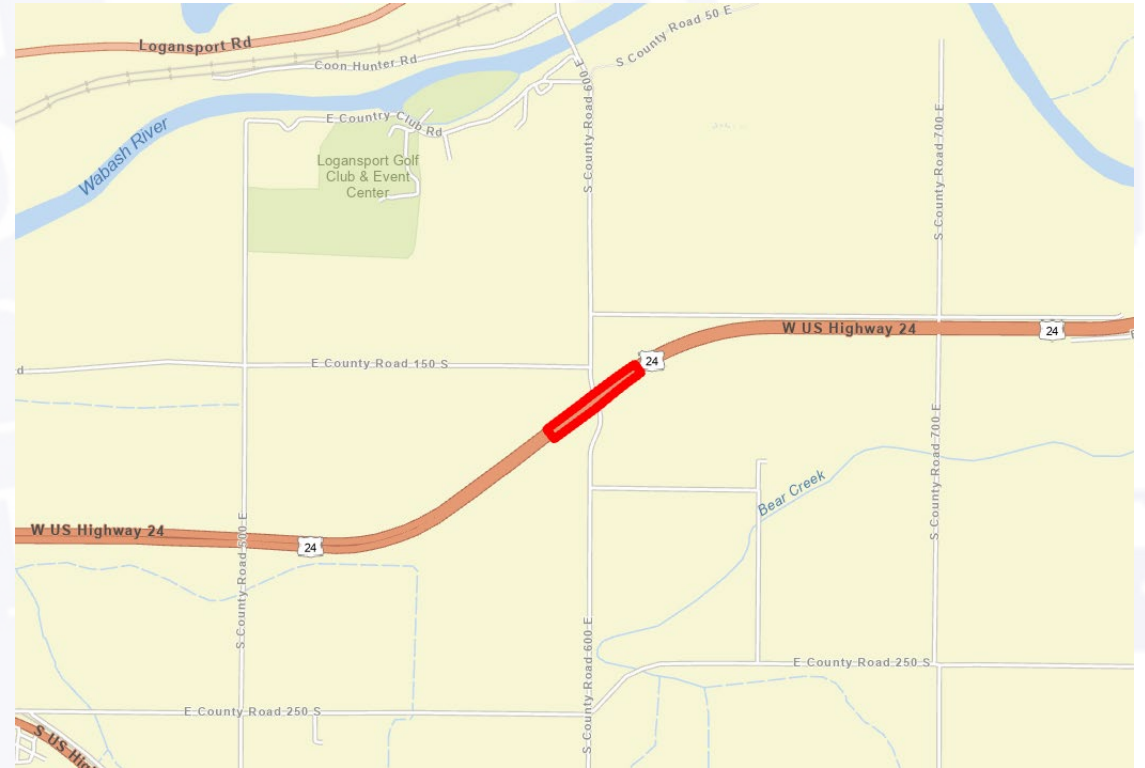


Intersection Improvement Project

U.S. 24 and C.R. 600 E
Cass County
Des. No. 2200045

Indiana Department of Transportation
Northwest District



Welcome

Agenda

- Purpose of the Meeting
- Public Comment Process
- Overview of Environmental Document
- Review of Project Design
- Project Schedule
- Opportunity to Provide Verbal Comments

Public Hearing

- Conducted as requirement of the National Environmental Policy Act (NEPA).
- Requires the evaluation of the environmental impacts of the project to the natural and social environments.
- Impacts are described in the environmental document prepared for the project.
- Provides the opportunity for the public to be involved and comment in the decision-making process.

Project Publication

- A legal notice was advertised:
 - *Pharos Tribune* Newspaper on September 13 and September 20
 - Also available at: bit.ly/US24CR600ECassCounty

Documents were placed at viewing locations September 13, starting the 30-day comment period



Document Viewing Locations

Logansport-Cass County Public Library
616 E. Broadway
Logansport, IN 46947
Phone (574) 753-6383

INDOT Northwest District Office
315 E. Boyd Blvd.
LaPorte, IN 46350
Phone 1-855-INDOT4U (463-6848)

Hanson Professional Services Inc.
6510 Telecom Drive, Suite 210
Indianapolis, IN 46278
Phone (317) 293-9024

INDOT Northwest District Webpage:
bit.ly/US24CR600ECassCounty



How to Submit a Public Comment

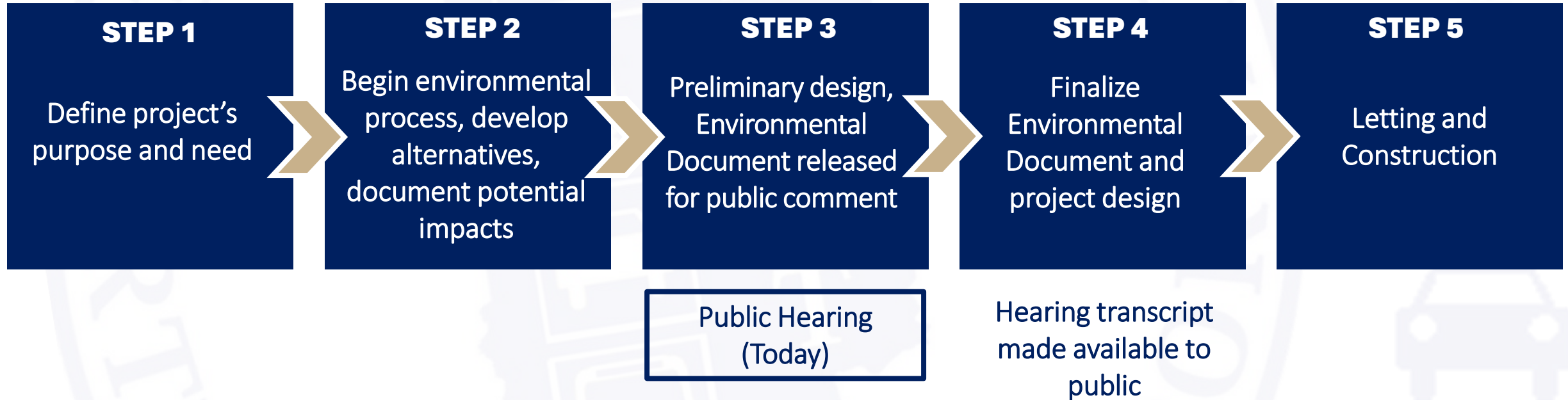


- On-Site Tonight
 - Verbal
 - Written
 - Online via livestream Q&A function
- After the Hearing
 - INDOT4U.com
 - Email: espitler@hanson-inc.com
 - Mail: Marie Spitler
6510 Telecom Drive, Suite 210
Indianapolis, IN 46278

Comments will be reviewed, evaluated, and given full consideration during the decision-making process.

