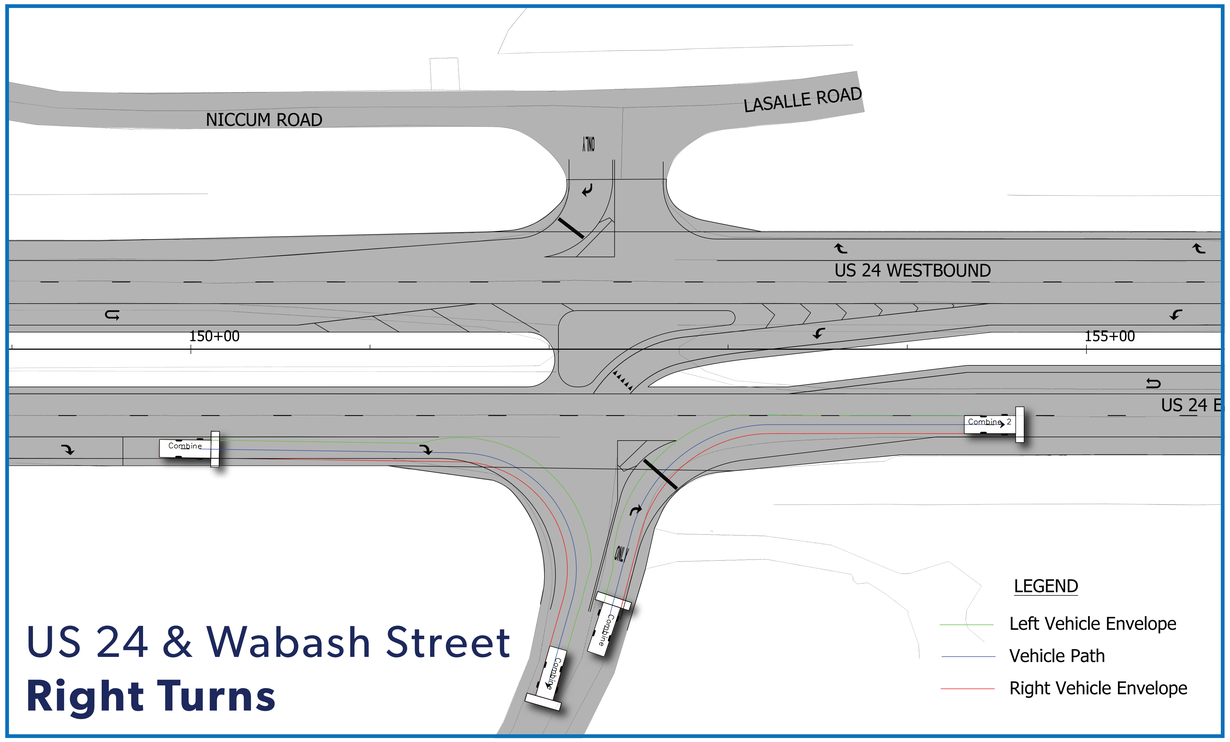
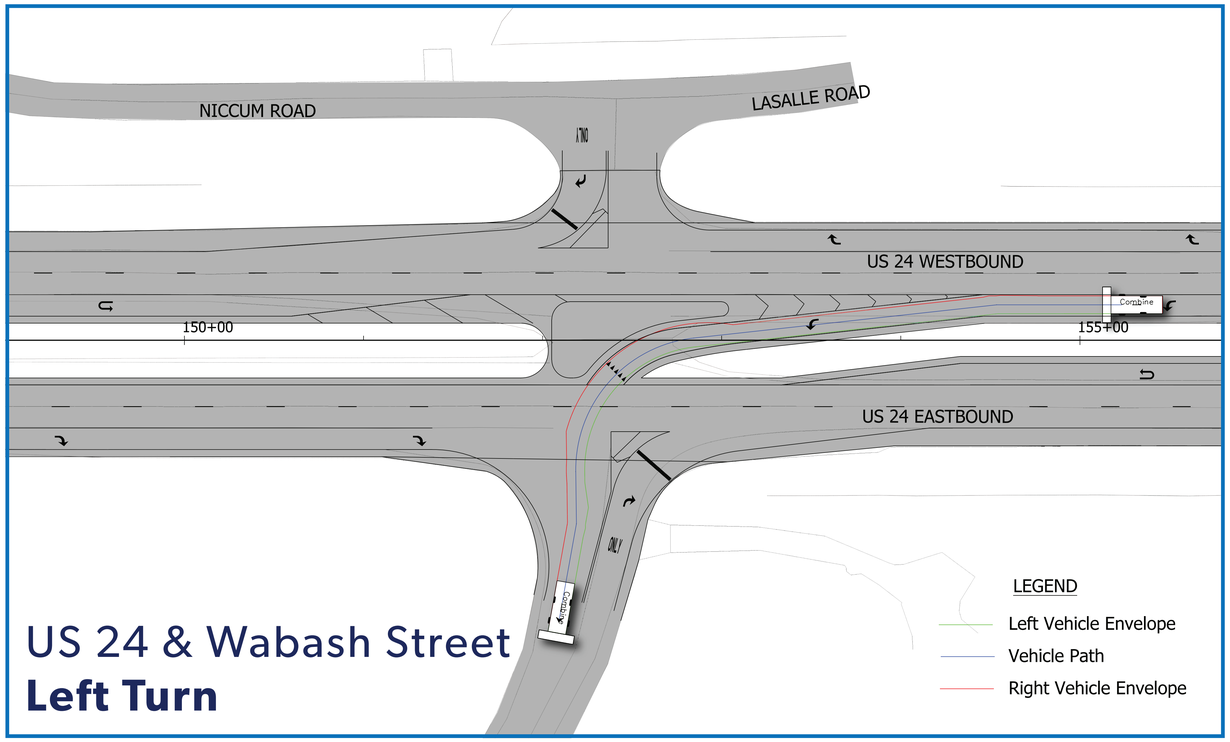
APPENDIX G: PUBLIC INVOLVEMENT CONTINUED



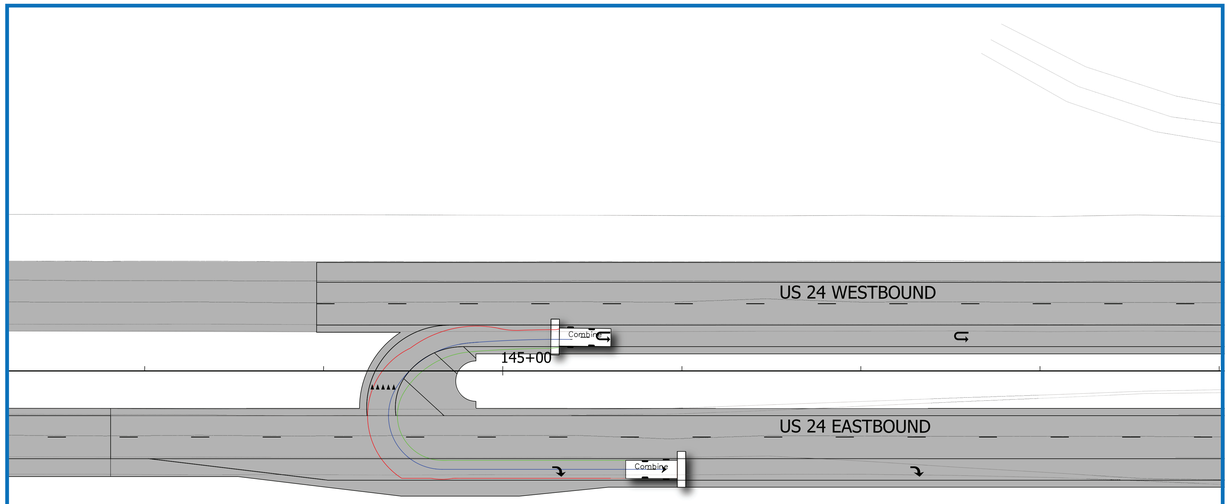
US 24 & Wabash Street
Right Turns

LEGEND
- Left Vehicle Envelope
- Vehicle Path
- Right Vehicle Envelope



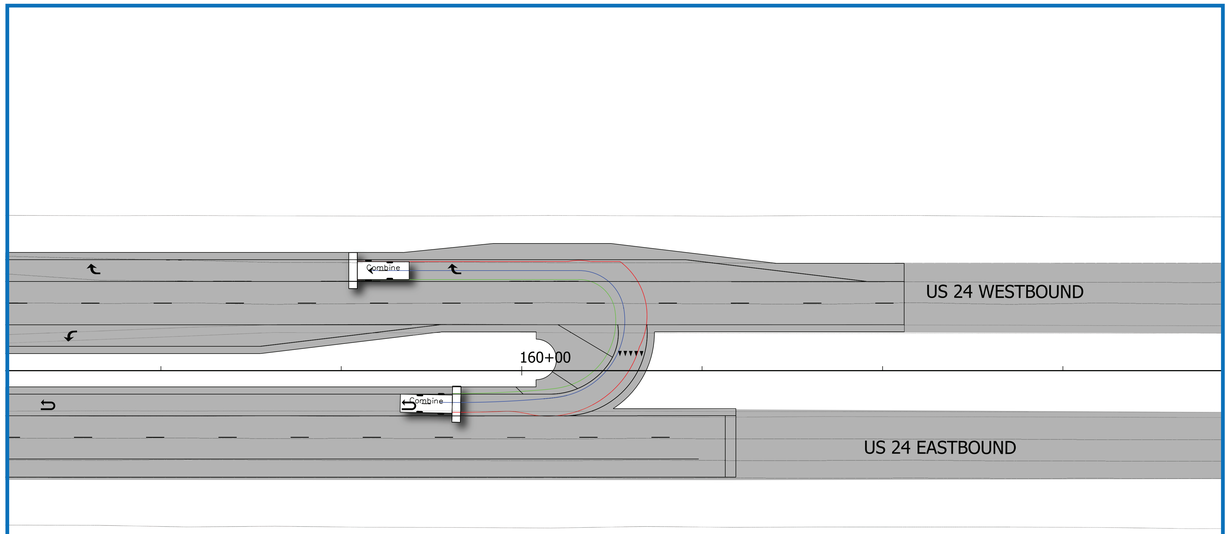
US 24 & Wabash Street
Left Turn

LEGEND
- Left Vehicle Envelope
- Vehicle Path
- Right Vehicle Envelope



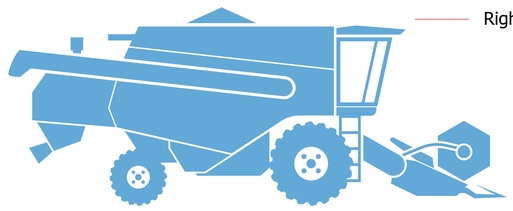
US 24 Westbound U-Turn

LEGEND
- Left Vehicle Envelope
- Vehicle Path
- Right Vehicle Envelope



US 24 Eastbound U-Turn

LEGEND
- Left Vehicle Envelope
- Vehicle Path
- Right Vehicle Envelope

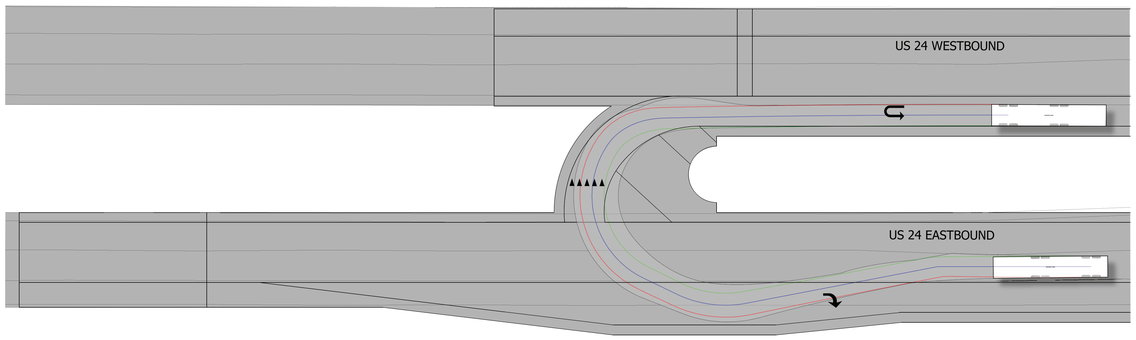


Station 3

US 24 & WABASH STREET

COMBINE TURNING MOVEMENTS

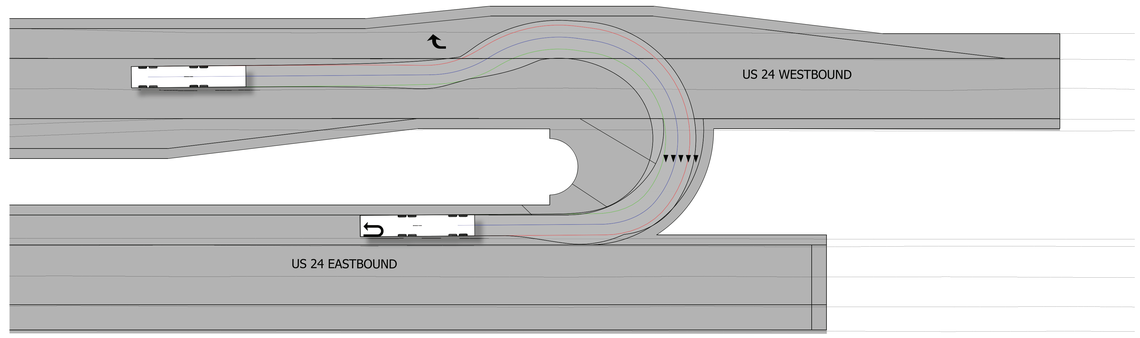
PUBLIC INFORMATION MEETING



US 24 Westbound U-Turn

LEGEND

- Left Wheel Path
- Vehicle Path
- Right Wheel Path

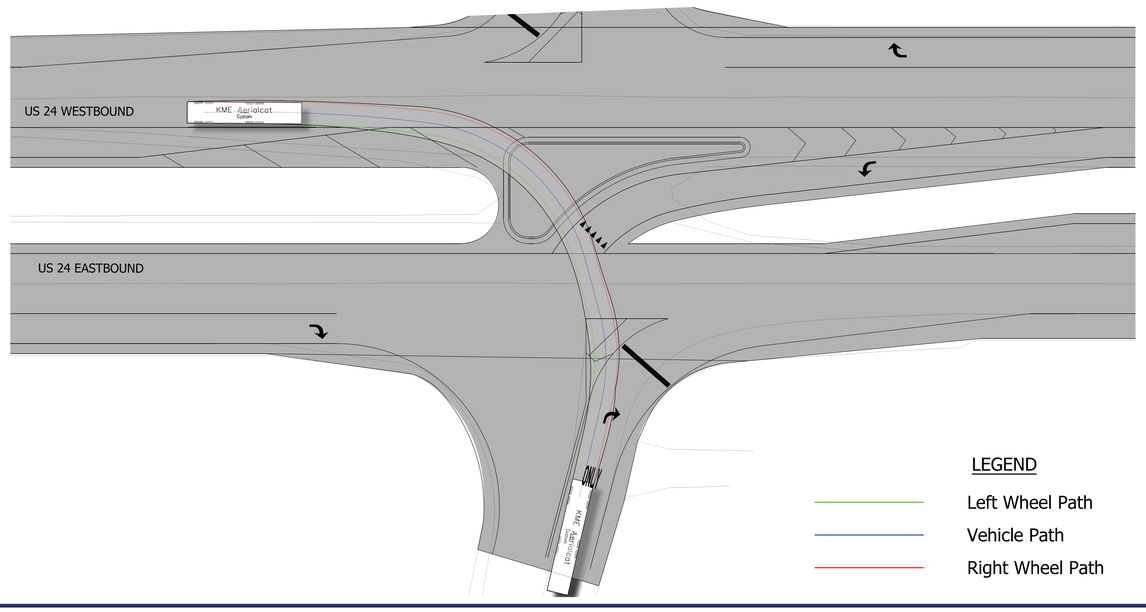


US 24 Eastbound U-Turn

LEGEND

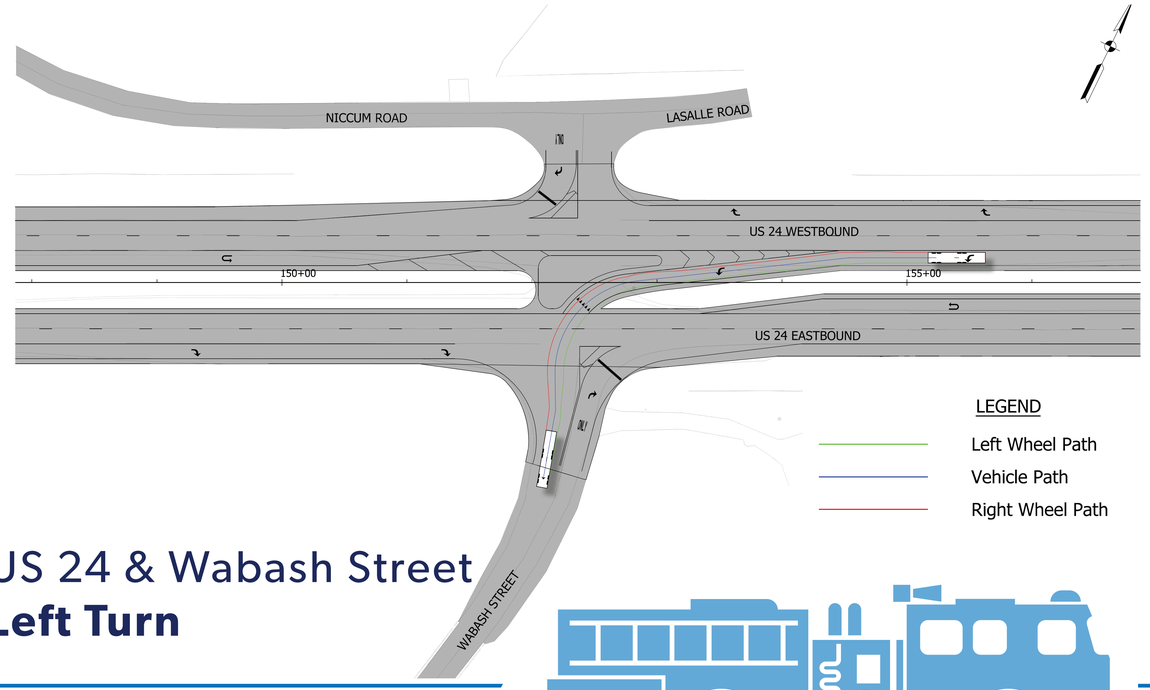
- Left Wheel Path
- Vehicle Path
- Right Wheel Path

