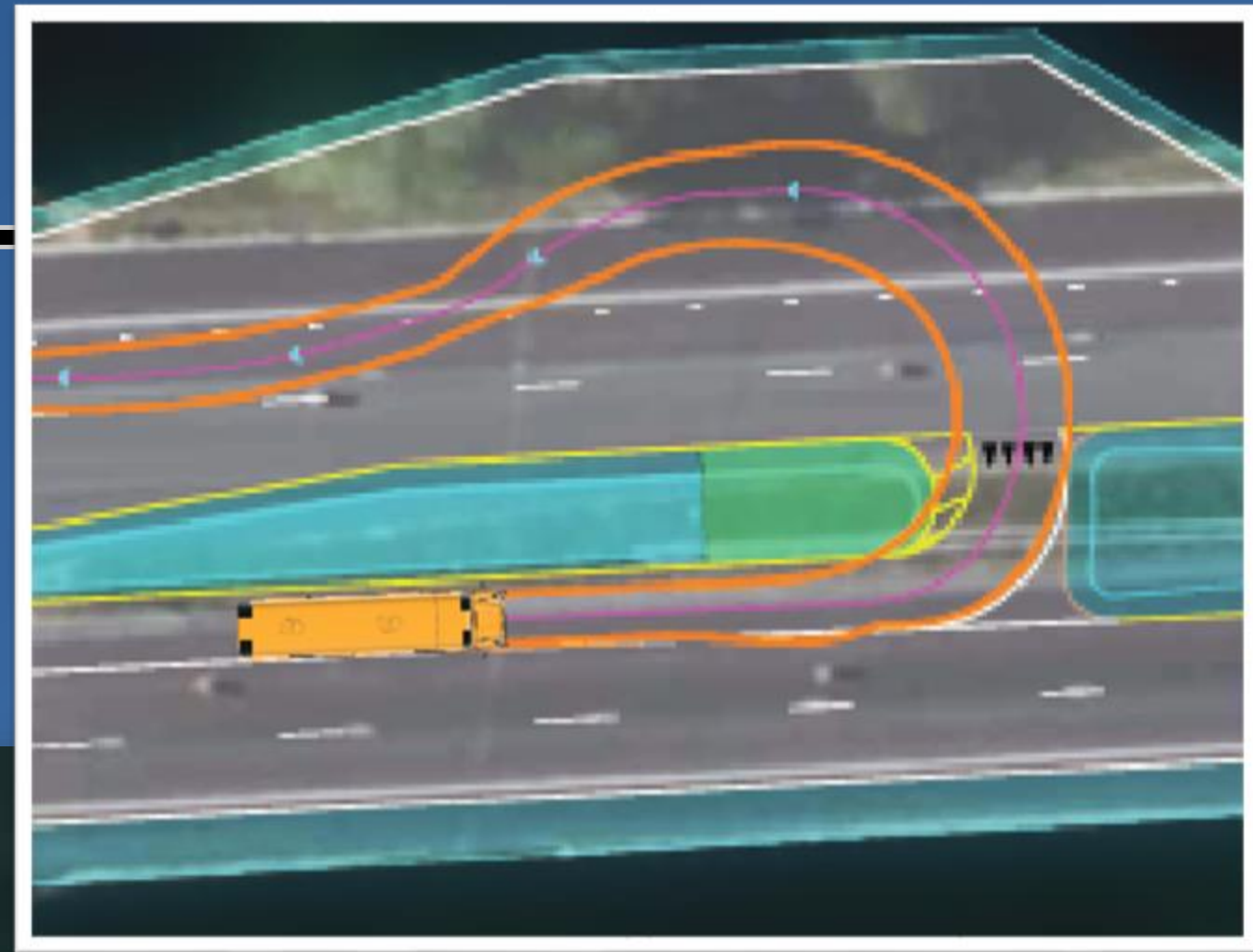
Semi Turning Path



Turning Movements

- Mountable areas (curbs, widening, or shoulders)
- Truck apron at U-turns
- Vehicle maximum path
- Vehicle centerline