Comment Deadline: **October 13, 2025**

Project Development



National Environmental Policy Act



Environmental Document

- Processed as a Level 1 Categorical Exclusion
- Establishes the Purpose and Need
- Evaluates possible alternatives
- Solicits public comment on environmental document and project design.
- Addresses and fully considers public comments as part of the decision-making process.

Project Stakeholders



- Indiana Department of Transportation (INDOT)
- Federal Highway Administration (FHWA)
- U.S. Fish and Wildlife Service (USFWS)
- Indiana Department of Natural Resources (IDNR)
- Elected Officials
- Community – **YOU!**

Purpose & Need

Need:

- High frequency and severity of crashes
- Between 2020 and August 2025:
 - 44.19% of crashes were fatal or incapacitating
 - 18.60% of crashes resulted in non-incapacitating injuries
- “Left Turn, Right Turn or Angle” collisions
- Between 2020 and August 2025:
 - 88.37% of crashes at the intersection were “Left Turn, Right Turn or Angle” collisions
 - 63.16% of “Left Turn, Right Turn or Angle” collisions resulted in injuries and/or fatalities

Purpose:

- Reduce the potential for “Left Turn, Right Turn or Angle” collisions
- Provide a safe intersection for traveling motorists

Elements of Environmental Document

- Threatened & Endangered Species
- Floodplains
- Farmland
- Wetlands & Waterways
- Historic & Archaeological
- Community Impacts
- Air Quality
- Hazardous Materials
- Section 4(f), USDOT Act of 1966
- Section 6(f), LWCA of 1964

No Impact Anticipated



- Floodplains
- Farmland
- Wetlands & Waterways
- Air Quality
- Hazardous Materials
- Section 4(f)
- Section 6(f)
- Cultural Resources

Terrestrial Habitat

- 0.456 acre will be permanently impacted due to U-turn construction
- 1.126 acre will be temporarily impacted
- 0.370 acre will be seeded where pavement removal will occur
- No tree clearing
- Early coordination with IDNR-DFW



Threatened & Endangered Species



Indiana Bat, USGS

U.S. Fish and Wildlife Service

- Indiana Bat – Federally Endangered
- Northern Long-eared Bat – Federally Endangered
- Rangewide Programmatic Agreement determined **“Not Likely to Adversely Affect”**

Avoidance and Minimization Measures regarding temporary and permanent lighting will be implemented during construction.

Bat, USFWS

Alternatives

- **Preferred Alternative – Reduced Conflict Intersection (RCI)**
 - Meets Purpose and Need.
 - Feasible and prudent.
- **No Build or Do Nothing Alternative**
 - Not spending the funds to construct project.
 - Does not meet purpose of project.
 - Not feasible or prudent.

Alternatives

- **Remove Intersection Skew**

- Reconstruct both C.R. 600 E approaches and U.S. 24 median
- Improves sight distance for vehicles on C.R. 600 E
- Greater environmental impact and right-of-way needs, predicted crash reduction is less than other alternatives

- **Grade Separation**

- Construct an overpass
- Would eliminate access between U.S. 24 and C.R. 600 E
- Greater environmental impact, right-of-way needs, and cost

- **Signalized Intersection**

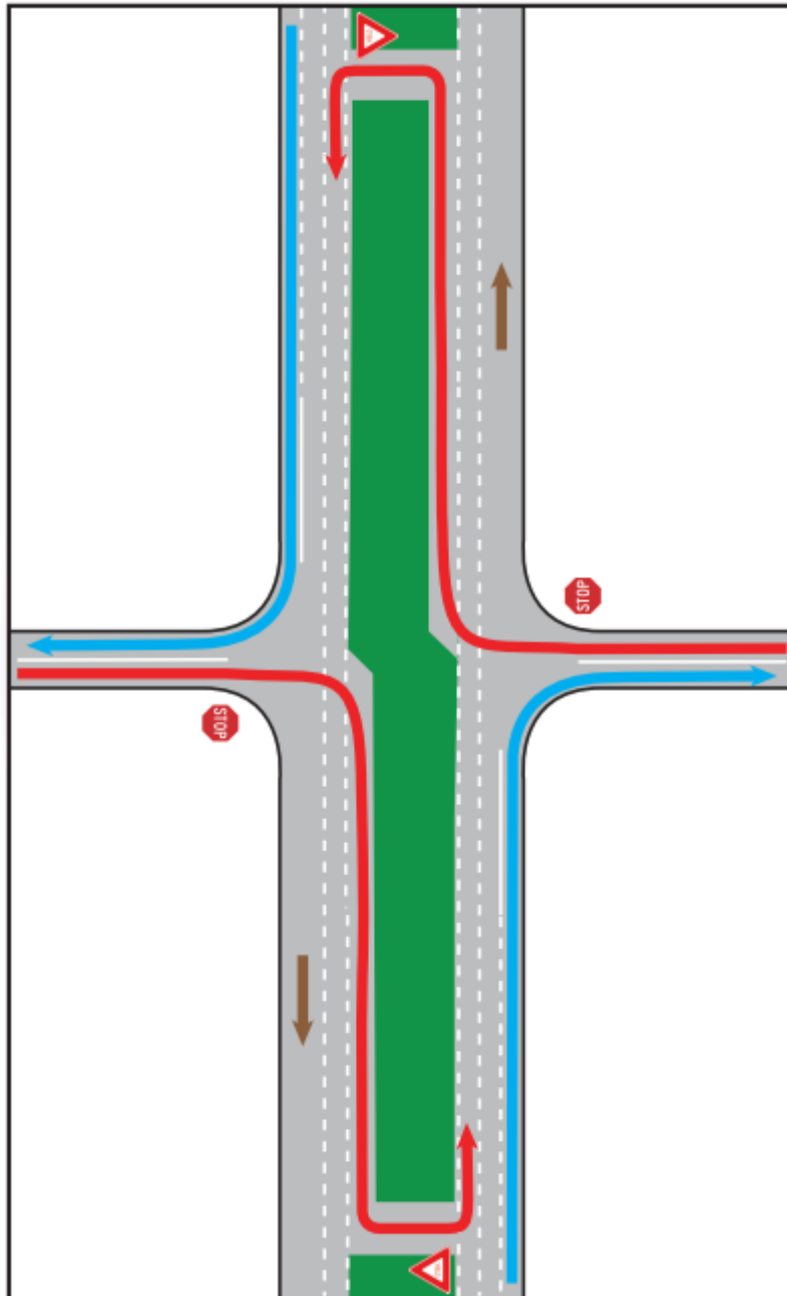
- Due to low traffic volumes, the intersection does not meet the conditions to warrant a traffic signal
- An unwarranted traffic signal on a high-speed four-lane divided highway would likely lead to additional crashes due to red-light running and rear-end crashes