Wabash Street Northbound to Westbound US 24
Emergency Vehicle ONLY



LEGEND

- Left Wheel Path
- Vehicle Path
- Right Wheel Path



US 24 & Wabash Street
Left Turn

LEGEND

- Left Wheel Path
- Vehicle Path
- Right Wheel Path

Station 3

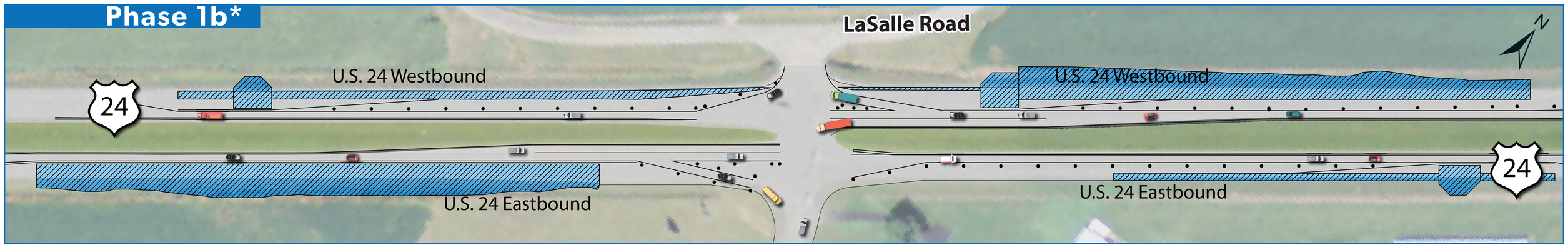
US 24 & WABASH STREET

FIRE TRUCK TURNING MOVEMENTS

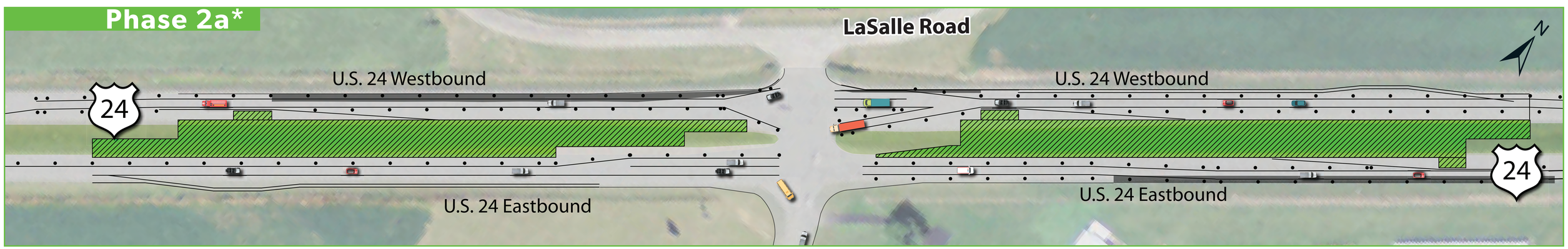
PUBLIC INFORMATION MEETING

Phase 1a*

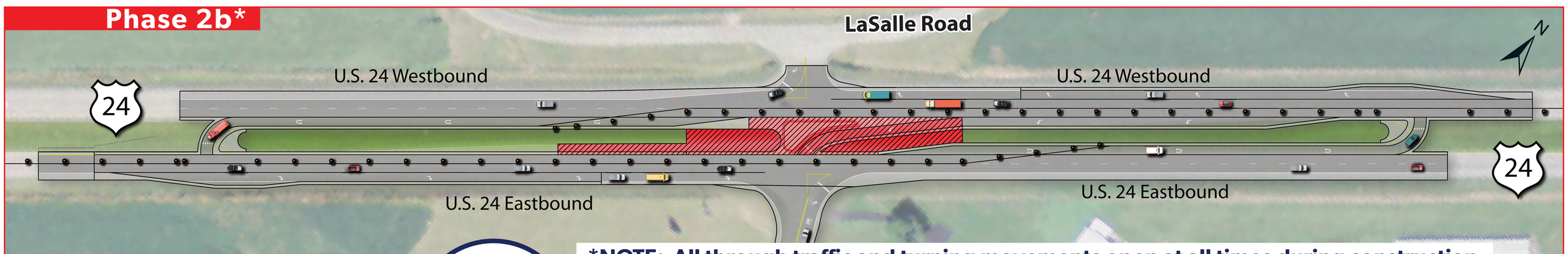
Phase 1b*



Phase 2a*



Phase 2b*



***NOTE: All through traffic and turning movements open at all times during construction**

24 Station 3

MAINTENANCE OF TRAFFIC (MOT)

PUBLIC INFORMATION MEETING

INDIANA DEPARTMENT OF TRANSPORTATION — INDOT

US 24 & Wabash Street - Information Sheet

Reduced Conflict Intersection (RCI) - Public Information Meeting

Frequently Asked Questions (FAQ's)

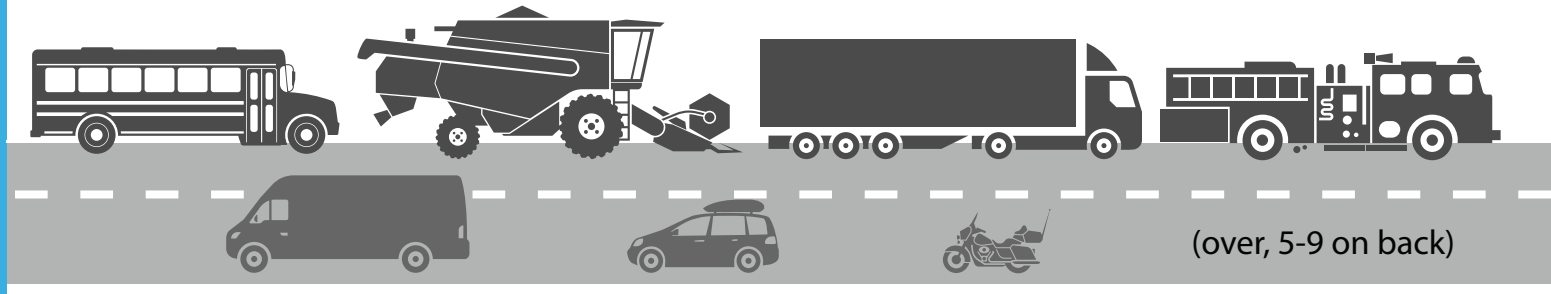
1. **What is the purpose of this project?**
   - To enhance safety for vehicular traffic at the intersection by reducing the number & severity of vehicle collisions.

2. **What advantages are there to having RCIs?**
   - The Reduced Conflict Intersection (RCI) greatly reduces a significant number of severe crashes that occur when vehicles cross over busy, high-speed highways to reach other lanes or roads.
   - An RCI improves the driver's sight lines over a traditional intersection. Vehicles will only be contending with one direction of traffic at a time, improving safety and traffic performance at this intersection.

3. **Why not choose another alternative?**
   - Traffic Signal: A traffic signal creates the potential for other types of traffic accidents and disrupts the flow of traffic on US 24.
   - Interchange: An interchange is not warranted based on traffic volumes.
   - Converting the intersection to an RCI is the preferred alternative to address the safety improvement purpose of the project.
   - The traffic analysis suggests this intersection configuration will produce the optimal performance compared to other alternatives. The analysis considers multiple factors including intersection traffic volumes, safety, and overall level of service.

4. **How will buses and farm equipment fit?**
   - Reduced Conflict Intersections are designed to fully accommodate the wide-turning radius of large vehicles such as:
     - School Buses
     - Farm Equipment
     - Semi-trailer Trucks
     - Emergency Vehicles

Where road and median width is not sufficient to accommodate larger vehicles, an additional pavement area is added.



(over, 5-9 on back)

5. **How much travel time will this add to my trip?**
   - Using RCIs can take the same or less time than trying to wait for a safe and appropriate gap to cross traffic. An RCI provides additional storage for vehicles crossing or turning left onto US 24, reducing the wait time for right-turning vehicles entering US 24.

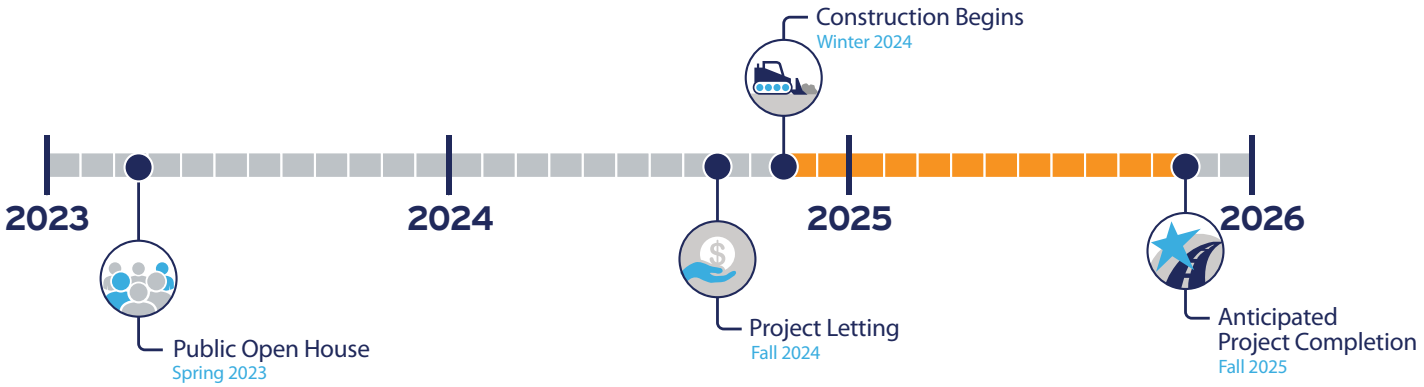
6. **How long are the turn lanes for the RCI?**
   - The southbound left turn lane, and eastbound and westbound U-turn lanes are approximately 800 feet.

7. **Are we going to have lighting at the intersection?**
   - Yes. There will be lighting throughout the intersection.

8. **Will the intersection be open during construction?**
   - The intersection will be closed only during Phase 2b of construction.

9. **How long will it take to build the RCI?**
   - Construction is expected to last approximately one year.

Estimated Project Timeline



Proposed Project Location

US 24 & Wabash Street RCI - PUBLIC MEETING PARTICIPANT SIGN-IN SHEET

First Name	Last Name	Home Address (optional)	Telephone (optional)	[redacted]	[redacted]
Rick	Dahl	3022 S 600 E	[redacted]	[redacted]	[redacted]
Robin	Dahl	—	[redacted]	—	✓
JOANN	RAUH	27 GOLF COURSE DR	[redacted]		
JOE	Skucius	The Paper of Wabash County	[redacted]	[redacted]	[redacted]
LENARD	GROVE	1849 N. WABASH St	[redacted]	[redacted]	[redacted]
Rebecca	GROVE	" "	[redacted]	[redacted]	[redacted]
LATHEDA	Metzger	2001 N. Wabash St. & 686 N. 150 W. Wabash	[redacted]	[redacted]	X
DAN	Metzger				
Scott	Cotter				
AOL	MOORLUCH	1895 300 E WABASH IN	[redacted]		

March 28, 2023

US 24 & Wabash Street RCI - PUBLIC MEETING PARTICIPANT SIGN-IN SHEET

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list
Mitzi	Pilgrim	WABASH			
Amy	LePage	1851 N Wabash St	[redacted]	[redacted]	✓
Paul	Griner	730 E 500 N	[redacted]		

March 28, 2023

WE WANT TO HEAR FROM YOU!

US 24 & Wabash Street
Public Information Meeting
Public Comment Form

TO: INDOT Project Team
Attn: Susan Harrington
C/O HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis IN, 46204
sharrington@hntb.com

FROM: Name James Bain

Address 750 N Wabash St Wabash IN

Ph[redacted] *(Optional)*

Organization/Agency (if relevant) _____ *(Optional)*

COMMENTS: INDOT respectfully requests that comments be submitted by: **Friday, April 21, 2023**. Comments can be submitted to HNTB Corporation at the address above.

I am not in favor of the proposed RCI. Wabash St is an important corridor for north-south access and the proposal will definitely hinder that. Other options must be developed.

www.in.gov/indot/

An Equal Opportunity Employer

WE WANT TO HEAR FROM YOU!

US 24 & Wabash Street
Public Information Meeting
Public Comment Form

TO: INDOT Project Team
Attn: Susan Harrington
C/O HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis IN, 46204
sharrington@hntb.com

FROM: Name Paul Grimes

Address 730 3rd Ave

Phone (____) _____ *(Optional)* Email _____ *(Optional)*

Organization/Agency (if relevant) N/A *(Optional)*

COMMENTS: INDOT respectfully requests that comments be submitted by: **Friday, April 21, 2023**. Comments can be submitted to HNTB Corporation at the address above.

Thank you for addressing safety issues and having an open informational session like this

WE WANT TO HEAR FROM YOU!

US 24 & Wabash Street
Public Information Meeting
Public Comment Form

TO: INDOT Project Team
Attn: Susan Harrington
C/O HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis IN, 46204
sharrington@hntb.com

FROM: Name LENARD GROVE

Address 1849 N. WABASH ST

Pho [redacted]

Organization/Agency (if relevant) _____ *(Optional)*

COMMENTS: INDOT respectfully requests that comments be submitted by: **Friday, April 21, 2023**. Comments can be submitted to HNTB Corporation at the address above.

NICE PRESENTATION.
HOWEVER A TRAFFIC LIGHT LOOKS
TO MAKE MUCH MORE SENCE
ECONOMICALLY and SAFTY WISE

TOO MUCH TRAFFIC W/ SAFTY VEHICLES
FIRETRUCKS - AMBULANCE - BUSES -

PLEASE TAKE ANOTHER LOOK at THIS!
THANK YOU.

www.in.gov/indot/

An Equal Opportunity Employer

From:	Jason Sluss
To:	Christine Meador
Cc:	Matt Canada; Daniel Syrus
Subject:	RE: NOTICE OF PUBLIC INFORMATION MEETING Proposed Improvement – Reduced Conflict Intersection (RCI) at US 24 and Wabash Street in Wabash County DES. # 2000025
Date:	Tuesday, March 14, 2023 12:57:02 PM
Attachments:	image001.png image002.png image003.png image004.png

Thank you!

Jason Sluss
Manager, Facility Maintenance Services
Parkview Wabash Hospital
[redacted]

From: Christine Meador <CMeador@HNTB.com>
Sent: Tuesday, March 14, 2023 11:01 AM
To: Jason Sluss <Jason.Sluss@parkview.com>
Cc: Matt Canada <mcanada@HNTB.com>; Daniel Syrus <dsyrus@HNTB.com>
Subject: RE: NOTICE OF PUBLIC INFORMATION MEETING Proposed Improvement – Reduced Conflict Intersection (RCI) at US 24 and Wabash Street in Wabash County DES. # 2000025

Jason –

Thank you for your questions. We will have exhibits at the meeting and available publicly after the meeting showing the preliminary design for the project. The final design is not completed until after the public involvement and environmental phases to ensure that any comments from those processes are included in the final design.

Generally speaking, the intersection will be open to emergency vehicles during most phases of construction and most traffic movements will be maintained during construction. We will have exhibits that show the phasing of construction and maintenance of traffic at the meeting and would be happy to review those with you.

If you have additional questions please let us know.

Have a great day.
Chris

Christine Meador
Senior Project Manager
Environmental Planning
Cell (317) 459-3629 **Direct** (317) 917-5338 **Email:** cmeador@hntb.com

---

From: Jason Sluss <Jason.Sluss@parkview.com>
Sent: Tuesday, March 14, 2023 9:10 AM
To: Christine Meador <CMeador@HNTB.com>
Subject: RE: NOTICE OF PUBLIC INFORMATION MEETING Proposed Improvement – Reduced Conflict Intersection (RCI) at US 24 and Wabash Street in Wabash County DES. # 2000025

Chris,
Do you have a drawing of what the final proposed project will look like? Also will this intersection be closed to emergency vehicles during the construction phase of the project?

Thank you,
Jason Sluss
Manager, Facility Maintenance Services
Parkview Wabash Hospital
10 John Kissinger Drive
[redacted]

From: Christine Meador <CMeador@HNTB.com>
Sent: Monday, March 13, 2023 6:52 PM
To: Christine Meador <CMeador@HNTB.com>
Cc: Daniel Syrus <dsyrus@HNTB.com>; Matt Canada <mcanada@HNTB.com>; Susan Harrington <sharrington@HNTB.com>; Zembala, Alex <AZembala@indot.IN.gov>; Plattner, Dana <DPLATTNER@indot.IN.gov>
Subject: NOTICE OF PUBLIC INFORMATION MEETING Proposed Improvement – Reduced Conflict Intersection (RCI) at US 24 and Wabash Street in Wabash County DES. # 2000025

Public Hearing Information

DES. # 2000025

LEGAL NOTICE OF PUBLIC HEARING
Proposed Intersection Improvement Project on United States (US) 24 at Wabash Street in Wabash County.

The Indiana Department of Transportation (INDOT) will host a public hearing on October 29, 2024, at the Honeywell Center located at 275 W. Market Street in Wabash, IN 46992. The open house portion of the public hearing will begin at 5:30 p.m., and the presentation will begin at 6 p.m. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans for the intersection improvement project on US 24 at Wabash Street in the city of Wabash in Wabash County (DES. # 2000025). The proposed project is located at the intersection of US 24 and Wabash Street, 1.15 miles east of State Road 15.

The proposed project is needed due to the high number of crashes occurring between high-speed vehicles on US 24 and lower-speed vehicles coming from Wabash Street. There were 16 total crashes from 2016 to 2019, and more than one-third of those crashes resulted in an incapacitating injury or fatality. There are 42 potential locations within the existing intersection for accidents to occur. The purpose of the proposed project is to improve safety by reducing the number of traffic conflict points and occurrences of right-angle crashes resulting in a fatality or injury and reduce fatal and incapacitating injuries by 25% in 10 years.

The current preferred alternative is a reduced conflict intersection (RCI) that will reconstruct the median island to restrict left turns and through-traffic movements from Wabash Street but allow left turns from US 24. Left-turn lanes will be extended along US 24 with U-turn access points located approximately 800 feet east and west of the main intersection. Mountable curbs will be used in the median to allow emergency vehicles traveling through the intersection to turn left onto US 24. The existing left-turn lanes will be closed by installing pavement markings, and the right-turn lanes will be extended to accommodate turning movements from trucks using the U-turn. Lighting also will be installed at the U-turn access points. No permanent or temporary right-of-way will be required.

Traffic will be maintained using lane closures while the project is constructed. Through traffic on US 24 will be open at all times during construction. The intersection with Wabash Street will be closed during the final phase of construction, and turning movements will be limited during the construction of the center of the intersection.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to natural environment. A Categorical Exclusion (CE) Level 1 environmental document has been prepared for the project. The environmental documentation and preliminary design information is available to view prior to the hearing at the following locations:

1. Wabash Carnegie Public Library, 188 W. Hill St., Wabash, IN 46992
2. INDOT Fort Wayne District Office, 5333 Hatfield Road, Fort Wayne, IN 46808

3. Online via the INDOT project webpage at https://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/us-24-at-wabash-st.-intersection-improvement-project/

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during, and for a period of two (2) weeks following the hearing date will be evaluated, considered, and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to the attention of Cassidy Hunter at HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204 or via email at cahunter@HNTB.com. **All comments must be received on or before November 12, 2024.**

With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the public information process, including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired, and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids, including language interpretation services and document conversion. Should accommodations be required, please contact Cassidy Hunter, HNTB, 111 Monument Circle, Suite 1200, Indianapolis IN 46204, 317-636-4682, or cahunter@HNTB.com by **October 22, 2024**.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 CFR 771.111(h)(1) stating: “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.” 2) 23 CFR 450.212(a)(7) stating: “Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary.” 3) The INDOT Public Involvement Policies and Procedures approved by the FHWA, U.S. Department of Transportation, on July 7, 2021.

AFFP
DES. # 2000025 LEGAL NOTICE OF

Affidavit of Publication

STATE OF IN }
COUNTY OF MIAMI,
HUNTINGTON, AND
WABASH }
SS

Heather Korporal, being duly sworn, says:

That she is Accounting Clerk of the Plain Dealer, a weekly newspaper of general circulation, printed and published in Miami, Huntington, and Wabash County, IN; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

October 10, 2024
October 17, 2024
October 24, 2024

Publication Fees: $ 188.64

That said newspaper was regularly issued and circulated on those dates.
SIGNED:

Heather Korporal

Subscribed to and sworn to me this 24th day of October 2024.

Shelva J. Garrison

Shelva J Garrison, Notary Public 9/24/2031

Shelva J Garrison
Notary Public Seal State of Indiana
Grant County
Commission Number NP0751792
My Commission Expires 9/24/2031

00012035 71072461

INDIANA DEPARTMENT OF
TRANSPORTATION
100 NORTH SENATE AVE, ROOM N758-ES
INDIANAPOLIS, IN 46204

DES. # 2000025
LEGAL NOTICE OF PUBLIC HEARING
Proposed Intersection Improvement Project on United States (US) 24 at Wabash Street in Wabash County.