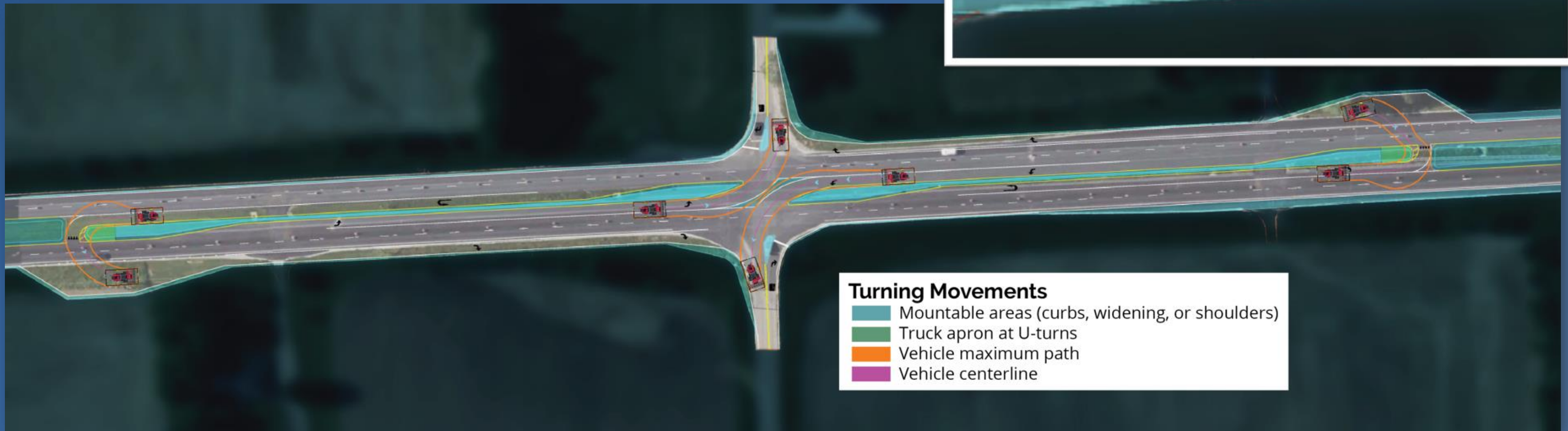
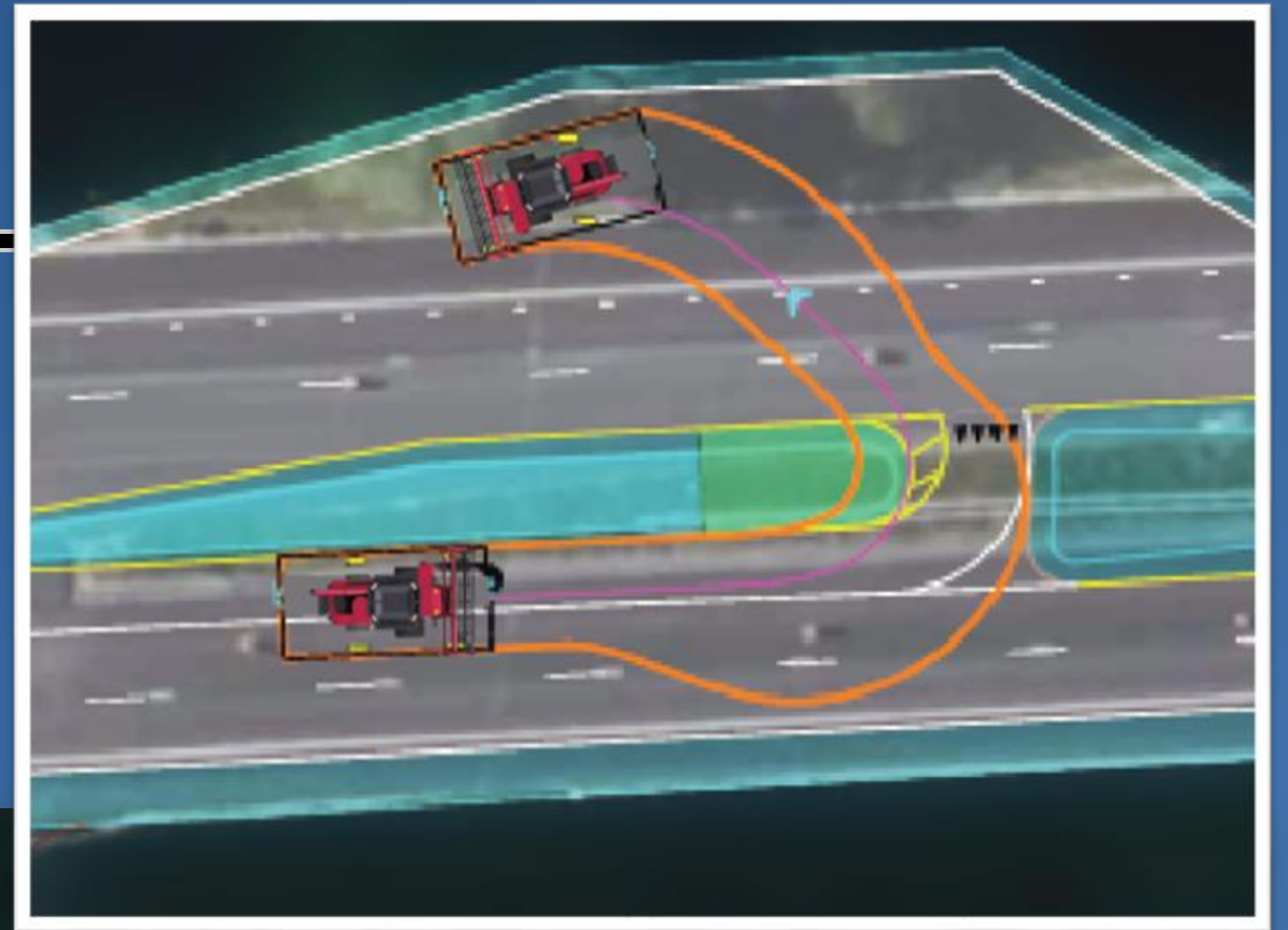
Bus Turning Path