Additional Alternatives Considered

- Median U-Turn with Existing Median Channelization
- Roundabout Intersection
- Displaced Left Turn Intersection
- Jug Handle Intersection
- Offset “T” Intersection
- Continuous Green “T” Intersection
- Quadrant Roadway Intersection

Reasons for Discarding Alternatives

- Large project footprints
- Right-of-way
- Greater environmental impacts
- Unwarranted due to low traffic volumes, which could lead to additional crashes



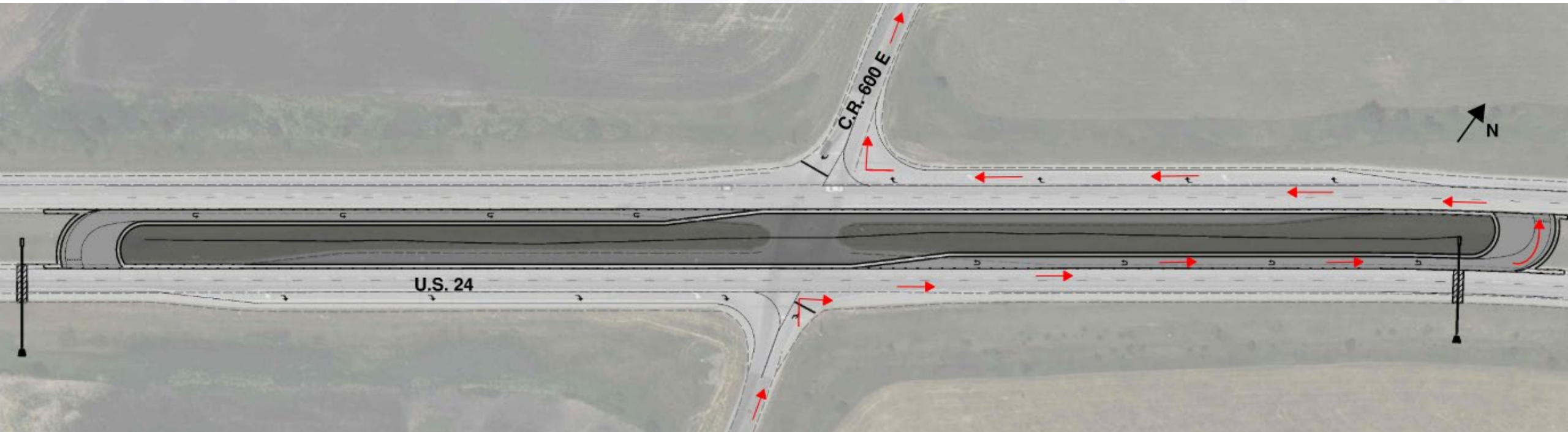
Preferred Alternative: Reduced Conflict Intersection (RCI)

- Replace existing intersection with two median U-turns
- Remove existing left turn lanes
- Remove median crossover
- Regrade the U.S. 24 median
- Remove existing flashing traffic signal
- New roadway lighting and signage will be installed
- Two new drainage structures in the U.S. 24 median