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public hearing and within the comment period to the attention of Cassidy Hunter at HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204 or via email at cahunter@HNTB.com. All comments must be received on or before November 12, 2024.

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HSPAXLP.10/10,10/17,10/24/2024

US 24 at Wabash Street
Intersection Improvement Project

Join us for a Public Hearing!

October 29, 2024

Open House: **5:30 PM**

Presentation: **6 PM**

Des No 2000025

Where: **Honeywell Center, Legacy Hall**
275 W. Market St.
Wabash, IN 46992

Who: General public

Why: To learn more about the proposed intersection improvement project at US 24 and Wabash Street and to provide your comment for the project record.

PROJECT DESCRIPTION:

Located in Wabash County, this project includes the construction of a reduced conflict intersection (RCI) at US 24 and Wabash Street. The RCI would restrict left turns and through traffic movements from Wabash Street but allow left turns from US 24. The purpose of this project is to improve safety by reducing the potential for severe crashes at the intersection.

HAVE A QUESTION?

855-INDOT4U
855-463-6848

INDOT4U.com

855 INDOT4U 855-463-6848

Attn: Cassidy Hunter
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Postcard Mailing List

OWNER_FIRST_NAME	OWNER_LAST_NAME	OWNER_STREET_ADDRESS_OR_PO_BOX	OWNER_ADDRESS_CITY	OWNER_ADDRESS_STATE	OWNER_ADDRESS_ZIP_CODE
MANCHESTER COMMUNITY SCHOOLS		P O BOX 308	NORTH MANCHESTER	IN	46962-0000
MICHAEL D & KEELEY J	ABBOTT	328 LINWOOD LANE	WABASH	IN	46992-0000
WHITNEY	ADKINS & DANIEL CAUDILL	334 BIRCHWOOD COURT	WABASH	IN	46992-0000
MATTHEW	AIRGOOD	C/O DIANNA AIRGOOD WORTHY	WABASH	IN	46992-0000
TODD	BAER	P O BOX 107	WABASH	IN	46992-0000
JEFF	BECHTOLD	1680 N MIAMI ST	WABASH	IN	46992-0000
THERESA G	BEEKS	248 BIRCHWOOD CT	WABASH	IN	46992-0000
CHANISE K	BEVINS & ANDREW C SMITH	1663 ALBER ST	WABASH	IN	46992-0000
COLBY JOE	BICKEL	90 EUCLID STREET	WABASH	IN	46992-0000
BARBARA ANN L	BLAIR	350 LINWOOD LANE	WABASH	IN	46992-0000
DONALD R JR & CHARLENE D	BLAIR	244 BIRCHWOOD CT	WABASH	IN	46992-0000
ERIC	BOSTWICK	1635 HAWTHORNE ST	WABASH	IN	46992-0000
KURT A & ELIZABET	BRACKENHAMER	326 BIRCHWOOD Ct	WABASH	IN	46992-0000
KEVIN N & STEPHENIE L	BRAINARD	360 N 150 W	WABASH	IN	46992-0000
JON T & MARY E	BROWN	253 N 200 W	WABASH	IN	46992-0000
LEO JR & MILA L	CASSIDAY	1700 N WABASH	WABASH	IN	46992-0000
RAY E & JULIA R	CHOWNING	60 EUCLID St	WABASH	IN	46992-0000
ROBERT D III & DONNA M	CLENDENON	1676 N WABASH ST	WABASH	IN	46992-0000
NED & PATRICIA	CLINE	1770 N WABASH STREET	WABASH	IN	46992-0000
DONALD F JR & MARIANNE	COLE	330 BIRCHWOOD CT	WABASH	IN	46992-0000
SAMUEL A N	COLE	1649 N WABASH ST	WABASH	IN	46992-0000
BRIAN K	COOPER	1650 ALBER ST	WABASH	IN	46992-0000
CHRISTOPHER P	CRACE	320 LINWOOD LANE	WABASH	IN	46992-0000
JORDAN L	CULVER & COURTNEY M GARDNER	304 LINWOOD LN	WABASH	IN	46992-0000
DEBORAH E	CUSACK	PO BOX 26	WABASH	IN	46992-0000
LIBBY A	DAVIS	240 BIRCHWOOD CT	WABASH	IN	46992-0000
ERNEST R	DEHART	260 LINWOOD Ln	WABASH	IN	46992-0000
JAMES H & LINDA S	DELONG	309 N 200 W	WABASH	IN	46992-0000
SANDRA S	DEMPSEY	266 BIRCHWOOD CT	WABASH	IN	46992-0000
RYAN	DENNEY	279 BIRCHWOOD COURT	WABASH	IN	46992-0000
SAMANTHA E	DETURK	1657 N WABASH ST	WABASH	IN	46992-0000
BOB & LORA	DIALS	259 BIRCHWOOD CT	WABASH	IN	46992-0000
JAMIE JEAN	DIALS	1605 N WABASH ST	WABASH	IN	46992-0000
ROBERT JON	DIALS	1771 N WABASH ST	WABASH	IN	46992-0000
MATTHEW R & BRANDY L	DILLON	253 EUCLID STREET	WABASH	IN	46992-0000
GREGORY A & BRENDA	DRISCOLL	322 BIRCHWOOD Ct	WABASH	IN	46992-0000
CHARLES L & EILEEN M	DYE	1721 N WABASH ST	WABASH	IN	46992-0000
JEFFREY D & MARGARET	DYSON	436 E 250 S	WABASH	IN	46992-0000
STANLEY L	DYSON	1742 W 200 N	WABASH	IN	46992-0000
SHERRY ANNE	EARHART	325 BIRCHWOOD Ct	WABASH	IN	46992-0000
JACOB D	ECKERLEY	1665 ALBER ST	WABASH	IN	46992-0000
CHRISTINA M & TRACY	ENYEART	112 EUCLID ST	WABASH	IN	46992-0000
JACK W & DONNA M	ESSLINGER	1276 W 50 N	WABASH	IN	46992-0000
JASON & CONTESSA	ESSLINGER	1288 W 50 N	WABASH	IN	46992-0000
STITH	FAMILY	47 GLADSTONE DR	WABASH	IN	46992-0000
LARRY D & PATRICIA	FLESHOOD	1624 N WABASH ST	WABASH	IN	46992-0000
SCOTT D & TAMATHA	FRANCE	1700 N MIAMI ST	WABASH	IN	46992-0000
MERANDA M	FRIEND	315 BIRCHWOOD CT	WABASH	IN	46992-0000
SHIRLEY JANE	GACKENHEIMER	1657 ALBER ST	WABASH	IN	46992-0000

DIANA	GEORGE	GEORGE DIANA	WABASH	IN	46992-0000
TERRY W & DIANA L	GEORGE	255 BIRCHWOOD CT	WABASH	IN	46992-0000
LENARD S & REBECCA A HUETT	GROVE	1849 N WABASH STREET	WABASH	IN	46992-0000
JEFFREY L & EMILY C	GUENIN-HODSON	1445 INEZ ST	WABASH	IN	46992-0000
ADAM B & JADE R	HALL	225 LINWOOD LANE	WABASH	IN	46992-0000
THOMAS R	HALL	113 EUCLID ST	WABASH	IN	46992-0000
BRIAN K & DEBRA	HARRELL	333 LINWOOD LANE	WABASH	IN	46992-0000
BRITTNEY & PEDRO	HERNANDEZ	312 LINWOOD LANE	WABASH	IN	46992-0000
CAROL L	HESS	1643 N WABASH ST	WABASH	IN	46992-0000
MARK A & ROBIN M	HEWITT	1485 TANGLEWOOD DR	WABASH	IN	46992-0000
BRADEN R & ALEXA B	HOBBS	318 BIRCHWOOD COURT	WABASH	IN	46992-0000
ERIC S & SUSAN	HOBSON	347 LINWOOD LN	WABASH	IN	46992-0000
ROGER O & DARLENE L	HOLIDAY	1710 N MIAMI St	WABASH	IN	46992-0000
ANTHONY & GABRIELLE	HUNT	250 BIRCHWOOD CT	WABASH	IN	46992-0000
TERRY & NICOLE M	HYDEN	1847 N WABASH ST	WABASH	IN	46992-0000
MARK & BELINDA	IRELAND	239 LINWOOD LANE	WABASH	IN	46992-0000
HAROLD ROBERT II	JAMES	253 LINWOOD LANE	WABASH	IN	46992-0000
TERESA	KEPPEL-BICKFORD	627 N 150 W	WABASH	IN	46992-0000
ANNE A	KING	280 BIRCHWOOD COURT	WABASH	IN	46992-0000
JOYCE E	KING	220 LINWOOD LN	WABASH	IN	46992-0000
DIANA K	KIRBY	262 BIRCHWOOD Ct	WABASH	IN	46992-0000
ROYCE TIMOTHY & CHERYL	KREIDER	966 W 50 N	WABASH	IN	46992-0000
JOHN R	LADD	P O BOX 389	SANIBEL	FL	33957-0000
JAMES T & TERESA L	LAFERNEY	40 EUCLID ST	WABASH	IN	46992-0000
LYNN E & TAMARA L	LAKE	65 EUCLID AVE	WABASH	IN	46992-0000
RANDY & AMY	LE PAGE	1851 N WABASH ST	WABASH	IN	46992-0000
MARY V	LEWIS	1780 N WABASH St	WABASH	IN	46992-0000
DARRELL D & AMBER B	LEWIS	1672 N WABASH ST	WABASH	IN	46992-0000
MAURI H & KATLIA V	LONG	1028 W 50 N	WABASH	IN	46992-0000
STEVEN M & ROSE M	LOWER	130 EUCLID AVE	WABASH	IN	46992-0000
BENNY	LUCAS & CONNIE S MILLER	285 LINWOOD LANE	WABASH	IN	46992-0000
KARINA & RODNEY	LYNN	259 LINWOOD LN	WABASH	IN	46992-0000
MISTY S	MARZ	274 LINWOOD LANE	WABASH	IN	46992-0000
LISA S	MATTERN & JOHN S BILLINGS	1681 N MIAMI STREET	WABASH	IN	46992-0000
JAMES P & CHRISTINE S	MC CANN	1881 N WABASH ST	WABASH	IN	46992-0000
JULIE	MC CANN	1863 N WABASH ST	WABASH	IN	46992-0000
JULIA ANN	MC ELVEEN	338 BIRCHWOOD Ct	WABASH	IN	46992-0000
EMMETT P & ALEXANDRA	MC ILVENNY	321 N 200 W	WABASH	IN	46992-0000
WILLIAM A	MC KINNEY	1631 N WABASH ST	WABASH	IN	46992-0000
DANIEL C & LATHEDA J	METZGER	686 N 150 W	WABASH	IN	46992-0000
TIMOTHY W & CARYN L	MIDDLETON	190 EUCLID AVE	WABASH	IN	46992-0000
ELIZABETH ANN	MILLER	308 BIRCHWOOD CT	WABASH	IN	46992-0000
RANDALL LEE & PAMELA J	MILLER	1760 N WABASH ST	WABASH	IN	46992-0000
RICHARD P & MARJORIE J	MILLER	311 BIRCHWOOD CT	WABASH	IN	46992-0000
BRYAN L & MODENA A	MITCHELL	1212 W 50 N	WABASH	IN	46992-0000
MICHAEL D II & KAYLA D	MOORE	342 BIRCHWOOD CT	WABASH	IN	46992-0000
RONALD L & LORA L	NORDMAN	1577 HAWTHORNE St	WABASH	IN	46992-0000
JON A & SUSAN	OGAN	267 BIRCHWOOD Ct	WABASH	IN	46992-0000
SHAWN E	OGAN	273 BIRCHWOOD CT	WABASH	IN	46992-0000
THOMAS F & PRISCILLA	OLDENKAMP	201 EUCLID	WABASH	IN	46992-0000

EUGENE F	ORDIWAY	355 LINWOOD LANE	WABASH	IN	46992-0000
RANDY D	OSBORNE	196 SALAMONIE LANE	WABASH	IN	46992-0000
ANTHONY RAY	PAYTON	1852 N WABASH ST	WABASH	IN	46992-0000
KARIN E	POLLARD	120 EUCLID AVENUE	WABASH	IN	46992-0000
BRIAN L	POOLE	403 N 200 W	WABASH	IN	46992-0000
SCOTT & AMY	POOLE	370 E SWANGO LN	WABASH	IN	46992-0000
MICHAEL L & CONNIE R	PRICE	313 LINWOOD LANE	WABASH	IN	46992-0000
BOOTH	RESIDENCE	1640 HAWTHORNE ST	WABASH	IN	46992-0000
BRAINARD	RESIDENCE	1472 W 50 N	WABASH	IN	46992-0000
ESSLINGER	RESIDENCE	ESSLINGER JACK W	WABASH	IN	46992-0000
HILL	RESIDENCE	245 LINWOOD LANE	WABASH	IN	46992-0000
SCOTT A & JUDY A	RICHARDSON	1432 W 50 N	WABASH	IN	46992-0000
CHARLES B	RIFE	305 BIRCHWOOD Ct	WABASH	IN	46992-0000
CLIFFORD JR & DEBRA L	ROSS	108 EUCLID ST	WABASH	IN	46992-0000
GARY & SHERYL	RUST	1640 ALBER ST	WABASH	IN	46992-0000
DEBRAH L	SARLL	1628 N WABASH ST	WABASH	IN	46992-0000
DEREK D	SCHLEMMER	202 BIRCHWOOD COURT	WABASH	IN	46992-0000
KATHLEEN ANN	SCHRAMM	P O BOX 953	NEW BUFFALO	MI	49117-0000
MARC A	SHELLEY	305 LINWOOD LANE	WABASH	IN	46992-0000
R DEAN	SHEPHERD	39 N 200 W	WABASH	IN	46992-0000
MICHAEL M	SHOEMAKER	1575 LIBERTY STREET	WABASH	IN	46992-0000
FAYE L	SOPHER	345 BIRCHWOOD CT	WABASH	IN	46992-0000
CHARLES J & JOY G	SPENCER	194 SALAMONIE LANE	WABASH	IN	46992-0000
MATTHEW J	STREET	1349 W 50 N	WABASH	IN	46992-0000
CORYN	TIRPAK & ZACHARY SAILORS	233 LINWOOD LANE	WABASH	IN	46992-0000
THOMAS M & BARBARA	TRACY	1820 N WABASH St	WABASH	IN	46992-0000
KATHY M	TRUMP	92 EUCLID ST	WABASH	IN	46992-0000
GABRIEL	UGALDE	2447 N 300 E	PERU	IN	46970-0000
RICHARD D & ROBERTA S	UNGER	1650 N MIAMI ST	WABASH	IN	46992-0000
JIMMY & PATRICIA	VANLANDINGHAM	272 BIRCHWOOD CT	WABASH	IN	46992-0000
TERESA M	VELASQUEZ	341 LINWOOD LANE	WABASH	IN	46992-0000
CITY OF	WABASH	202 S WABASH ST	WABASH	IN	46992-0000
CARLA L	WALKER	215 LINWOOD LANE	WABASH	IN	46992-0000
AUDRA	WATKINS	312 BIRCHWOOD COURT	WABASH	IN	46992-0000
RONNIE & BETTY	WATKINS	15 ELMWOOD DR	WABASH	IN	46992-0000
LARRY J & MARLENE S	WATSON	266 LINWOOD LANE	WABASH	IN	46992-0000
DEREK	WAYMIRE	170 EUCLID ST	WABASH	IN	46992-0000
ERIK	WEIKEL	1710 N WABASH ST	WABASH	IN	46992-0000
BRENDA	WILCOX	102 EUCLID	WABASH	IN	46992-0000
CONNIE	WORKING CONNIE	87 EUCLID St	WABASH	IN	46992-0000
NATHANIEL C	ZINN	1620 N WABASH ST	WABASH	IN	46992-0000
APOSTOLIC CHURCH		1259 W 200 N	WABASH	IN	46992-0000
BJS REAL ESTATE LLC		PO BOX 234	WABASH	IN	46992-0000
BRAINARD SNOW REMOVAL LLC		677 N 150 W	WABASH	IN	46992-0000
BRODBECK FARMS INC		4060 W 50 N LOT 1	WABASH	IN	46992-0000
CHURCH OF CHRIST OF WABASH		P O BOX 77	WABASH	IN	46992-0000
CHURCH WABASH IN FAITH BAPTIST INC		200 LINWOOD LANE	WABASH	IN	46992-0000
RESIDENT		1635 HAWTHORNE	WABASH	IN	46992-0000
CYGNUS PROPERTIES LLC		PO BOX 165	MARSHALL	MN	56258-0000
DREAM WEAVER MARKETING LLC		1360 S WABASH ST	WABASH	IN	46992-0000

FAITH HARVEST FELLOWSHIP INC	1717 N WABASH ST	WABASH	IN	46992-0000
JACAR INVESTMENTS LLC	1877 WHITNEY MESA DRIVE #6488	HENDERSON	NV	89014-0000
RESIDENT	275 LINWOOD LN	WABASH	IN	46992-0000
MEMORIAL LAWNS CEMETERY	1241 MANCHESTER AVENUE	WABASH	IN	46992-0000
MS WABASH LP	20 JOHN KISSINGER DR	WABASH	IN	46992-0000
OTIS R BOWEN CENTER FOR HUMAN SERVICES INC	2621 E JEFFERSON ST	WARSAW	IN	46581-0000
PARKVIEW HEALTH SYSTEM INC	P O BOX 5600	FORT WAYNE	IN	46895-0000
RADABAUGH D & J INC	1166 W 850 S	WABASH	IN	46992-0000
REGENCY WABASH EAST LLC	380 N CROSS POINTE BLVD	EVANSVILLE	IN	47715-0000
RESIDENT	325 LINWOOD LANE	WABASH	IN	46992-0000
RESIDENT	1872 N WABASH STREET	WABASH	IN	46992-0000
TWO FOUR ONE LLC	2401 W 700 N	ROANN	IN	46974-0000
WABASH CITY SCHOOL CORPORATION	189 W MARKET STREET	WABASH	IN	46992-0000
WABASH CITY SCHOOLS	P O BOX 744	WABASH	IN	46992-0000
WABASH COMMUNITY SERVICE	500 S CASS ST	WABASH	IN	46992-0000
WABASH COUNTY COMMISSIONERS	1 W HILL ST	WABASH	IN	46992-0000
WC-WABASH LLC	P O BOX 4377	WARSAW	IN	46581-0000

1

WELCOME!

U.S. 24 at Wabash St.
Intersection Improvement Project

Public Hearing
October 29, 2024

2

Agenda

- Purpose of the Hearing
- Proposed Project Location
- Purpose & Need
- Preferred Alternative
- Maintenance of Traffic
- Environmental Impacts
- Public Comments

3

Purpose of the Public Hearing

Provide project information so the public can learn about the proposed project

Allow the opportunity for formal public comments for the project record

4

PROPOSED PROJECT LOCATION

5

6

PURPOSE & NEED

7

Need:

The proposed project is needed due to the severe crashes occurring between high-speed vehicles on U.S. 24 and lower-speed vehicles coming from Wabash Street.