Turning Movements

- Mountable areas (curbs, widening, or shoulders)
- Truck apron at U-turns
- Vehicle maximum path
- Vehicle centerline

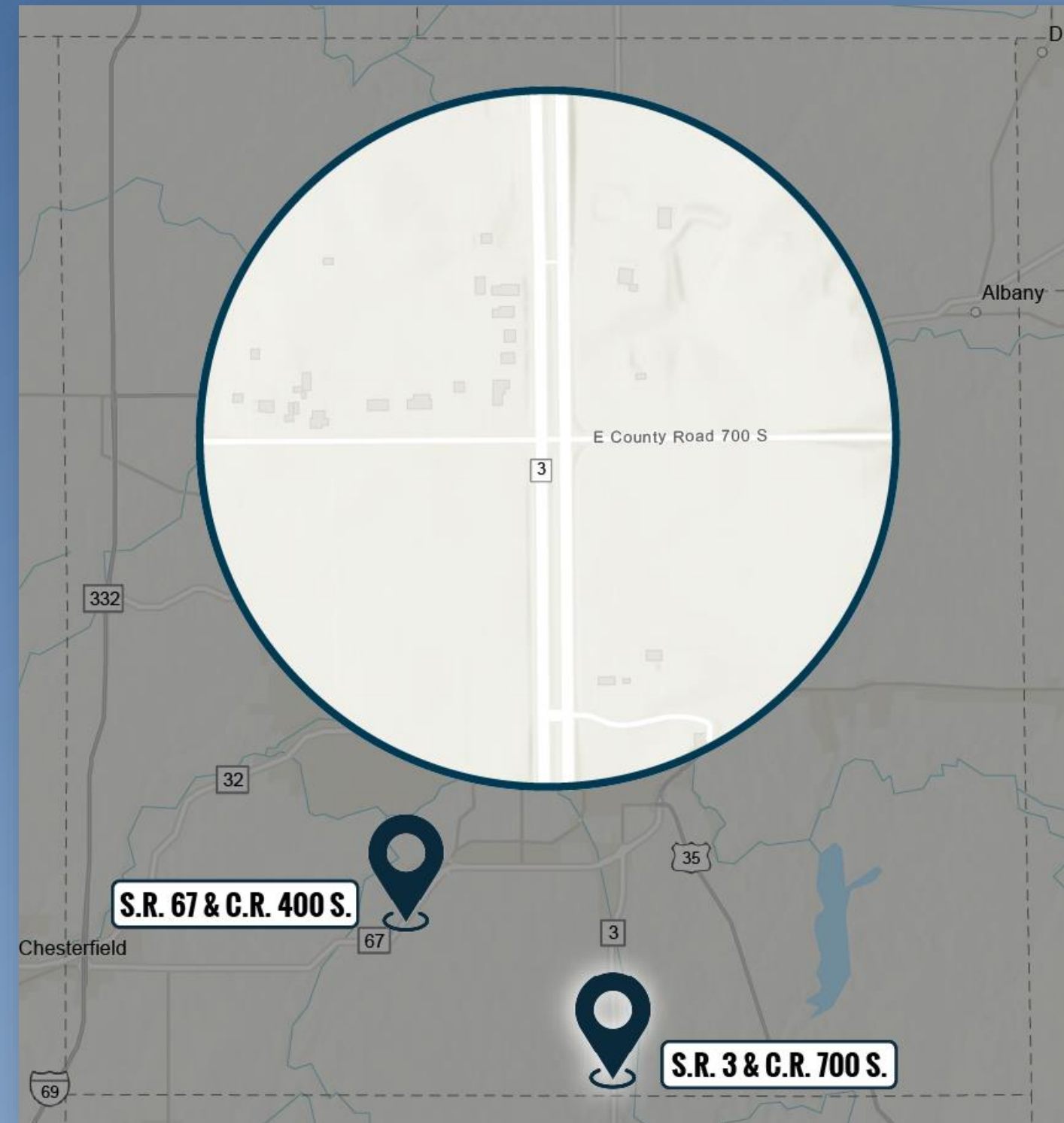
Combine Turning Path



Turning Movements

- Mountable areas (curbs, widening, or shoulders)
- Truck apron at U-turns
- Vehicle maximum path
- Vehicle centerline

S.R. 3 at C.R. 700 S



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S.R. 3 Purpose & Need

High Frequency of injury crashes, particularly high frequency and severity of right-angle crashes

Reduce or eliminate the high frequency and severity of crashes at the intersection, while improving mobility