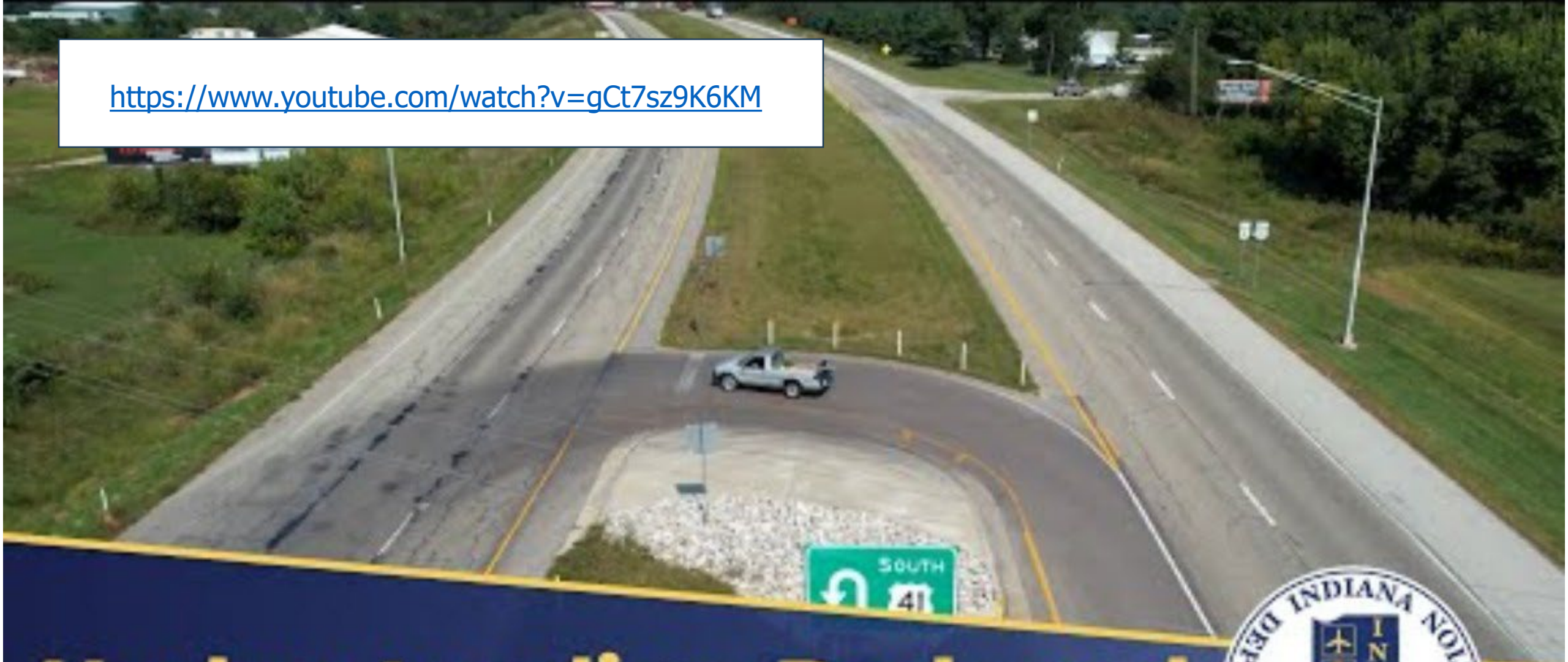
Preferred Alternative



Preferred Alternative



<https://www.youtube.com/watch?v=gCt7sz9K6KM>



Understanding Reduced Conflict Intersections



Maintenance of Traffic – Phase 1

- Single-lane closure
- Shift eastbound U.S. 24 traffic to the inside travel lanes
- Intersection with C.R. 600 E will remain open



Maintenance of Traffic – Phase 2

- Traffic will be maintained with single lane closures
- Eastbound and westbound U.S. 24 traffic will shift to the outside travel lanes
- Intersection with C.R. 600 E will remain open

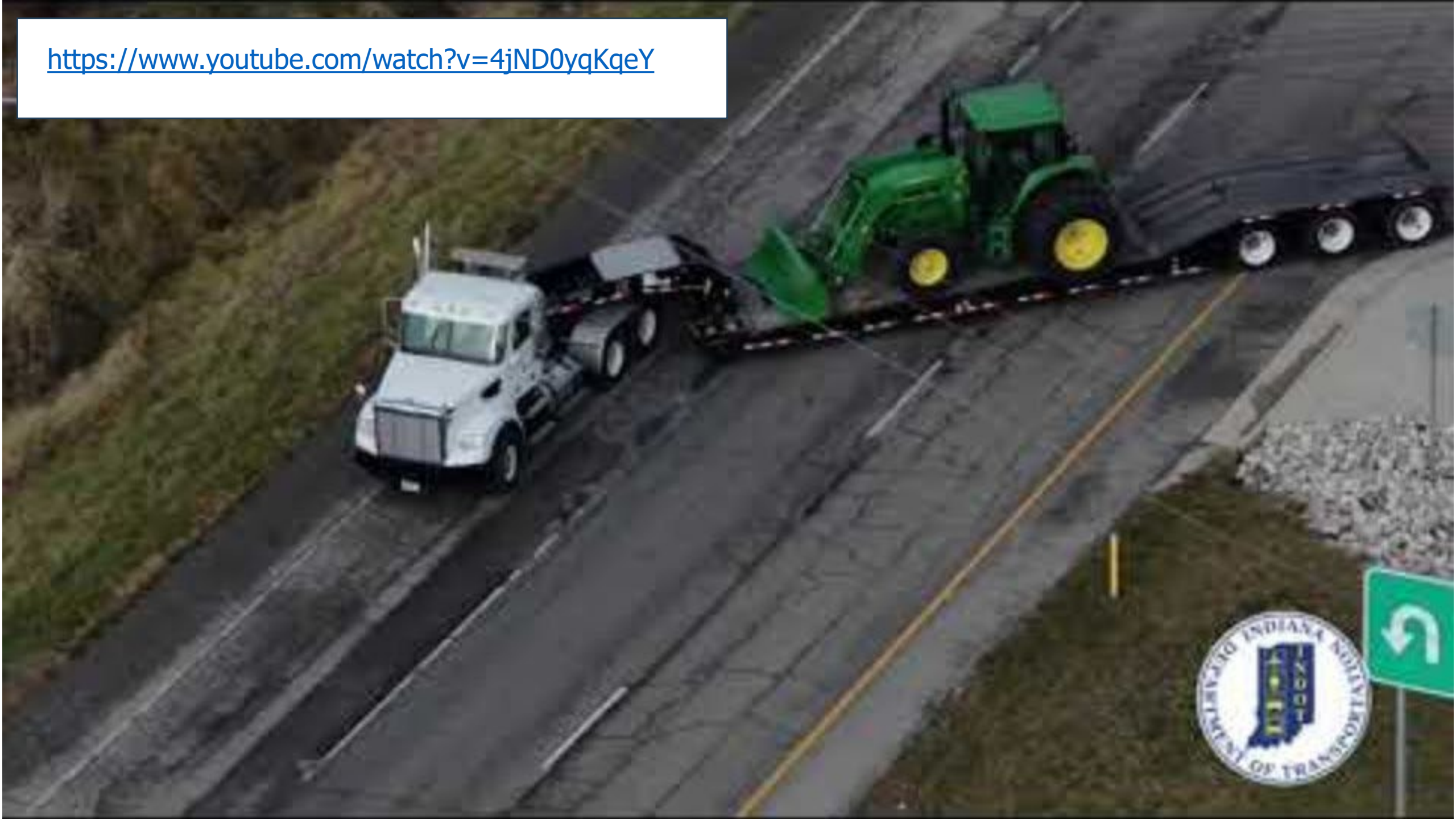


Maintenance of Traffic – Phase 3

- Traffic will be maintained with single lane closures
- Eastbound and westbound U.S. 24 traffic will shift to the outside travel lanes
- U.S. 24 existing median closed, U-turns will be utilized