25
crashes from 2012-2024

9
crashes resulted in fatal or incapacitating injuries

56%
of crashes were right-angle crashes

Purpose:

- Reduce the number of traffic conflict points
- Reduce the occurrence of right-angle crashes resulting in fatal or incapacitating injuries by at least 25% in 10 years

NextLevel INDIANA

8

Alternatives Evaluated

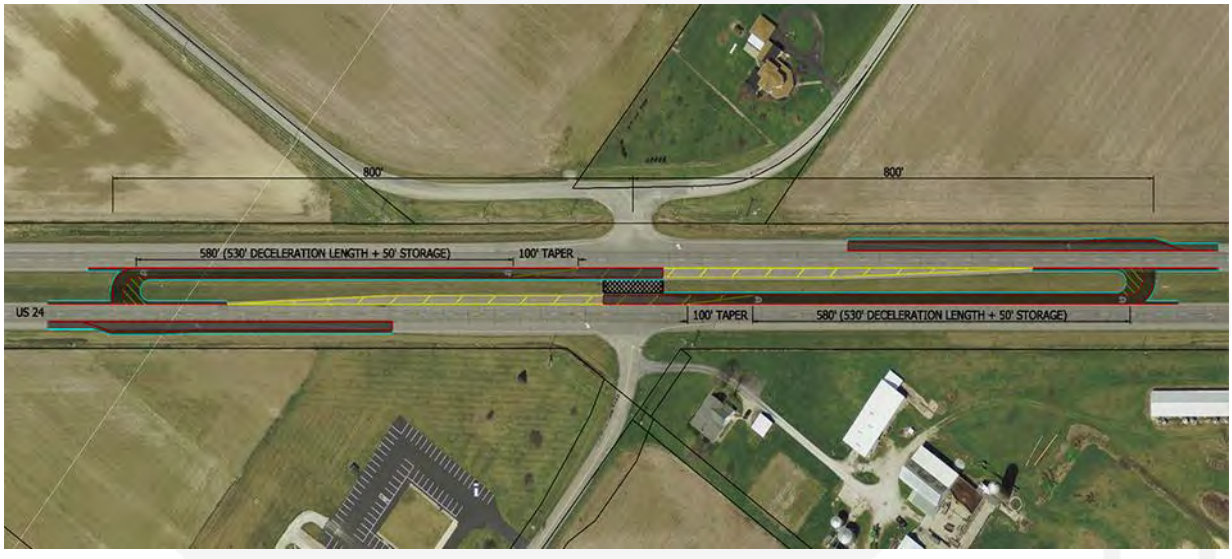
Signalized Intersection

Roundabout

9

Alternatives Evaluated

Reduced Conflict Intersection without Left Turns from U.S. 24



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Alternatives Evaluated

Reduced Conflict Intersection with Left Turns from WB U.S. 24 to Wabash St.

11

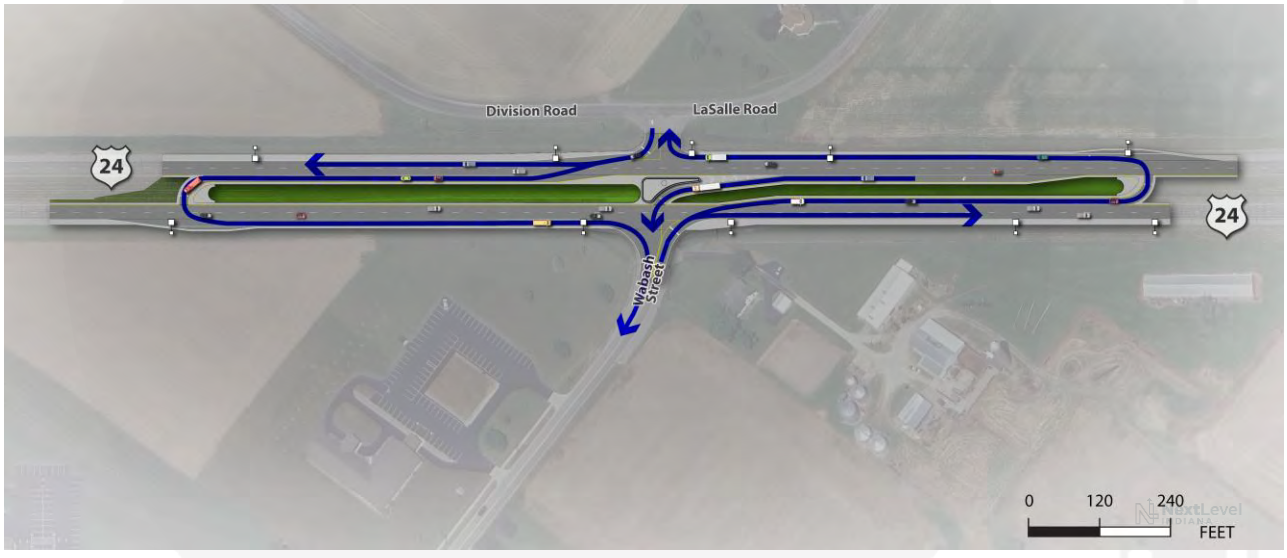
RCI Benefits Video Here

12

PREFERRED ALTERNATIVE

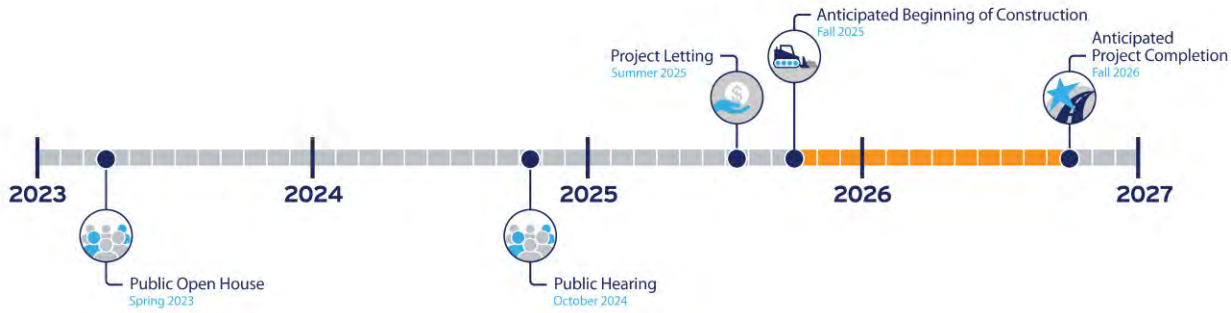
13

Preferred Alternative



14

Project Schedule

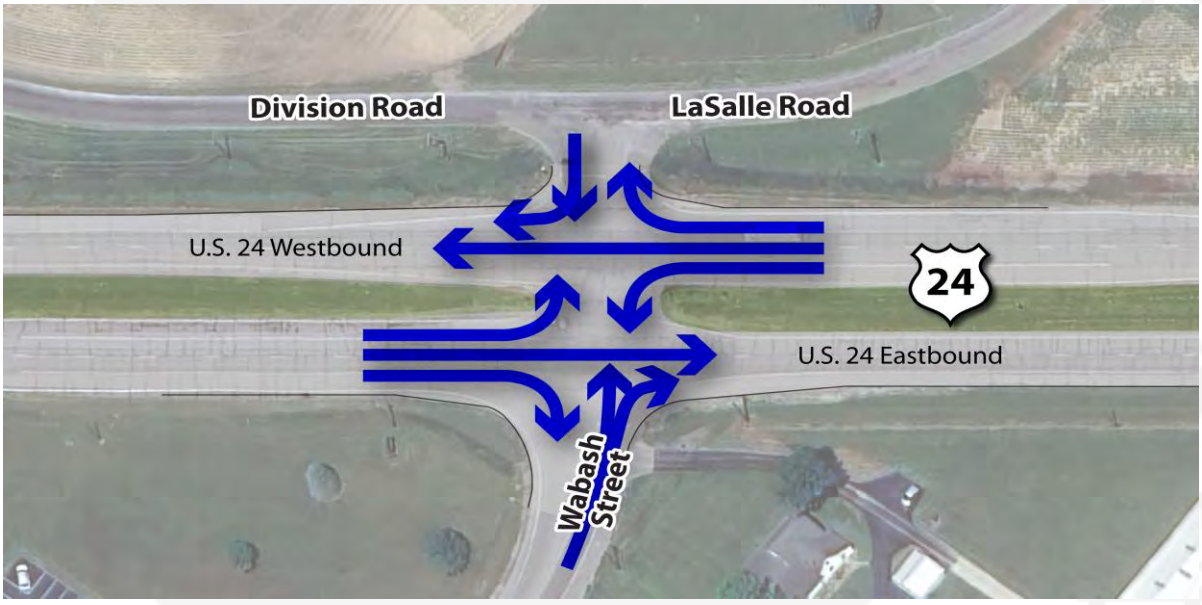


15

MAINTENANCE OF TRAFFIC

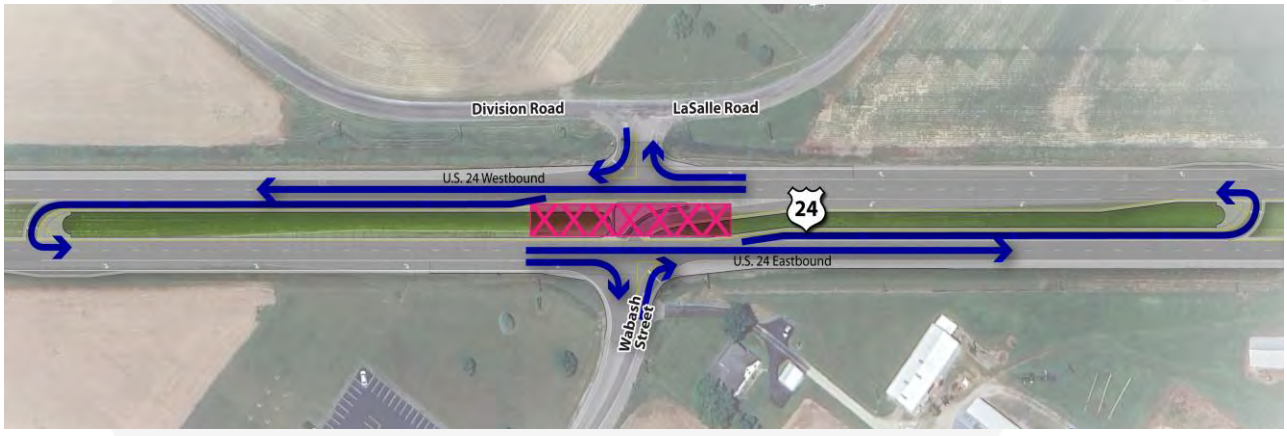
16

Phases 1 – 3



17

Phase 4



NextLevel INDIANA

18

ENVIRONMENTAL IMPACTS

19

NEPA Process for Advancing Transportation Projects

1 Planning & Scoping

2 Preliminary Engineering / Environmental Studies (NEPA)

WE ARE HERE

3 Final Engineering Design

4 Construction

NEPA
National Environmental Policy Act

Air Quality • * Environmental Justice • Hazardous Materials • * Noise • Wetlands • Streams
Floodplains • Cemeteries • Historic Properties • Archaeology Sites • Churches
Managed Lands • Wildlife Habitat • Homes • Businesses • Threatened / Endangered Species
Parks • Public Services • Farmland • Trails • Public Input

* Environmental Justice and Noise were not required for this environmental study.

The National Environmental Policy Act (NEPA) is a federal law requiring federal agencies to assess the environmental impacts of their projects.

Environmental Impacts Summary

Streams and Floodplains:
- No stream impacts
- Not located within a floodplain

Wetlands:
- Three wetlands within the project area
- 0.062 acre of wetland impacts

Forest:
- No tree clearing

Farmland:
- 0 acres of farmland impacted

Historic Resources:
- No historic resources present

Recreation Facilities:
- 0 impacts to parks and trails

Hazardous Materials Concerns:
- 0 impacts to sites with hazardous materials concerns

Protected Species

FEDERAL AND STATE THREATENED AND ENDANGERED SPECIES that could be present within or near the project area include:

Indiana Bat
(Myotis sodalis)
- Federally Endangered
- Not Likely to Adversely Affect

Northern Long-eared Bat
(Myotis septentrionalis)
- Federally Threatened
- Not Likely to Adversely Affect

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PUBLIC COMMENTS

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Share Your Feedback

In Person:
Before departing this evening, leave your written comment at the comment table, located in the display area.

USPS:
Cassidy Hunter
U.S. 24 at Wabash St. Project
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Email:
cahunter@hntb.com
Subject: U.S. 24 at Wabash St.

Comments accepted through November 12, 2024

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THANK YOU!

U.S. 24 at Wabash St.
Intersection Improvement Project

Public Hearing
October 29, 2024

23

02:00

24

Meeting Boards

WELCOME

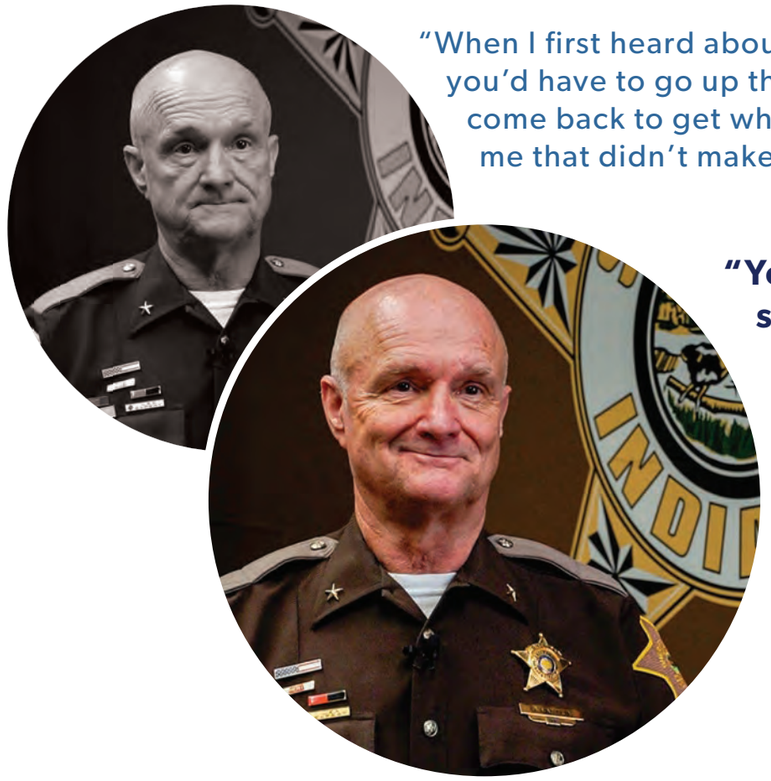
Public Hearing

US 24 & Wabash Street

Public Comments

Doug Vantlin,
Sheriff

(Skeptic to Supporter)



"When I first heard about it, I wasn't for it... you'd have to go up the road, turn around, come back to get where you're going...to me that didn't make any sense."

"You can't argue with success. We've had no cause of accidents up there since they've [the RCIs] been operational."

Stanley Hobbs,
Firefighter

"I was not sold on the idea that these RCIs would reduce the number of injuries and number of deaths that we had at these places...but man...they work."

"If you've got two dangerous intersections like we have, and you have a lot of accidents and even fatalities, all I can say is I do think that the RCIs work. I don't know how else to put it, except they work."

ALL INDIANA RCIs:

INDOT continues to track the safety performance of these and future RCIs to assess their effectiveness and advance our understanding of the traffic levels, design, and site conditions most suitable for this highway feature.

Crash Data	Total Number of Crashes	Fatal & Injury Crashes	Non-Injury Crashes	Property Damage Only Crashes
Before	216	49	54	113
After	102	10	13	79
% Reduction	53%	80%	76%	30%

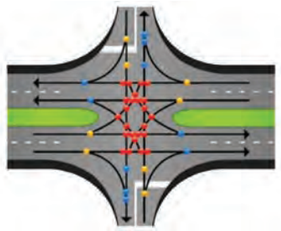
PUBLIC TESTIMONIALS
US 24 & WABASH STREET • PUBLIC HEARING 2024

Conflict points for existing US 24 and Wabash Street:

**Conflict Point: The location where two vehicles can potentially collide with each other at road intersections.*

CONVENTIONAL INTERSECTION

- (24) Crossing Conflict Points
- (10) Merge Conflict Points
- (8) Diverge Conflict Points

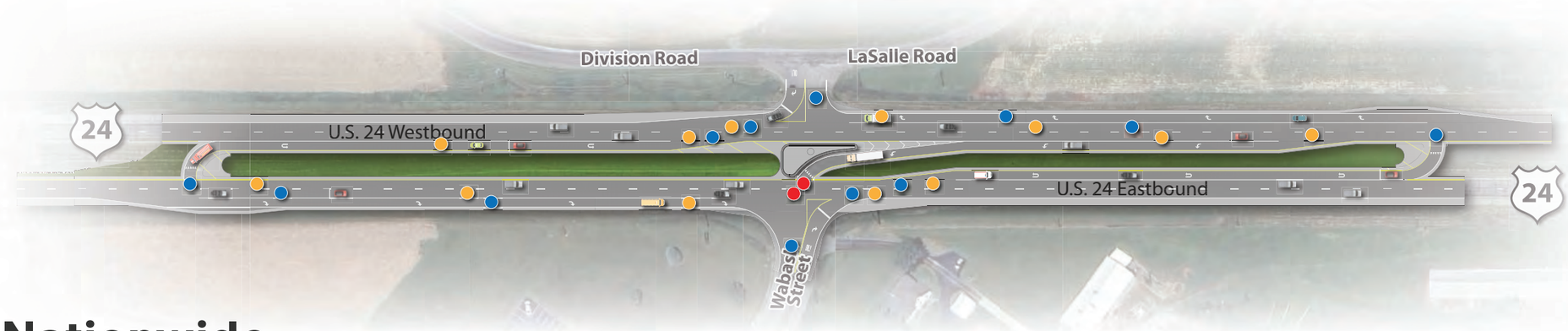


A traditional intersection has **42 conflict points** where an accident could occur.

Of those, **24 conflict points** can cause serious crashes like T-bone or right-angle crashes.

Conflict points for a Reduced Conflict Intersection (RCI) at US 24 and Wabash Street :

- This RCI reduces the conflict points to **26 total**. Of those, **2 conflict points** can cause serious crashes like T-bone or right-angle crashes.



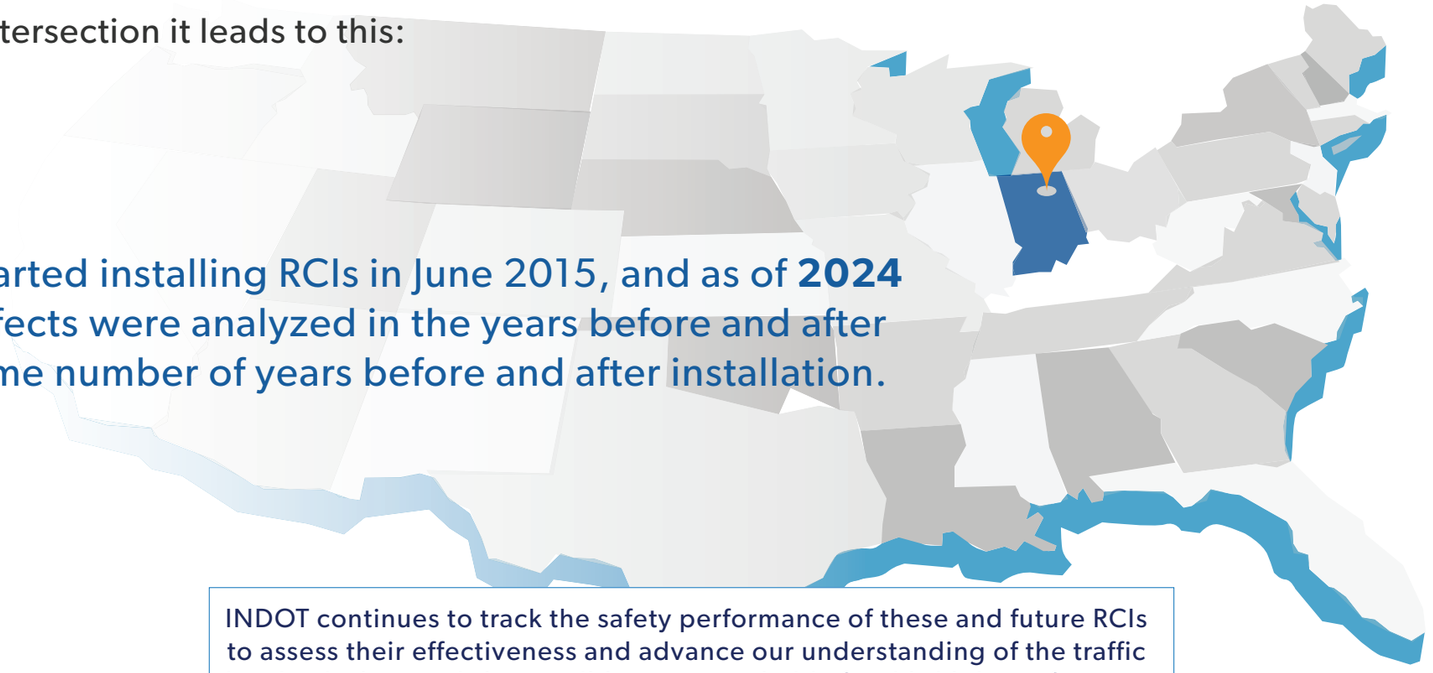
- (2) Crossing
- (12) Merge
- (12) Diverge

(26) Total Conflict Points

Nationwide

Across the U.S., when an RCI is installed at an unsignalized intersection it leads to this:

- 44% reduction in ALL crashes
- 63% reduction in FATAL and INJURY crashes



INDIANA

The Indiana Department of Transportation (INDOT) started installing RCIs in June 2015, and as of **2024** INDOT has installed **12 RCIs** across the state. Their effects were analyzed in the years before and after construction, with the study periods including the same number of years before and after installation. Overall, these locations experienced:

- **78% reduction in FATAL and INJURY crashes**
- **30% reduction in property damage crashes**
- **53% reduction in crashes of all severities**

INDOT continues to track the safety performance of these and future RCIs to assess their effectiveness and advance our understanding of the traffic levels, design, and site conditions most suitable for this highway feature.