S.R. 3 Project Design



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Environmental Analysis



Impacts
People and
natural
environment



Costs
Construction,
right-of-way,
utility relocations



Benefits
Improved
safety and
efficiency

S.R. 3 Project Schedule

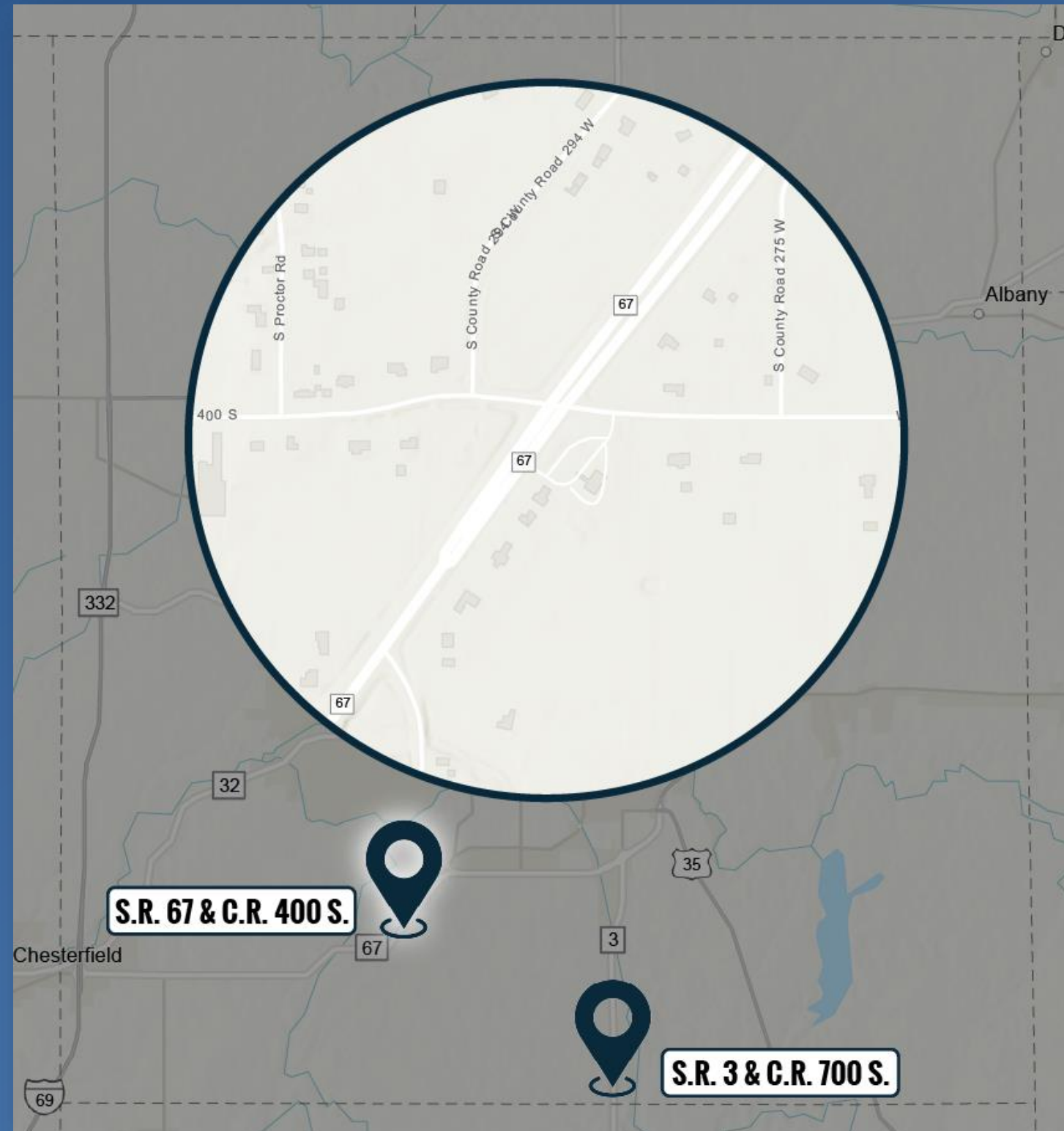


ROW
SPRING 2026

LETTING
WINTER 2028

CONSTRUCTION
SPRING 2028

S.R. 67 at C.R. 400 S



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S.R . 67 Purpose & Need

High Frequency of injury crashes,
particularly high frequency and
severity of right-angle crashes

Reduce or eliminate the high
frequency and severity of crashes
at the intersection, while
improving mobility



S.R. 67 Project Preliminary Design



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S.R. 67 Project Schedule

ROW
**FALL 2026/
WINTER 2027**

LETTING
FALL 2027

CONSTRUCTION
FALL 2028

Alternative Analysis



No Build



Traffic Signal



Roundabout



RCI

Alternative Analysis



No Build

Meets Purpose and Need?



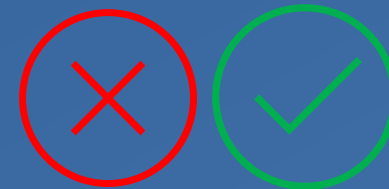
Reason: Does not reduce congestion or
severe right-angle crashes