<https://www.youtube.com/watch?v=4jND0yqKqeY>

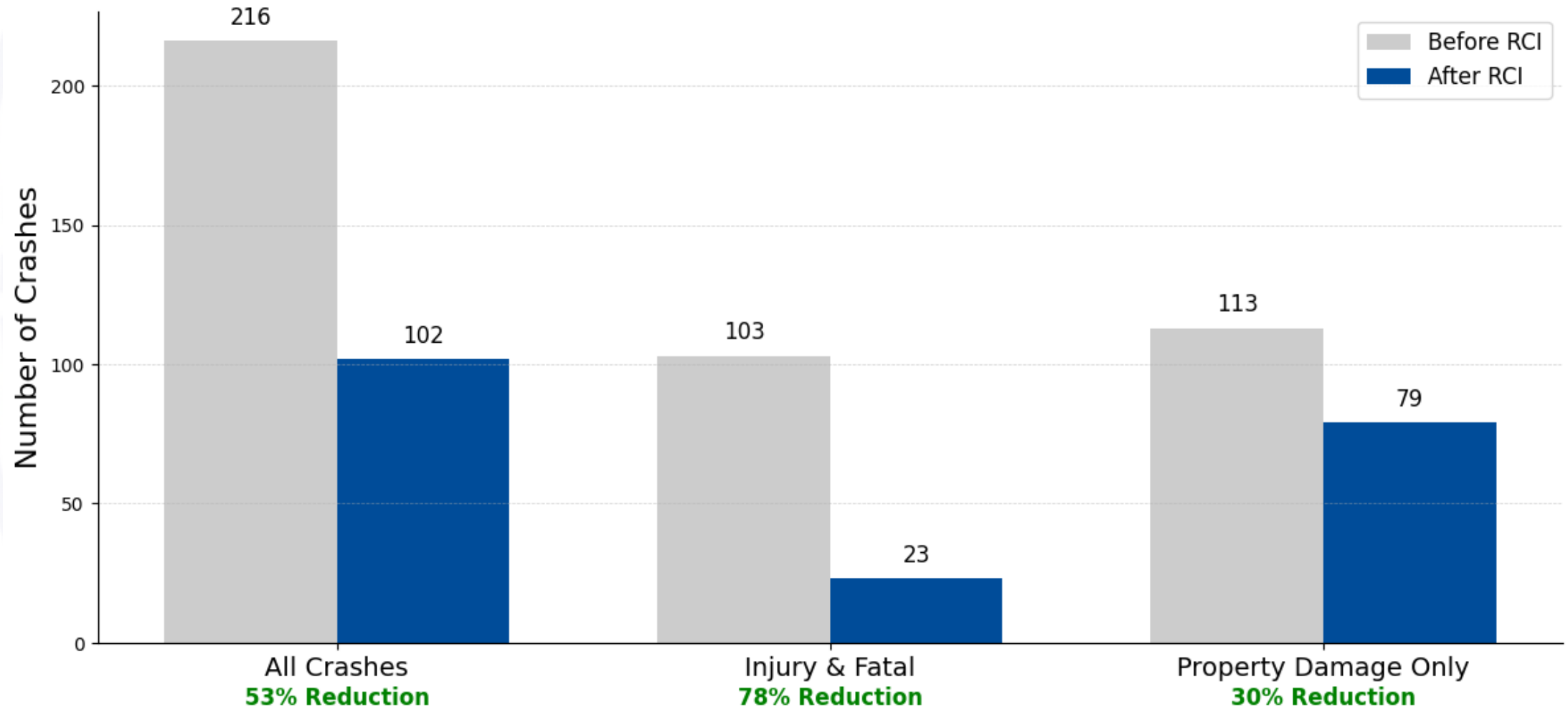


RCI Statistics

- In 2024, crashes at 11 different locations were analyzed in the years before and after an RCI was constructed.
- Study periods included the same number of years before and after the RCI installation.
- 94 site-years were analyzed (47 before, and 47 after)
- Of the 11 RCIs constructed prior to 2022:
 - Eight experienced a 50% or greater reduction in injury and fatal crashes.
 - Five experienced an 80% or greater reduction in injury and fatal crashes.