RCI FACTS & DATA

US 24 & WABASH STREET • PUBLIC HEARING 2024

Commonly Asked Questions

1. Why choose a Reduced Conflict Intersection (RCI)?

- RCIs reduce the number of severe crashes that occur when vehicles cross over busy, high-speed traffic lanes to reach other lanes or roads.
- They are safer alternatives to traditional roadway intersections on four-lane highways with certain traffic and site conditions because they significantly reduce right-angle crashes, the type of crash most responsible for fatalities and serious injuries at traditional intersections.
- An RCI improves the driver's sight lines over a traditional intersection. Vehicles will only be contending with one direction of traffic at a time, improving safety and traffic performance at this intersection.
- RCIs eliminate the need for vehicles on secondary roads to cross high-speed mainline lanes of traffic.
- RCIs installed at four-lane highway intersections across Indiana and the nation have shown a substantial decrease in fatal and serious injury crashes.

2. Why not choose another alternative?

- Traffic Signal: A traffic signal creates the potential for other types of traffic accidents and disrupts the flow of traffic on US 24.
- Interchange: An interchange is not warranted based on traffic volumes.
- Converting the intersection to an RCI is the preferred alternative to address the safety improvement purpose of the project. The RCI is an effective, appropriate approach for the amount of traffic at the intersection.

3. Won't this add more time to my commute?

- Using RCIs can take the same or less time than trying to wait for a safe and appropriate gap to cross traffic.
- RCIs provide additional storage for vehicles crossing or turning left onto US 24, reducing the wait time for right-turning vehicles entering US 24.

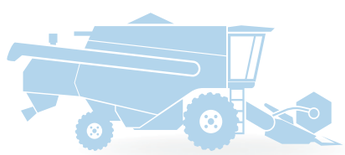
4. How will buses and farm equipment fit?

- RCIs are designed to fully accommodate the wide-turning radius of large vehicles such as:
  - School Buses
  - Farm Equipment
  - Semi-trailer Trucks

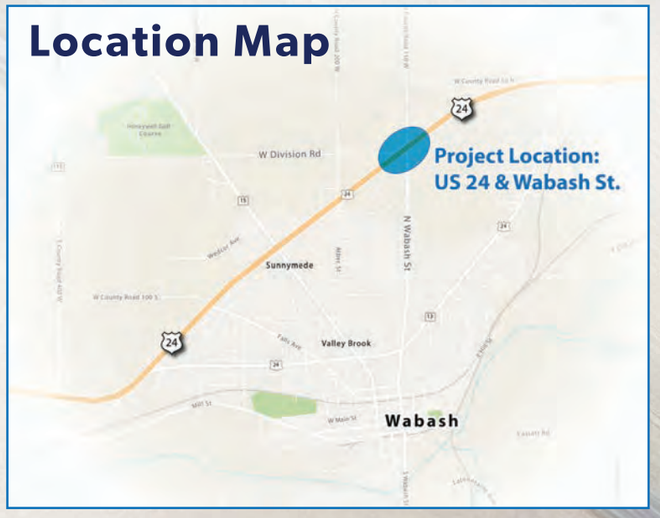
  (Where road and median width is not sufficient to accommodate larger vehicles, an additional pavement area is added.)

5. How will emergency vehicles traverse an RCI?

- The design of this RCI will fully accommodate access of emergency vehicles from Wabash Street onto westbound and eastbound US 24.



Location Map



800′

Division Road

STOP

LaSalle Road

U-turn Loon

24

U.S. 24 Westbound

YIELD

YIELD

YIELD

U.S. 24 Eastbound

24

U-turn Loon

Lighting (typ.)

US 24 Westbound Left Only

Left-turn allowed from US 24 westbound to Wabash Street southbound due to higher ADT and accessibility to emergency services.