Alternative Analysis



Traffic Signal

Meets Purpose and Need?



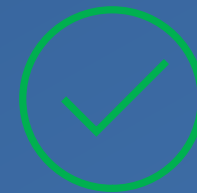
Reason: Doesn't address severe right-angle crashes and could increase mainline rear-end crashes. Reduces congestion.

Alternative Analysis



Roundabout

Meets Purpose and Need?



Reason: Reduces congestion and increases safety. Much higher ROW needs and more than double the cost.

Alternative Analysis



RCI

Meets Purpose and Need?



Reason: Reduces congestion and right-angle crashes. Allows quick access to refuge of U-turn lane.

Alternative Analysis



RCI vs. Signal

- Around the same cost as a traffic signal
- Twice the safety benefit of a traffic signal
- Mainline traffic remains free flow

Alternative Analysis



RCI vs. Roundabout

- Similar safety benefit
- Nearly half the cost of a roundabout
- Much smaller footprint/impacts

THANK YOU



Written Comments

By Email nicole.minton@lochgroup.com
By Mail Nicole Minton, 3502 Woodview Trace,
Suite 150, Indianapolis, IN 46268
Website eastcentral.indot.in.gov



Voice Recorded Message

INDOT Customer Service (855) 463-6848

Comments due March 12, 2026