RCI Statistics

Indiana RCIs: Before and After Crash Comparison

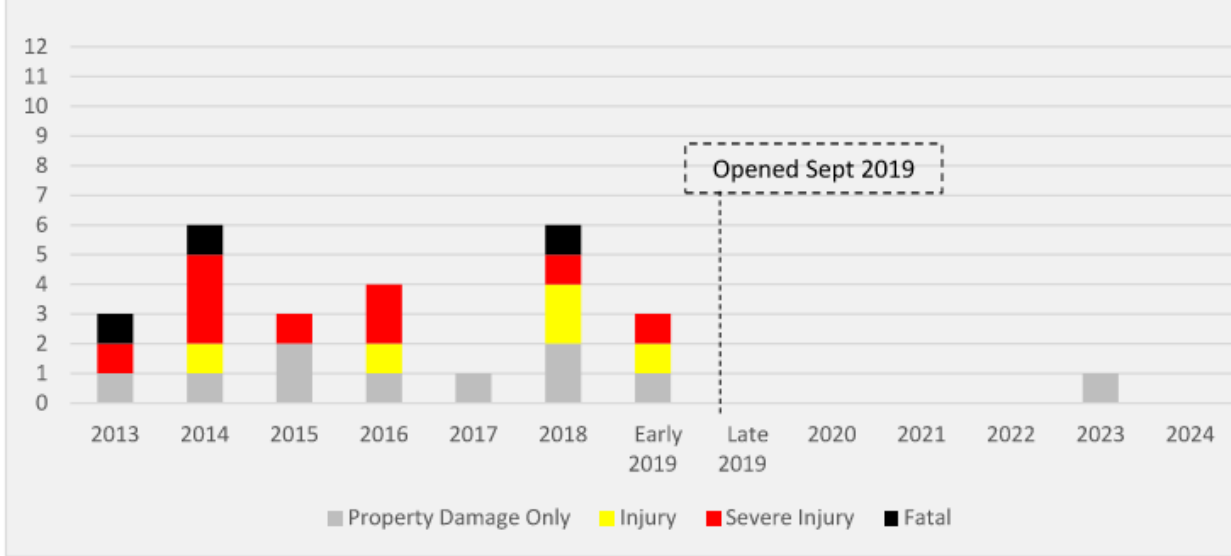


Hoosier Heartland Highway RCIs

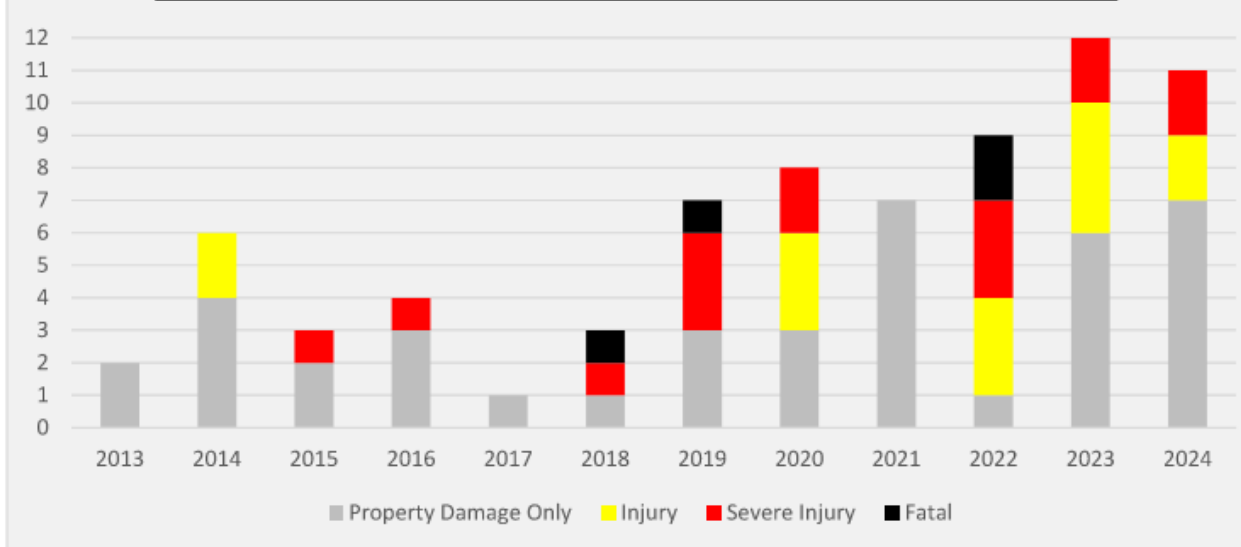
Before and After Reduced Conflict Intersection