Wabash Street

STOP

800′

Mountable Curb for **Emergency Vehicles ONLY**

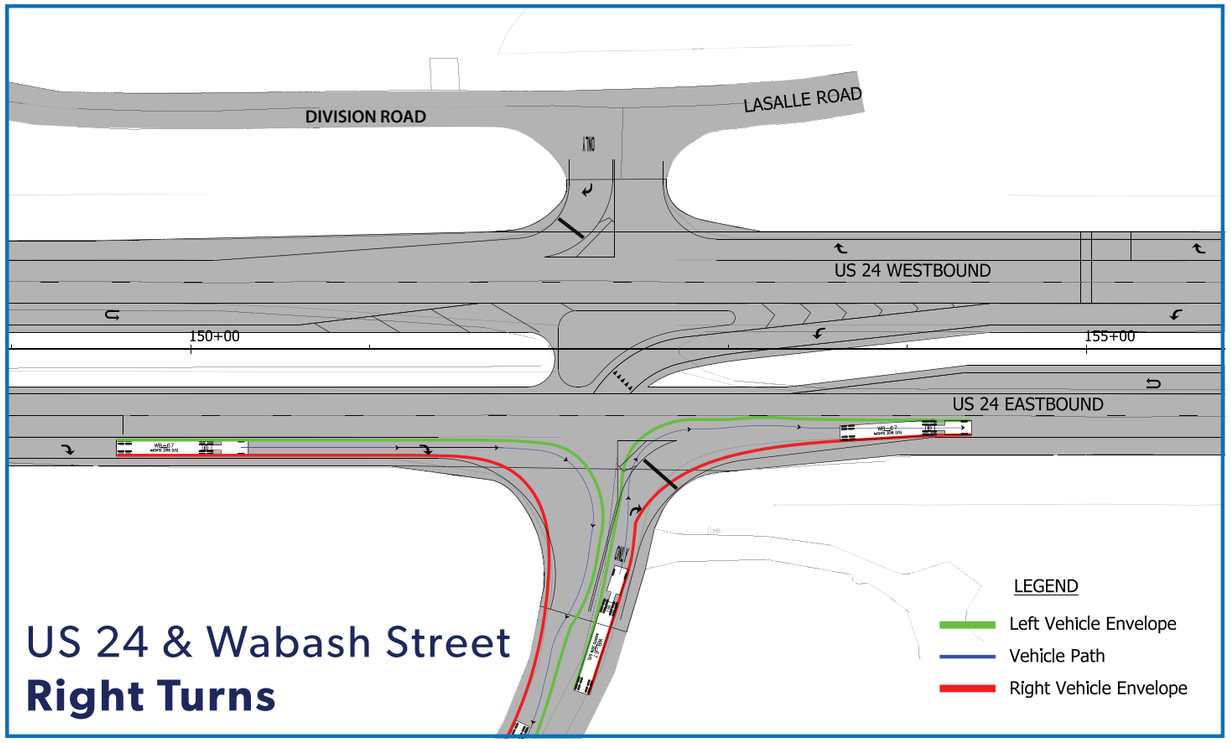
0 120 240

FEET

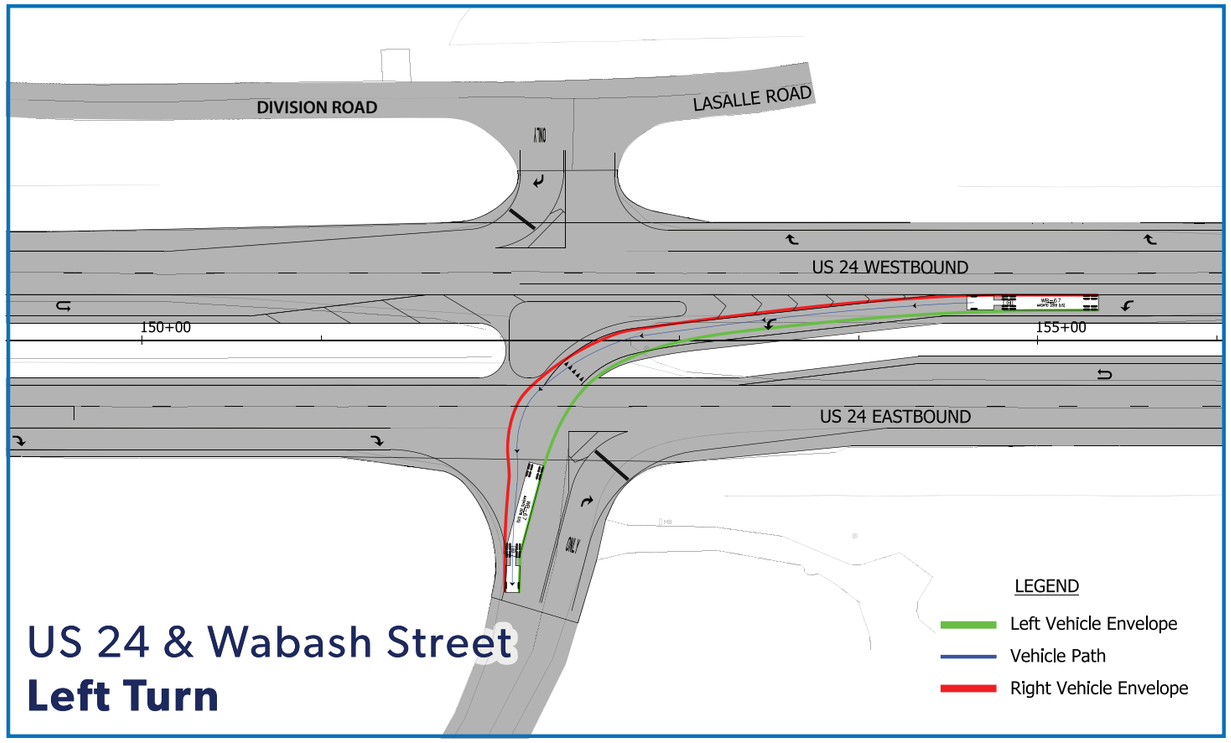
PROPOSED INTERSECTION IMPROVEMENT

US 24 & WABASH STREET • PUBLIC HEARING 2024

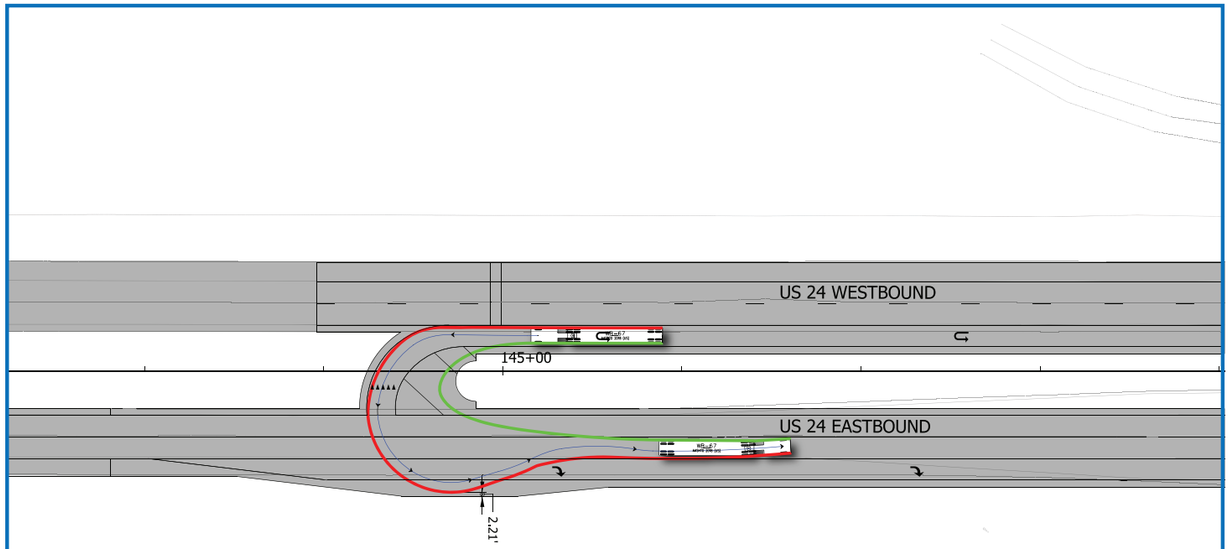
Des No 2000025



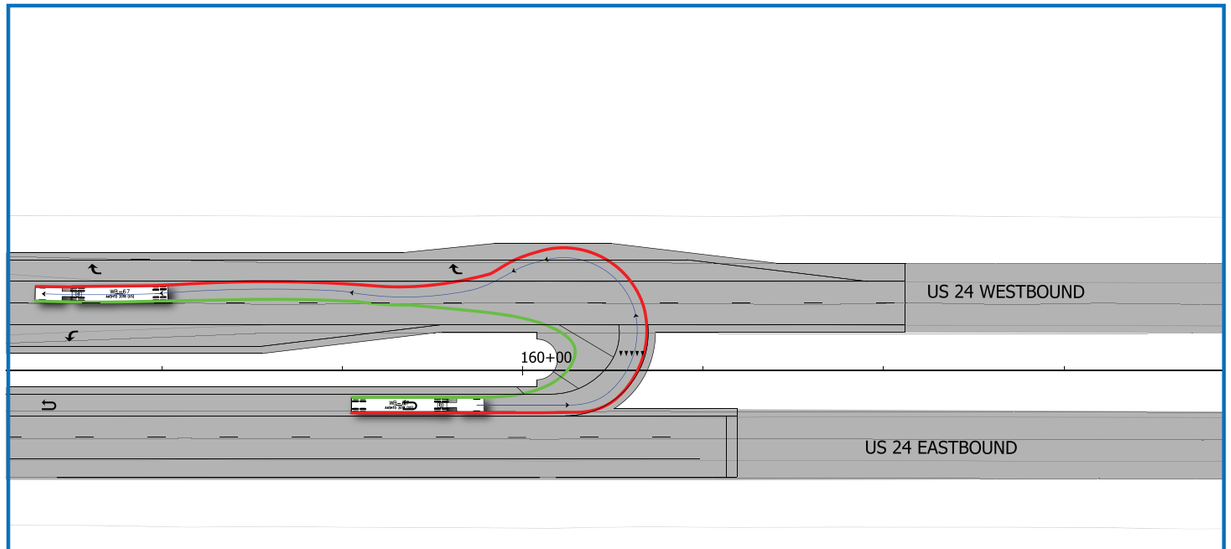
US 24 & Wabash Street
Right Turns



US 24 & Wabash Street
Left Turn



US 24 Westbound U-Turn

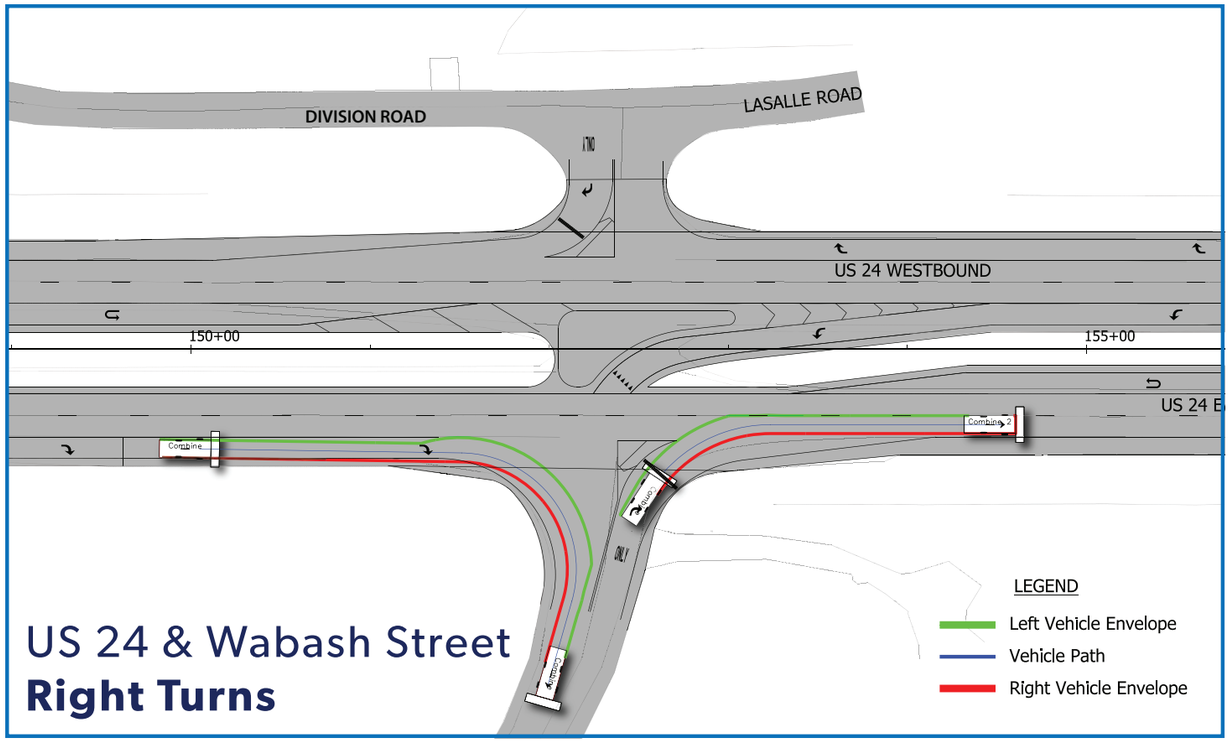


US 24 Eastbound U-Turn

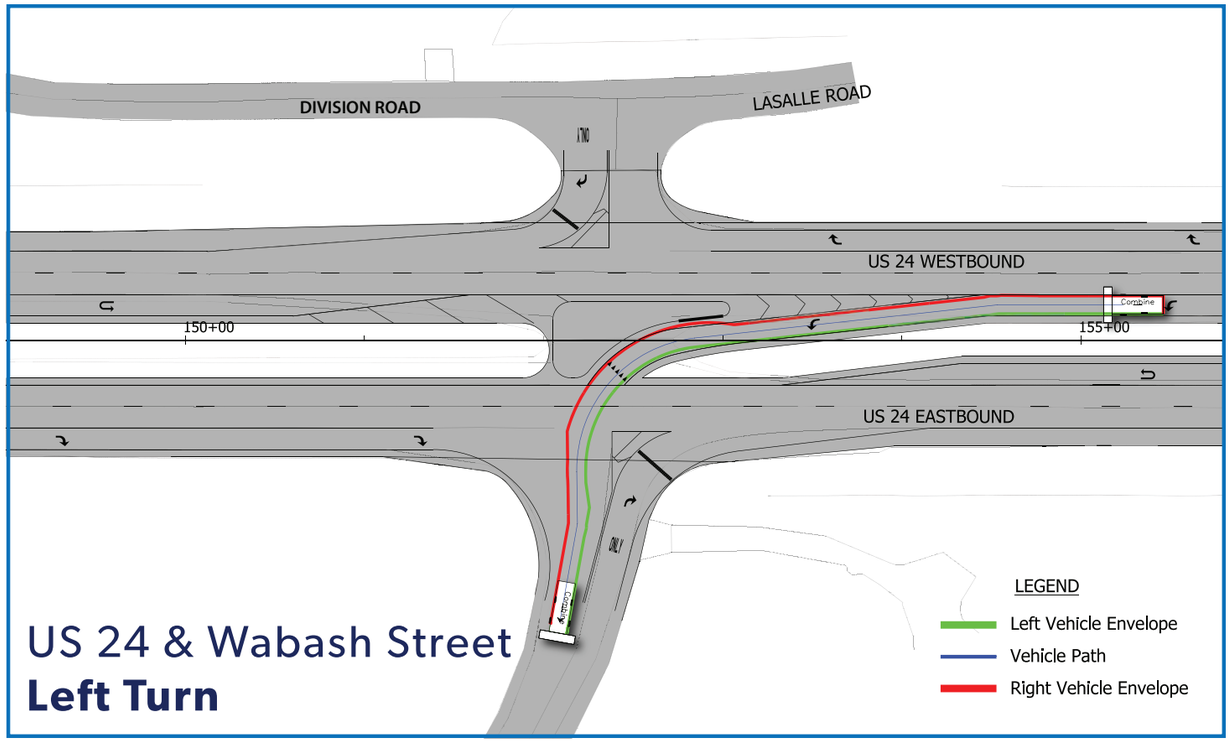
TRUCK TURNING MOVEMENTS

US 24 & WABASH STREET • PUBLIC HEARING 2024

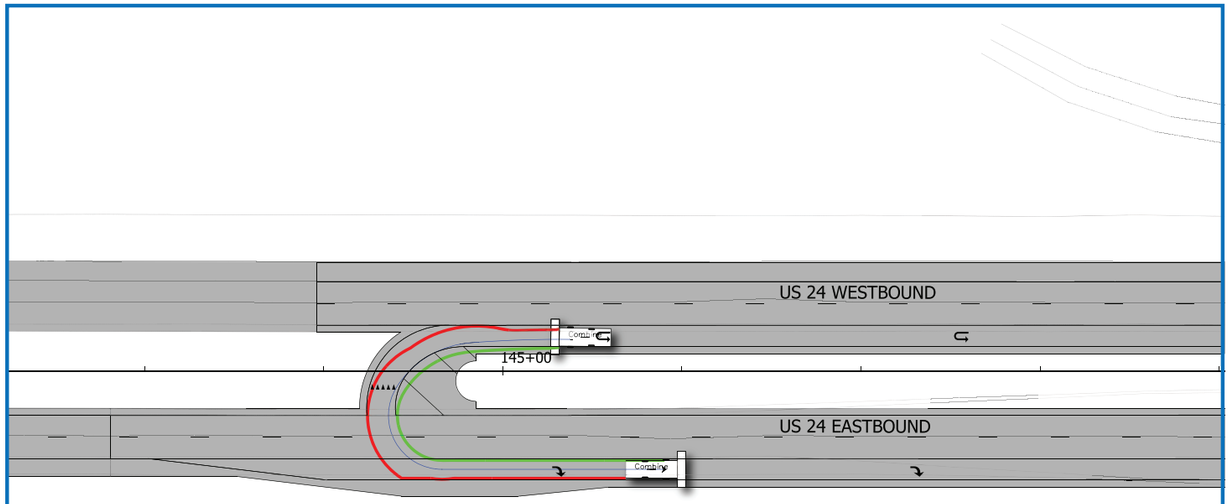
Des No 2000025



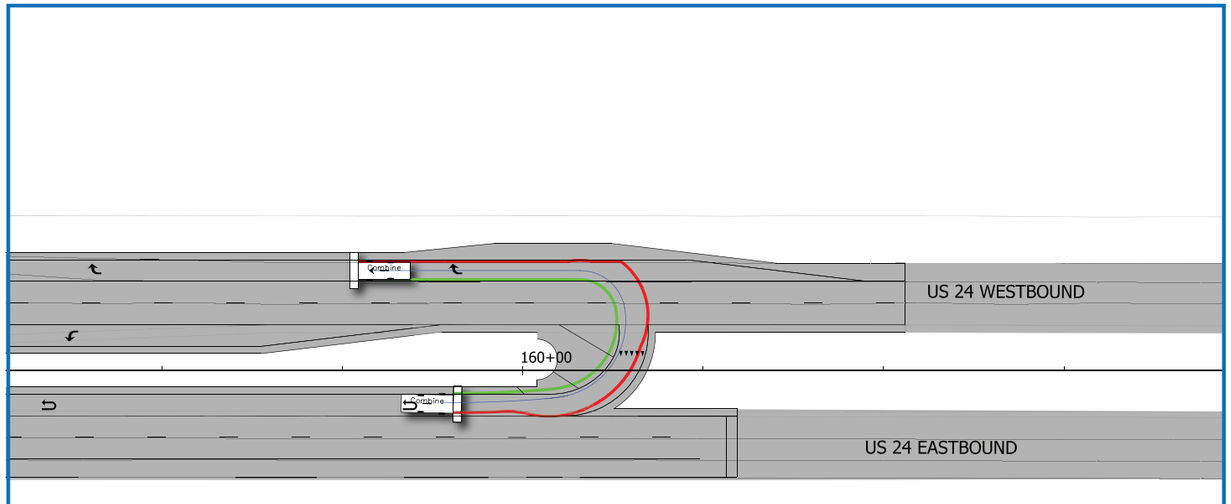
US 24 & Wabash Street
Right Turns



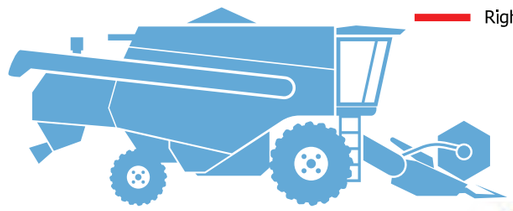
US 24 & Wabash Street
Left Turn



US 24 Westbound U-Turn



US 24 Eastbound U-Turn



COMBINE TURNING MOVEMENTS

US 24 & WABASH STREET • PUBLIC HEARING 2024

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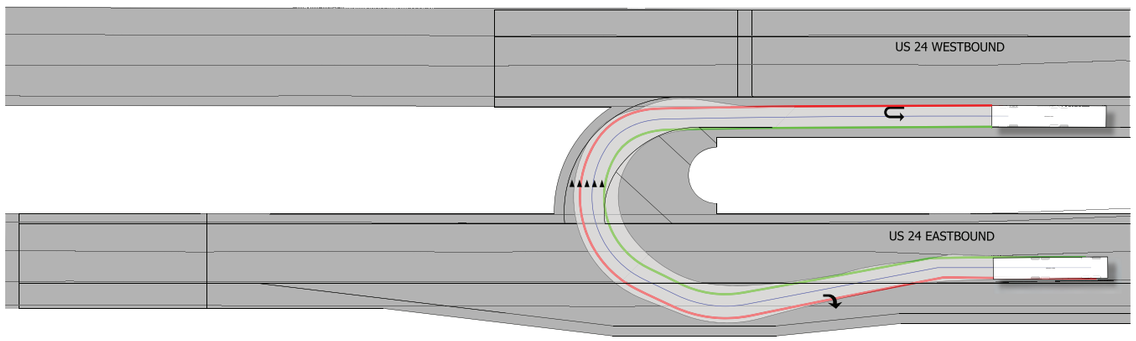
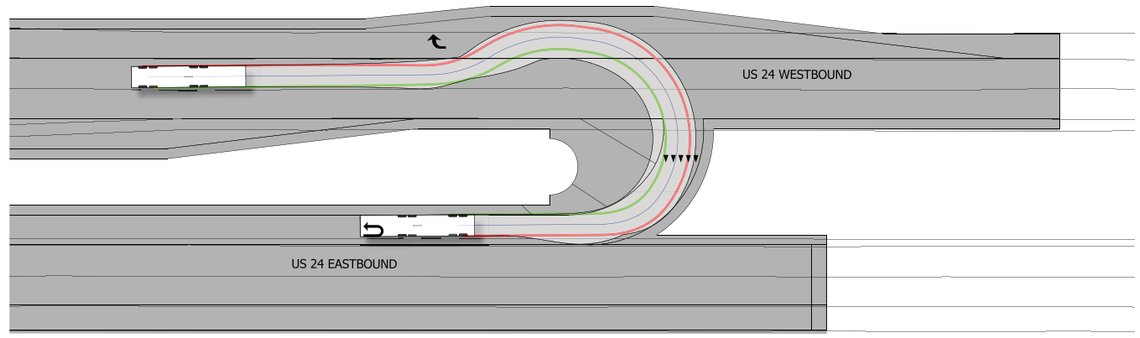


US 24 Westbound U-Turn

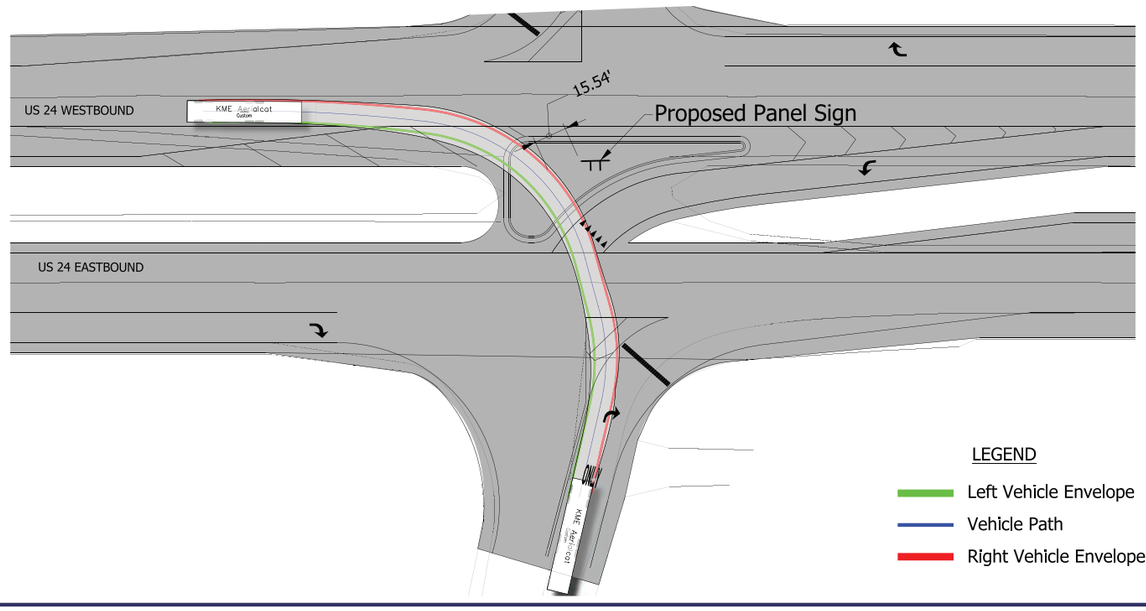
LEGEND
- Left Vehicle Envelope
- Vehicle Path
- Right Vehicle Envelope



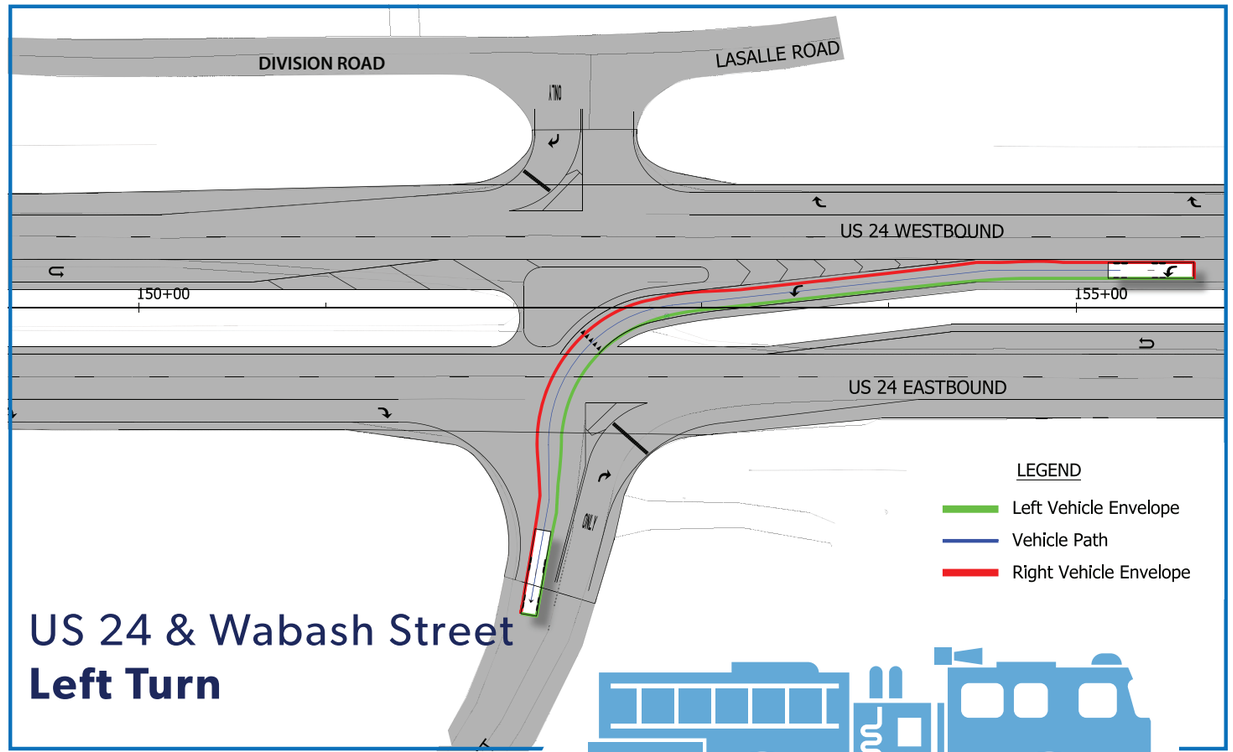
US 24 Eastbound U-Turn

LEGEND
- Left Vehicle Envelope
- Vehicle Path
- Right Vehicle Envelope

Wabash Street Northbound to Westbound US 24
Emergency Vehicles ONLY



LEGEND
- Left Vehicle Envelope
- Vehicle Path
- Right Vehicle Envelope



US 24 & Wabash Street
Left Turn

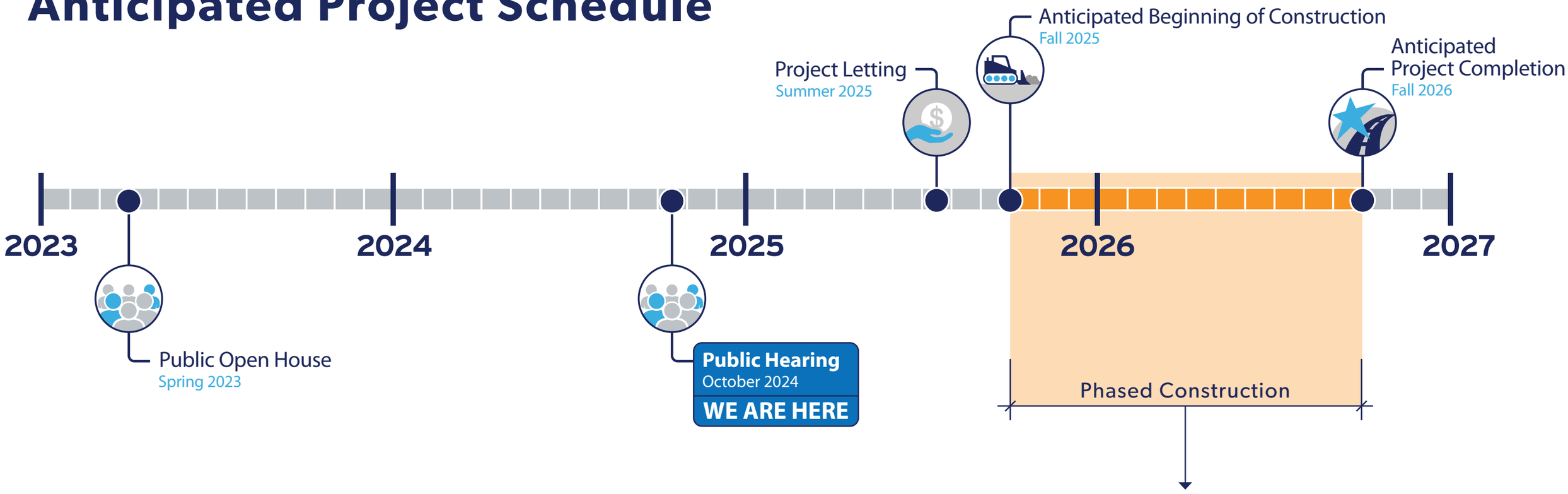
LEGEND
- Left Vehicle Envelope
- Vehicle Path
- Right Vehicle Envelope

FIRE TRUCK TURNING MOVEMENTS

US 24 & WABASH STREET • PUBLIC HEARING 2024

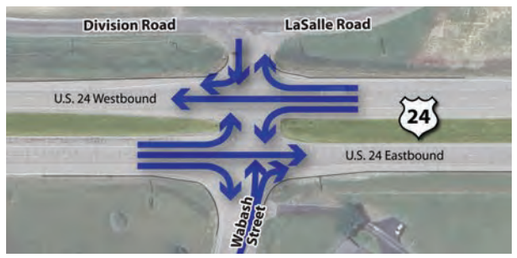
Des No 2000025

Anticipated Project Schedule



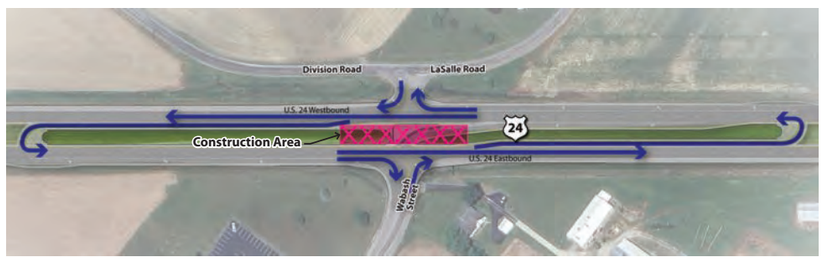
Phased Construction

Phase 1 - 3:



- **All movements** remain **OPEN** from westbound and eastbound U.S. 24 onto Wabash Street and Lasalle Road/Division Road.
  - **Phase 1:** Two through lanes **OPEN** on U.S. 24
  - **Phase 2-3:** One through lane **OPEN** on U.S. 24

Phase 4:

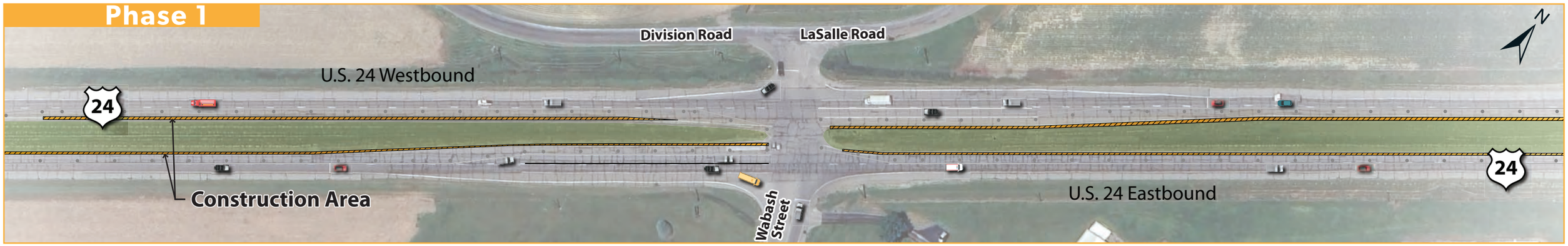


- Westbound and eastbound U.S. 24 remain **OPEN**.
- **Right turning movements** from westbound and eastbound U.S. 24 to Wabash Street and Lasalle Road/Division Road remain **OPEN**.
- **Left turning movements** from westbound and eastbound U.S. 24 onto Lasalle Road/Division Road and Wabash Street will be made by using U-turns.