Remains a Conventional Intersection

Hoosier Heartland Highway: SR25 at CR800W in Delphi



Hoosier Heartland Highway: US24/35 at 18th St in Logansport

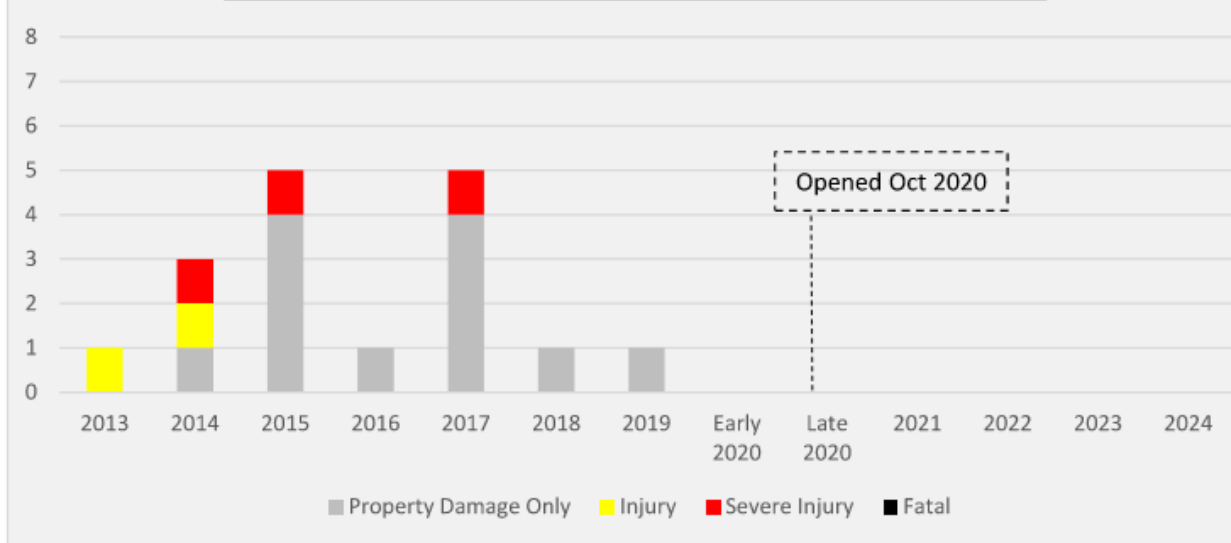


Hoosier Heartland Highway RCIs

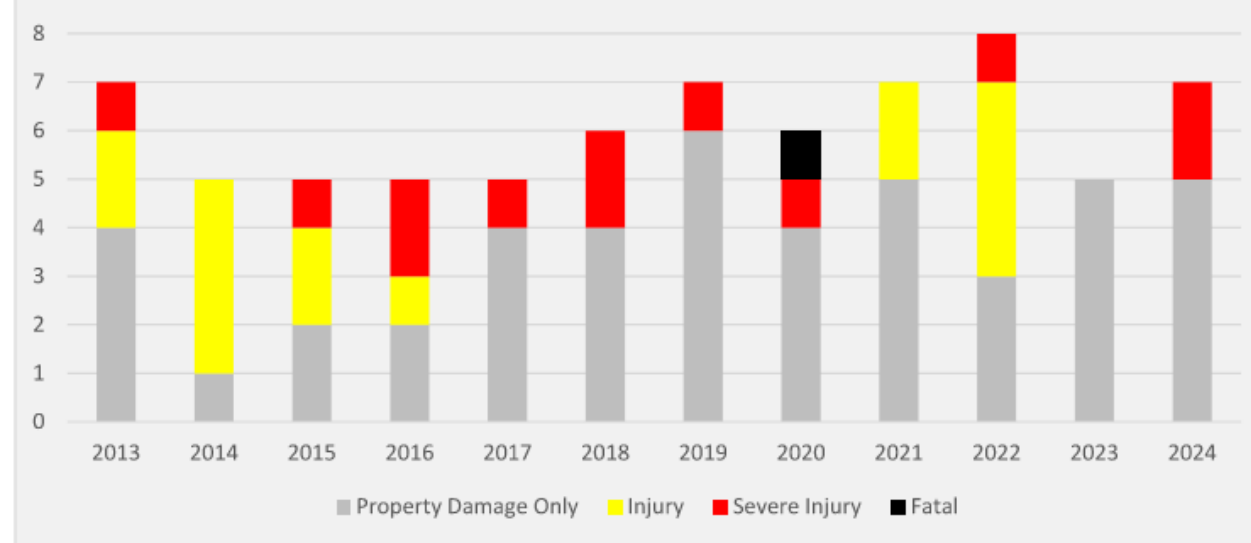
Before and After Reduced Conflict Intersection

Remains a Conventional Intersection

Hoosier Heartland Highway: US24 at CR300E in Lagro



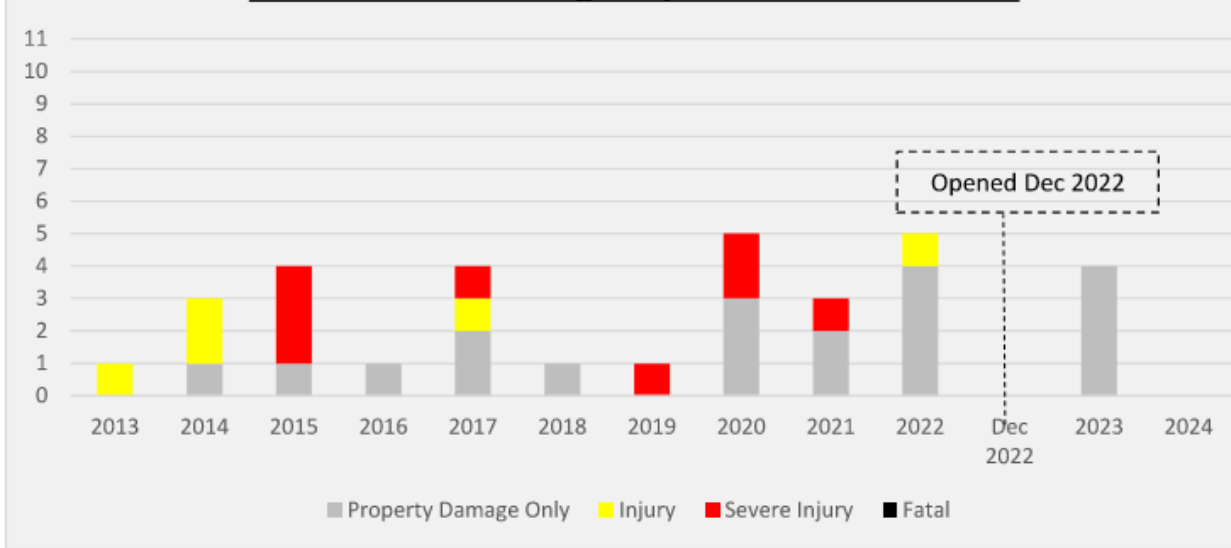
Hoosier Heartland Highway: US24 at Logansport Rd in Cass County



Hoosier Heartland Highway RCIs

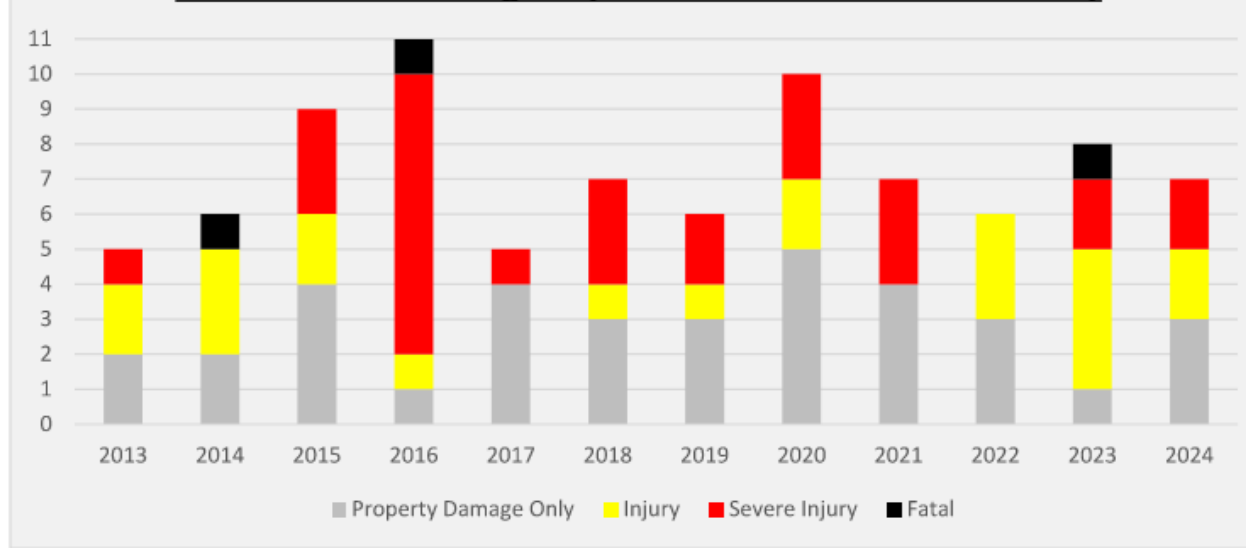
Before and After Reduced Conflict Intersection

Hoosier Heartland Highway: US24 at SR19 in Peru



Remains a Conventional Intersection

Hoosier Heartland Highway: US24 at CR600E in Cass County



<https://www.youtube.com/watch?v=nGUzpTO2HCg>

RCI TESTIMONIALS



Project Schedule



Providing Verbal Comments

- Opportunity for public verbal comments will begin following the presentation based on those who indicated on the sign-in sheet that they wanted to speak.
- Opportunity for private verbal comments will be taken throughout the meeting on a recording device located at the comment table
- Opportunity for livestream participants to submit comments through the Q&A

All comments will be reviewed, evaluated, and given full consideration during the decision-making process.

Providing Written Comments



In Person

Leave your written comment at the comment table.



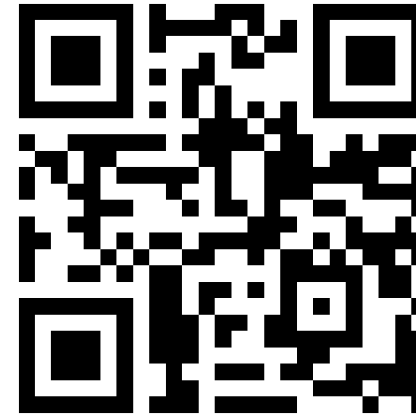
Via Mail

Marie Spitler
Hanson Professional Services Inc.
6510 Telecom Dr., Suite 210
Indianapolis, IN 46278



Via Email

Marie Spitler
espitler@hanson-inc.com



Digitally

Scan QR-Code
provided to submit
comments digitally.

Comments are accepted through **October 13, 2025.**

Project Resource Locations

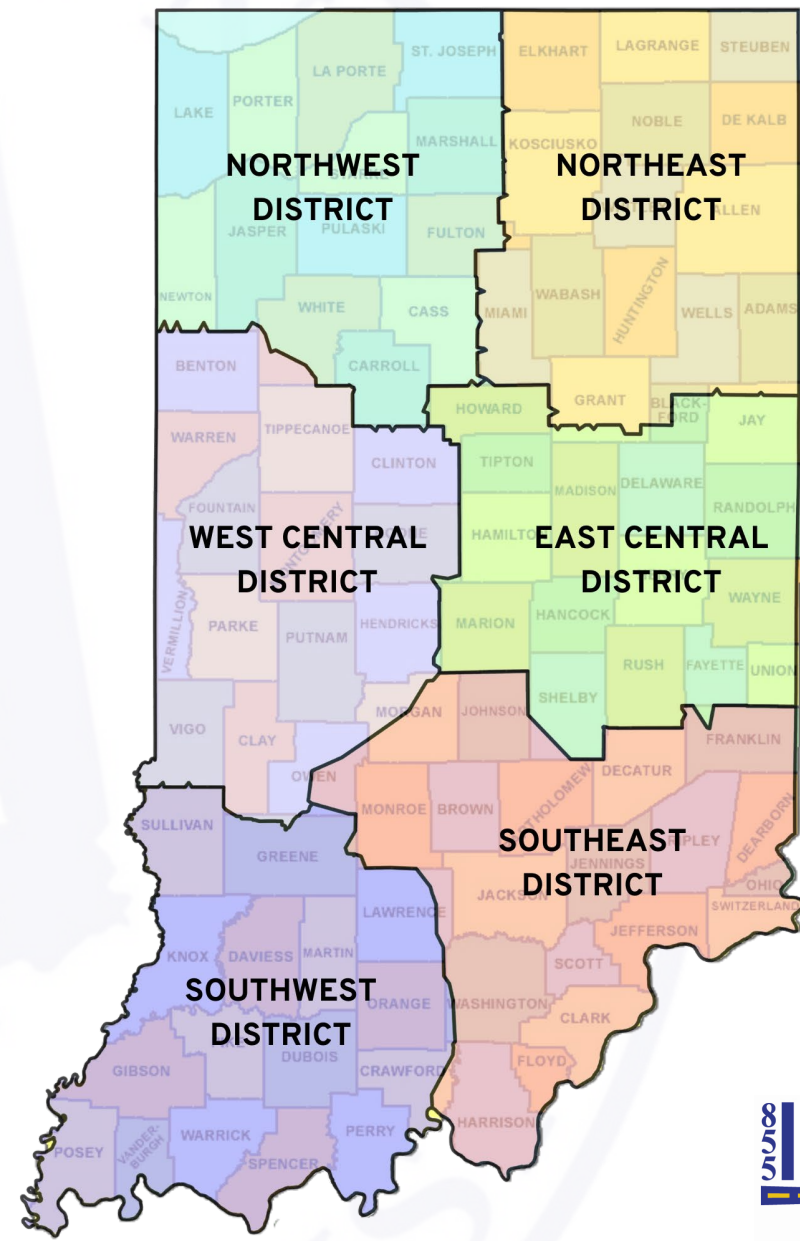
INDOT Northwest District Website

laporte.indot.in.gov

Transportation Services Call Center

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

855-463-6848 • INDOT4U.com •
INDOT@indot.in.gov



Thank you to Logansport Community High School for hosting.