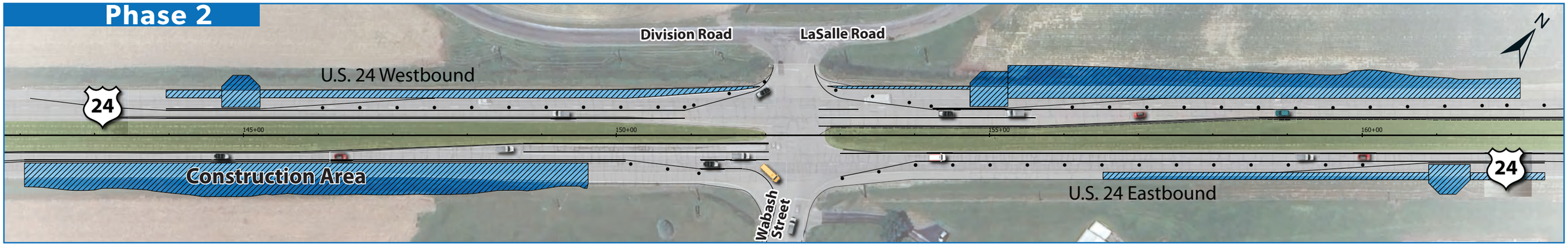
ANTICIPATED PROJECT SCHEDULE

US 24 & WABASH STREET • PUBLIC HEARING 2024

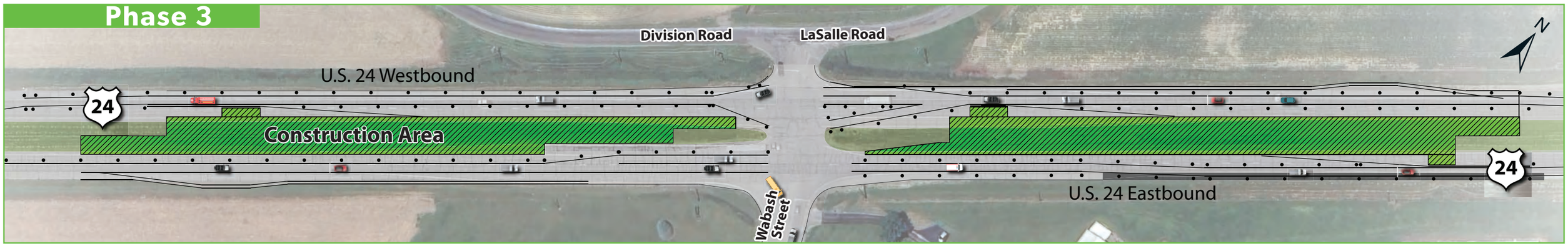
Phase 1



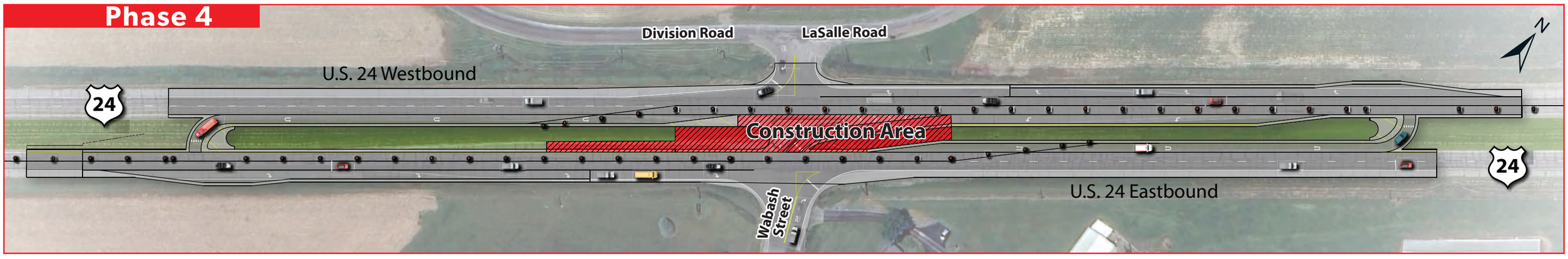
Phase 2



Phase 3



Phase 4



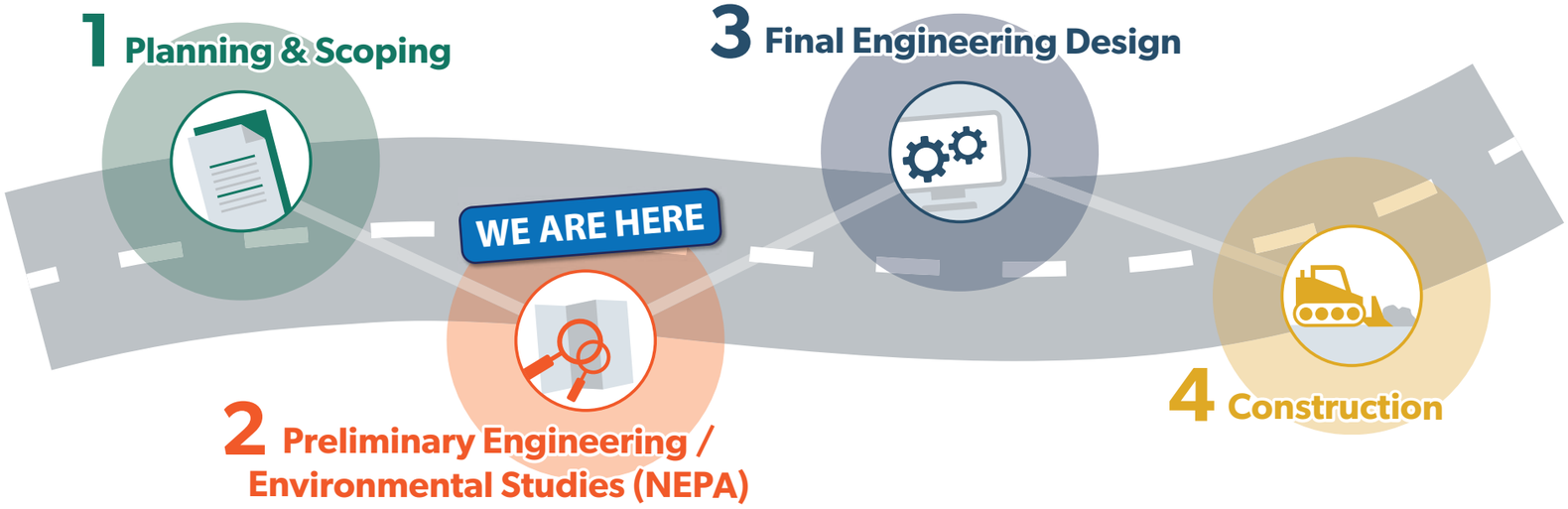
MAINTENANCE OF TRAFFIC (MOT)

US 24 & WABASH STREET • PUBLIC HEARING 2024

NOTE: All access to residences and businesses will be maintained during construction.

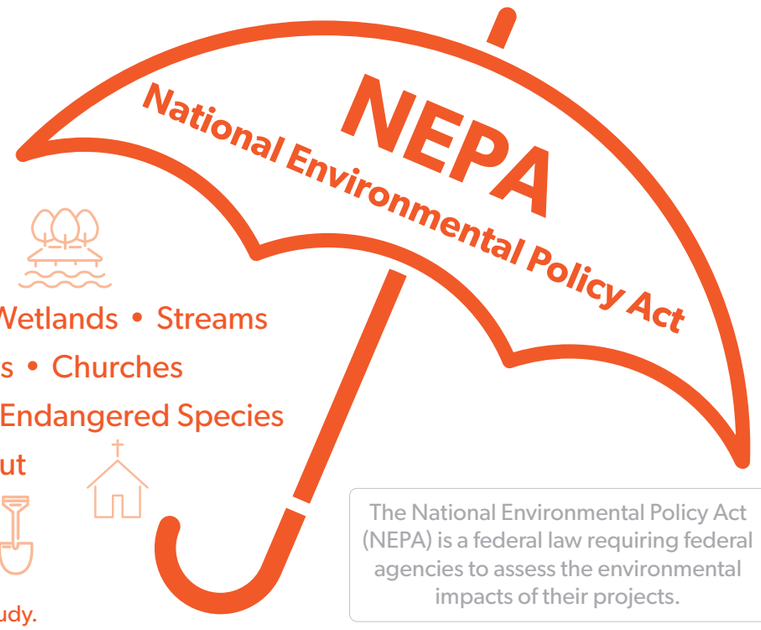
Des No 2000025

NEPA Process for Advancing Transportation Projects



Air Quality • * Environmental Justice • Hazardous Materials • * Noise • Wetlands • Streams
Floodplains • Cemeteries • Historic Properties • Archaeology Sites • Churches
Managed Lands • Wildlife Habitat • Homes • Businesses • Threatened / Endangered Species
Parks • Public Services • Farmland • Trails • Public Input

* Environmental Justice and Noise were not required for this environmental study.



The National Environmental Policy Act (NEPA) is a federal law requiring federal agencies to assess the environmental impacts of their projects.

Environmental Impacts Summary

Streams and Floodplains:
- No stream impacts
- Not located within a floodplain

Wetlands:
- Three wetlands within the project area
- 0.062 acre of wetland impacts

Forest:
- No tree clearing

Farmland:
- 0 acres of farmland impacted

Historic Resources:
- No historic resources present

Recreation Facilities:
- 0 impacts to parks and trails

Hazardous Materials Concerns:
- 0 impacts to sites with hazardous materials concerns

Protected Species

FEDERAL AND STATE THREATENED AND ENDANGERED SPECIES that could be present within or near the project area include:

Indiana Bat
(Myotis sodalis)
- Federally Endangered
- Not Likely to Adversely Affect

Northern Long-eared Bat
(Myotis septentrionalis)
- Federally Threatened
- Not Likely to Adversely Affect

NEPA PROCESS

US 24 & WABASH STREET • PUBLIC HEARING 2024

Project Information Handout

US 24 & Wabash Street Intersection Improvement Project

Frequently Asked Questions (FAQ's)

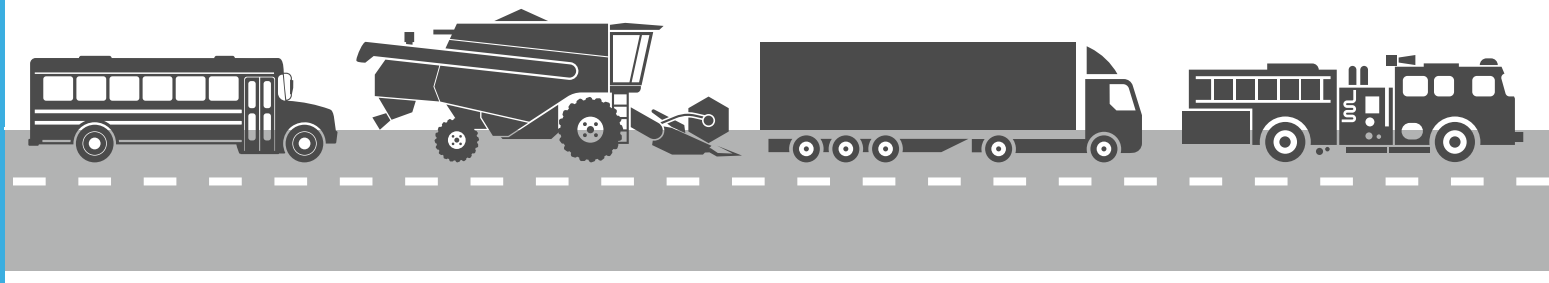
1. **What is the purpose of this project?**
   - To enhance safety for vehicular traffic at the intersection by reducing the number of traffic conflict points and the occurence of right-angle crashes resulting in fatal or incapacitating injuries by at least 25% in 10 years, which aligns with agency goals.

2. **What are the advantages of Reduced Conflict Intersections (RCIs)?**
   - RCIs can significantly reduce the number of right-angle crashes, the type of crash most responsible for fatalies and serious injuries.
   - An RCI improves the driver's sight lines over a traditional intersection. Vehicles will only be contending with one direction of traffic at a time, improving safety and traffic performance at an intersection.

3. **Why not choose another alternative?**
   Traffic Signal: Traffic volumes at the intersection do not justify a signal. Unwarranted traffic signals can experience higher rates of red-light running and rear-end crashes.
   Roundabout: This intersection design is not recommended on high-speed divided, multi-lanes roadways.
   Converting the intersection to an RCI is the preferred alternative to address the purpose and need of the project. Traffic analysis indicates that an RCI will produce the optimal performance compared to other alternatives. The analysis considers multiple factors, including traffic volumes, safety, and overall level of service.

4. **How will buses and farm equipment fit?**
   RCIs are designed to fully accommodate the wide-turning radius of large vehicles such as:
   - School buses
   - Farm equipment
   - Semi-trailer trucks
   - Emergency vehicles

5. **How much travel time will this add to my trip?**
   Using RCIs can take less time than waiting for a safe and appropriate gap to cross traffic. An RCI also provides additional storage for vehicles crossing or turning left onto US 24, reducing the wait time for right-turning vehicles entering US 24.



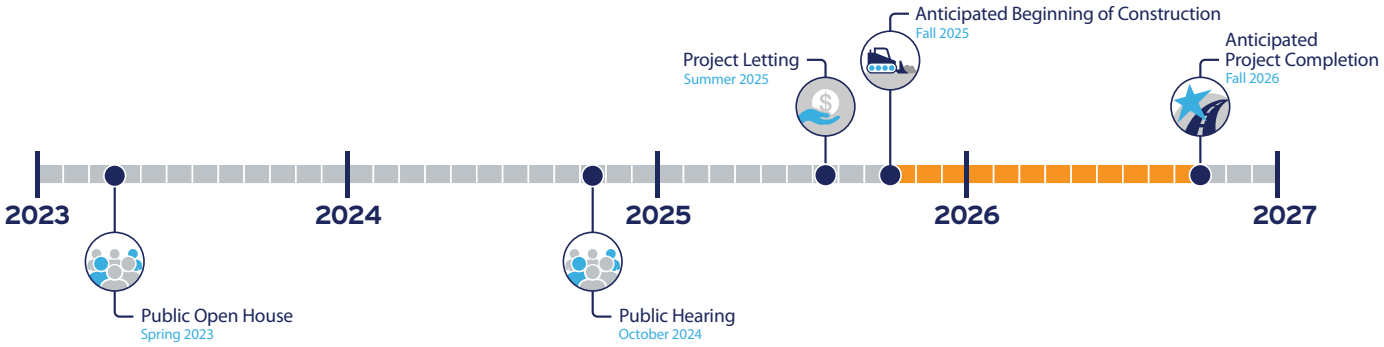
6. **How long are the turn lanes for the RCI?**
   The southbound left turn lane, and eastbound and westbound U-turn lanes are approximately 800 feet.

7. **Are we going to have lighting at the intersection?**
   Yes. New, permanent roadway lighting would be installed at the U-turn access points.

8. **Will the intersection be open during construction?**
   Traffic would be maintained in four phases and would utilize lane closures while the project is constructed. US 24 would be open to traffic at all times during construction, and access to residences and businesses would be maintained. The lane restrictions and closures would pose a temporary inconvenience; however, no significant delays are anticipated.

9. **How long will it take to complete this project?**
   Construction is expected to last approximately one year.

Estimated Project Timeline



Share Your Feedback

USPS:
Cassidy Hunter
U.S. 24 at Wabash St. Project
111 Monument Circle, Suite 1200
Indianapolis, IN 26204

Email:
cahunter@hntb.com
Subject: U.S. 24 at Wabash St.

Comments accepted through November 12, 2024

00:00:00:00 - 00:03:07:04

Latheda Metzger with Metzger Farms. So, we're on the corner of Wabash Street and US 24, and I just want my concern documented. We have to swing out of our farm, go right, take the U-turn to LaSalle Road, go around a curve to access the rest of our farm ground. Now, the initial early coordination meeting was dated January 31, 2022. We were not invited, but someone did give us a tip, and we did attend. I believe the church was notified, but we were not. Most of our farm ground is north of US 24. Now, in the video, those were perfect scenarios straight across the road. This is not. You've got Division/ LaSalle Road. We've got students that are off of school. We try to avoid that time, but they're mostly in the middle of that intersection. Doesn't matter. Our concern is the liability with trucks and large farm equipment and the businesses located up [County Road] 150. Now, during the discussion, they couldn't tell me how wide Division/LaSalle Road intersection was to take the equipment and turn it around to head north. I would like to make a suggestion if this happens; that is not wetland. That was cut in 1966, and it was never repaired so that's why there's cattails. The curve on LaSalle Road is a very dangerous curve for the MSD students. They miss it. They wreck it. I don't have the statistics. Mayor Scott Long, where are you? On your phone, okay. Would your police department have those statistics of the accidents or? Now, another concern is, yes, the emergency vehicles can drive straight over that curb. Police sit there. We're going to be fined if we can't navigate. The end.

00:03:25:07 - 00:06:22:00

My name is Kevin Brainard. I guess I just want to be on record, obviously, not for the RCI. You know, Latheda and Dan have a farm. They've had that farm for a long time. We've lived just north of this intersection my entire life, a little over 50 years. Obviously, no one wants anybody to get hurt or have accidents, but I'm a true believer that they're going to happen. I know we try to reduce that, but I think sometimes we try to throw band-aids at things. A little bit of my background: we have a business, an excavating business. So, I navigate this intersection probably more than anyone. Not only with vehicles, but semis. We talked about that obviously talking with everyone out here about semis, trucks, trailers, pickups, all that. So, we navigate that very often. A little bit other background to understanding is the crash part of it. You know, I was a fireman, paramedic for 20 years. So, I've literally been down these intersections in different regards. So, I understand what people try to accomplish, and I'm not opposed to those types of things. However, I would be curious to see the data for all the intersections. Based on critical crashes, you know, what was the weather like? You know, were there medical issues prior to the crash? I feel like there's other intersections that would warrant something done with a little more than this one. And once again, I'm just saying that obviously, you guys looked at the information and studied this for a long time over a couple of years. So, when you have a team of people here to try to basically persuade our mindsets, and I understand that once again, knock on wood, I could get hurt at that intersection when I leave here, but we're human. We make mistakes. I think we need to, maybe do something a little bit better about distracted drivers. Education on how to navigate intersections. I believe coming out of there, and I know you've done the studies and whatnot, but heavy ... you know, we run overweight semis. We're very wide. We're very heavy. I like being able just to come up and wait and have common sense, wait until it's a good time and it's safe and make that decision as a person. Coming out, making a big U-turn and crossing two lanes of traffic, I feel like it's going to be more difficult

and maybe more dangerous than just waiting until there's an opening. But once again, just my two cents. I just want to be kind of on record that's kind of how we felt. And yeah. Thanks for your time.

00:06:32:14 - 00:07:45:12

My name is Nathan Zinn. I am a volunteer firefighter that does cover this intersection. Kevin Brainard put a lot of that information pretty eloquently. I'll piggyback off that and say that your numbers were skewed. Now, you may or may not have the exact numbers in reference to where accidents happened in that multi-intersection area, but you can easily look back and the last four or five years at least one death has happened there. However, if you are inclined to spend money to make things safer, which I'm inclined to agree with you, you need to be looking at a different intersection that is lit with stoplights and still has multiple deaths and multiple personal injury accidents. So, if you're doing this intersection for just the safety aspect, you're wrong. If you're wanting to do it for spending money, there's nothing we can do to stop you. Thank you.

00:07:56:19 - 00:08:19:20

I'm Cheryl Ross. I guess I look at this as an awful lot of taxpayer dollars. Not only that, I use this personally because we live on [State Road] 15. My husband goes back and forth to work five and six days a week. We've never seen an accident at this location. We avoid [State Road] 15 and [US] 24 specifically because this is a great intersection to come across, as long as you're aware of what you're traveling on. You can see clearly. It's not obscured by anything. I believe that if there's a lot of traffic that comes down Division Road to get over on to [US] 24. If you take that away and we end up at [State Road] 15, you're putting an awful lot of extra traffic at [State Road] 15 and [US] 24, which could create more accidents there. So. Taxpayer dollars, increased traffic at [State Road] 15 and [US] 24. Like I said, I haven't seen a lot of accidents there. So, I feel like this is an overreach and an unnecessary. What we need is a nice, paved highway from [State Road] 115 to [State Road] 13. Thank you.

00:09:33:16 - 00:10:11:02

(Mayor Scott Long) Good evening. I'm neutral on this, actually. I just want to say I appreciate INDOT and HNTB listening to our concerns in reference our emergency vehicles, and redesigning what the plan is so that we can safely get large fire trucks to our industrial area, to the northwest, and also allow our ambulances coming from the east side of the county to get to the hospital in an expedient manner.

00:10:34:10 - 00:12:42:13

My name is Deb Keffaber, and I am a resident of [County Road] 150 West, which you referred to as LaSalle Road. I've lived there for 42 years. I have crossed [US] 24 probably tens of thousands of times without an accident. I really feel like—I'm sorry, I'm not a public speaker. I really feel like this is not necessary for that intersection. I feel like it's going to make it more difficult with that being what is considered the main hospital entrance. There is a school and elementary school on that street, on

Wabash Street in Wabash. A lot of the people who go to Northfield and Sharp Creek drive up [County Road] 150 West to get there. So, I think that's going to create a lot of problems. I think our main problem is the traffic that comes down [US] 24 from State Road 13. They are full speed, 65 miles an hour, or some of them, and they get to Alber Street, where we have a lot of the accidents that Mr. Zinn has referenced, where people have, a lot of people have been killed by semis that run those stoplights. I think that what we need is to slow the traffic down. Coming down [US] 24, whether it be with a stoplight, reduced speeds, you know, whatever is going to work, but this is not going to help that problem. That is a huge problem for us. I do not cross [US] 24, and it doesn't matter if I have a green light, until I look and make sure nothing's coming because I don't trust the other drivers. On [US] 24 last night, I was on Alber Street at about 8 p.m. waiting to go north, and I watched a semi run the red light heading west. So, I think there are other factors that need to be looked at before you decide on this. Thank you.

00:12:53:21 - 00:14:39:12

(Tammy Ingalls) I just want to say that I'm in agreement with everyone here. Everyone raises a valid point, and I think to condense it all down, I would say that this is a solution in search of a problem. One thing I know about human error is that we will never get to zero accidents, no matter what we do. I just haven't yet seen enough data to show me, a scientist who studies data all the time, I've not seen enough data to show me that there will be a reduction in accidents or an increase in safety by using this solution. I think what Miss Keffaber just said about reduction in speed needs to be considered first. I also think that, see, I grew up in Kokomo, Stoplight City. I'm aware of what stoplights do, but I also know that on [US] 31 there have been areas where rumble strips have been used. So, I think that a reduction in speed limit, possibly more supervision through police on that stretch, and like Miss Keffaber said, between [State Road] 13 and [State Road] 15, there's too much high-speed traffic there. I think that's where you need to start. So those are my thoughts. Thank you.

00:15:05:03 - 00:15:33:09

My name is Brian Keffaber. I also live on [County Road] 150. One of the things that you said earlier was you was going to take what was said here and use that in your decision about this. So, what I want to do right now is just how many people here are opposed to this. There's your answer.

00:15:33:11 - 00:17:39:08

Chris Hickman. I'm with Tammy on this fact. I live south of town, so this doesn't affect me directly day in and day out, but it does affect me. There are other things that could be done. Same thing as Miss Keffaber said. We could reduce speed and enforce it. It's not unusual to come across that section at [US] 24. 60 to 65 is not it. 65, 70, and even 75 at times is where the speed is. Having driven semis myself, I know what it's like to have to deal with people whipping around, speeding, and having to stop at a traffic light and deal with all the stuff going on. I understand the possibility of rear-end collisions with that, but if we slow the speed down, enforce the speed, have the lights timed so they're synchronized so there's no need to race from one light to the next and try that least expensive alternative to totally ripping all

this up. Spending all this money on something that, as I look at that driving semi to come and loop around and cross over and try to make that turn on LaSalle Road and to come out of Metzger's farm and try to loop around. I see where it's potentially going to cause more problems as those turn lanes back up to turn into the LaSalle Road. As the kids are leaving Northfield, and they're all waiting to get out and they're all anxious, and now I've got to swing out wide to make that turn right there. Now that lane is backed up, and now I've got both sides backed up because nobody can turn. I see it as a potential traffic jam right there. Now we've got possible rear-end collisions there. Another traffic light, slow the speed down, and enforce it I think would be a better alternative.

US 24 and Wabash Street Intersection Improvement Project

Public Hearing

Des No. 2000025

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mailing	Are you are a City/County Elected Official?
Carol	Cly	1722 Glenn Ave				
Laura	Brown	5394 S. St Rd 15				
Alex	Metzger	686N 150W				
Chris	Brown	208 W. 4th St.				
Scott	Richardson	1432 W 50 N Wabash				
Linda	Tucker	1872 N. Wabash				
Nathan	Zinn	1620 N. Wabash St.				
Nelson	Dyson	2734 N 200 W Wabash				
Rita	Dyson	2734 N 200 W Wabash		[redacted]	✓	

US 24 and Wabash Street Intersection Improvement Project

Public Hearing

Des No. 2000025

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mailing	Are you are a City/County Elected Official?
Dawn Mattern		5229 W 200 N, Wabash IN 46992			✓	NO
Cheryl Rose		4767 N. ST Rd 15 Wabash				NO
Scott ~~Long~~	Long	825 Cambridge Dr Wabash		[redacted]	✓	Yes
Tammy Ingalls		4348 W 700S Wabash			✓	No
Keeley & Michael	Abbott					NO
Jamie	Dials	1605 N Wabash St				NO
Chris & Tami	Hickman	5859 S 100 W Wabash				No
Jeff ~~Dawes~~	Dawes	21992 St. Rd 16 Wabash				N
~~Gary~~ Jon	McCann	1881 N Walnut St				

US 24 and Wabash Street Intersection Improvement Project

Public Hearing

Des No. 2000025

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mailing	Are you are a City/County Elected Official?
Julie McCann	McCann	1863 N. Wabash St.			✓	

US 24 and Wabash Street Intersection Improvement Project

Public Hearing

Des No. 2000025

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mailing	Are you are a City/County Elected Official?
CATHEDA	Metzger	686 N. 150W Wabash Mail 2001 N. Wabash St. Farm	[redacted]	[redacted]	X	No
Nicky	Burnsworth	1275 E. 250 S. Wabash,	[redacted]	[redacted]	✓	No
Kevin	Brainard	360N 150W Wabash	[redacted]	[redacted]	✓	NO
Patsy	Brainard	1472 N 150W Wabash	[redacted]	[redacted]	✓	
Mary	Lewis	1780 N Wabash	[redacted]	[redacted]		
Andy	Oswalt	6848 W 200S	[redacted]	[redacted]	✓	No
Rhonda	Summers	98 N. 150 W.	[redacted]	[redacted]		No
James	Dyson	2743 S Peru				NO
Stanley Ly	Wyson	1742 W 200 N Wabash	N.A.			NO

US 24 and Wabash Street Intersection Improvement Project

Public Hearing

Des No. 2000025

First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mailing	Are you are a City/County Elected Official?
Aaron	Matth	5229W 200N			✓	No
Brian	Keffaber	2887N 150W				
Deborah	Keffaber	2887 N 150W				
Deb	Potemp					No
Madena	Mitchell	1212 W 50N				No
Marjorie	Young	1727 Mizz St.				NO
Christine	McCann	Wabash St				N
Joe ~~Stec~~	Slacian	267 Sherman St				No
Jason Rowley	Rowley	2592 Highmount Ct				No

PUBLIC OFFICAL SIGN-UP SHEET

	First Name	Last Name
1.	Scott	Long
2.	Jeff	Davis
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		

October 29, 2024

Provide your feedback!

US 24 and Wabash Street Intersection Improvement Project
Des No. 2000025

TO: Cassidy Hunter
HNTB
111 Monument Circle, Suite 1200
Indianapolis IN, 46204
cahunter@hntb.com

FROM: Name Deb Potempa

Address 10 John Kissinger Dr

Phone [redacted] *(Optional)* Email _____ *(Optional)*

Organization/Agency (if relevant) Parkview Wabash Hosp. *(Optional)*

COMMENTS: INDOT respectfully requests that comments be submitted on or before **November 12, 2024.**

We appreciate this decision was made to create a safer intersection, and appreciate the need for access for our emergency vehicles was taken into consideration.

This change will pose no threat to access to our emergency room.

www.in.gov/indot/

An Equal Opportunity Employer

Cassidy Hunter

From: Carol Cly [redacted]
Sent: Tuesday, October 29, 2024 7:55 PM
To: Cassidy Hunter

External Email: Use caution when clicking on links, replying, or opening attachments.

I am a Wabash city resident who attended the meeting today in reference to US 24 and Wabash street intersection. I believe the solution presented is just that: a solution looking for a problem. I would like the statistics on accidents AT THAT INTERSECTION in the past five years. And I'm also curious as to how many of those were directly due to undue speed on the 2.5 mile stretch of 24 between 13 and 15. I think we should first try better signage, reduced speed on that stretch, and enforced speed limits to deal with the alleged problem. To leap directly to a 2.7 million dollar expenditure without trying simpler and more cost effective measures first is foolhardy.
Let's try conservative measures first.
Thanks in advance for your consideration, Carol Cly
1722 Glenn Ave
Wabash, IN
46992
Sent from my iPad

Wabash County Commissioners

Barry Eppley, Jeff Dawes, Brian Haupert

One West Hill Street Ste 102
Wabash, Indiana 46992
Phone (260) 563-0661, Ext.1222
Fax (260) 563-7910
sbaucco@wabashcounty.in.gov

November 4, 2024

Regarding the U.S. 24 at Wabash St. Intersection Improvement Project

We are writing to express our objection to the U.S. 24 at Wabash St. project.

Wabash County is primarily an agricultural county, we have large vehicles/equipment that travel U.S. 24, with the RCI we feel that visibility and making the turns could be an issue if the project is to continue.

We would also like to state, no other alternatives have been made or tried, prior to the announcement of the RCI. The expense of implementing a RCI, versus the expense of stop lights would seem like a more logical step. No numbers were available during the meeting for the traffic count of accidents and/or fatalities at the intersection.

We feel the cost of the project outweighs the means. There are numerous locations throughout the State, that would benefit the use of State funds on this type of intersection improvement project.

Again, we state our objection to the U.S. 24 at Wabash St. Intersection Improvement Project.

Sincerely,

Wabash County Commissioners

Cassidy Hunter

From: ï»¿Danny and Theda Metzger [redacted]
Sent: Thursday, November 7, 2024 1:08 PM
To: Cassidy Hunter
Cc: [redacted]
Subject: "Intersection Improvement Project/US 24 at Wabash Street", Des. #2000025.

Dear Ms. Hunter,
I would like to submit my final comments regarding the "Intersection Improvement Project/US 24 at Wabash Street", Des. #2000025.

The "Purpose and Need" for this project, stipulates there is a need due to the high number of crashes occurring between high speed vehicles on US 24 and lower-speed vehicles coming from Wabash Street. Metzger Farms, is located at 2001 N. Wabash Street, Wabash, Indiana, on the south-east corner of US 24. For the record, Metzger Farms, was not contacted or included on the "Early Coordination List", Appendix C, page 1 of 42, dated 1.31.2022, of the "Categorical Exclusion Level 1 Form". I am curious, why we were not contacted as this has been an agricultural business well over 100 years.

To navigate semi's and farm implements out of the driveway to cross US 24 going north to access our farm ground and our other farm, located at 686 N 150 W, Wabash, unfortunately, was not addressed at the first meeting and expressed that it should be, and we were assured that it would be taken into consideration. The second meeting, as we walked through the boards, the north (right turn) onto 150 W from US 24 westbound was not demonstrated. After several conversations with the engineer, he did admit that it was not considered and would be discussed, again. I then asked the dimensions of the intersection as it was not in the "Legend". He did not have that information, either, nor could he remember the measurements, though, he did tell me to walk to another board and use my fingers to examine the width. You see, with

this proposal, we will exit the drive with an immediate right, another immediate right, going east bound on US 24, merge left to access the j-turn, make the turn, then merge right on US 24 westbound, to access the right turn lane, swing out left to accommodate a right turn at the intersection north of US 24/Division Road/150 W (Lasalle Road), and another immediate right to take the curve at 150 W to continue north-bound on the county road. If the State of Indiana placed a traffic cam at that intersection during the study, they would see school traffic, along with through traffic, sit at the middle of the intersection rather than staying right, as the law stipulates. This would cause a delay with sitting traffic at that intersection to literally back up so that we could make that turn, while traffic on US 24 westbound continues at posted speed of 55, and we are stopped, trying to make that turn. Even with traffic sitting in the correct lane of the Division Road intersection, there is not enough room for the swing. Please consider, with texting and driving, along with posted speed limit, the laws will not be taken into consideration by the majority. Police reports reflect the data.

We do understand the need, as traffic flow increases, but another hard study and analysis is highly recommended, as the next crossing, Alber Street and US 24, has a higher crash record, and this would send more traffic to that intersection. I do believe our local emergency services addressed this several times. The response from the engineer was, "we will investigate that after the RCI for Wabash Street is completed".

As a project manager myself, I find that communication, risk management, accounting, boundaries and objectives are crucial in proper development to ensure a positive outcome as expected with the RCI, especially when federal and state funds are utilized. The curve at the south-end of 150 West should be discussed with the Wabash County Commissioners and the City of Wabash, before this project continues any further, along with conversations for increased traffic at Alber Street and US 24.

Your consideration is imperative and I appreciate your time.

Kindest regards,

Latheda Metzger

Metzger Farms

Cassidy Hunter

From: Schroll, Rita J. [redacted]
Sent: Monday, November 11, 2024 11:14 AM
To: Cassidy Hunter
Subject: Wabash US 24 Changes

External Email: Use caution when clicking on links, replying, or opening attachments.

I am writing about the proposed changes to US 24 on the north side of Wabash, Indiana. I agree with the suggestion of synchronized stop lights along that stretch of highway. I see how it affects and helps the traffic flow in Fort Wayne and feel it would do the same for the Wabash area. Plus, I'm surmising it would probably be a less expensive 'fix' for the 'problem' (if, indeed, there is a problem at that intersection...perhaps when school lets out. It doesn't appear to normally be a heavily traveled street).

Also, street lighting is important. Having more and better street lighting makes such a difference when driving at night.

Thank you for considering these options.

Sincerely,

Rita J. Schroll
1103 Charlie St
North Manchester, IN 46962
[redacted]

11-7-24

Dear Ms. Hunter,

I know this letter will do exactly no good but I would like to let you know I turned yesterday (in a car) both ways east on Hwy. 24 on a RCI turn. East on 24 where you are planning on putting another RCI Turn in Wabash. It is so much more dangerous because you are basically pulling out in front of traffic twice. Also would you do me a big favor before you decide to put another of these dangerous turns in?

Would you or someone who is wanting to put one of these RCI turns come and ride with a semi driver or a farmer who has a tractor with equipment hooked on and see it is almost impossible? Would you also text me when you do it, so I know it got done? It is probably one of the most asinine ideas you guys have ever came up with. I've been told it is about hopeless to get

you people to change your mind, but I had to atleast try.

Sincerely,
Kathy Dale
Concerned citizen in Wabash Co.
635 W 800 N
No. Manchester, IN 46962
[redacted]

P.S. You might check the fatalities @ Hwy. 24 & 15 and @ Hwy. 24 & 13 also.

P.S.S - My husband will be happy to give you names of farmers willing to have you ride in their tractors. Just call or text. Looking forward to hearing from you.

Cassidy Hunter

From: Brian & Deb Keffaber [redacted] >
Sent: Monday, November 11, 2024 10:24 PM
To: Cassidy Hunter
Subject: U.S. 24 at Wabash St.

My name is Deborah (Deb) Keffaber. I spoke on October 29, 2024 at the meeting at the Honeywell Center regarding the proposed RCI at Wabash Street and US 24.

First, I would like to say that I really did not appreciate the smirky 20 and 30 something desk jockeys who smiled indulgently when I voiced my opposition to the plan, and then told me that I didn't know what I was talking about. My husband and I have lived on 150 W (which was referred to in the meeting as LaSalle Rd) for 42 years. Kevin Brainard grew up on 150 W. So did Dan Metzger. We have all lived here a very long time. We know this road and the issues better than any of you.

In your advertisement in the newspaper, it was referenced that this decision was made on data from 2016 - 2019. Yet, in the meeting, on the screen, you showed what was supposedly more recent data. Yet, you did not break the data. How many accidents over how many years? How many fatalities? There was a complete lack of any real information.

I feel like you are trying to put a bandaid on a wound that doesn't even exist. The real problem is the speed of traffic coming from the State Rd 13/24 intersection to the stoplight at Alber and 24. I would like to see the data on how many accidents there have been at this intersection SINCE you installed stoplights. Firefighters at the meeting stated that they go to that intersection way more than they do to Wabash and 24. How many accidents have been there? How many fatalities?

I proposed a stoplight at Wabash and 24, and was told by one of the kids that there wasn't enough traffic to warrant it. How was this determined?

Did anyone come and observe? Do you know how many people use 150 W (LaSalle Rd) to go to Northfield H.S. and Sharp Creek Elementary? Do you know how many people use 150 W (LaSalle Rd) to leave Northfield and Sharp Creek at the end of the school day? Do you know how many people use the Wabash St entrance to the hospital? I heard a firefighter say that they always go to the Wabash St entrance because the Alber St entrance is too narrow.

I also proposed a speed limit reduction between 13 and Wabash St on 24, as well as a speed limit reduction on 24 between Wabash St and Alber. Most of the accidents at Alber and 24 are vehicles, mostly semis, who run the red light because they are going too fast and can't stop. As I stated in the meeting, I do not cross 24, even if I am at a stoplight and have the green light, until I look and make sure everything is stopping. The night before the meeting, I ran into Wabash. Going home, I was sitting on Alber at the light, waiting to go north. I knew the light was going to change, because you kind of get to know the light patterns. I saw a semi coming from the east, and I knew that it would not stop. Sure enough, its light turned red, mine turned green and it blew the stop.

I would like to see this studied more in depth before you waste almost $3 million of taxpayer money on something that is not needed and will not alleviate the real problem, Alber Street and 24. Do I like change? No, does anyone really? But, if it was needed, I would get used to it, just like the j-turn at 300 E and 24. I just don't believe this is needed at Wabash St and 24.

While I know minds are probably made up and this is a waste of time, I still wanted to say my piece.

Thank you.
Deborah Keffaber

Cassidy Hunter

From: Keeley Abbott [redacted] >
Sent: Tuesday, November 12, 2024 10:40 AM
To: Cassidy Hunter
Subject: DES: 2000025

Good morning!

In regard to the proposed J turn at US 24 and Wabash St in Wabash, IN, some of the community opposes the J turn if not in conjunction with improvement on additional intersections US 24 and Alber Street and US 24 and Cass Street/IN 15 also in Wabash, Indiana. We have had accidents at these as well, and we don't feel a J turn is the best solution for managing traffic and accidents in this area. We urge you to reconsider addressing only this intersection. To resolve the issue will take overseeing a larger footprint. The community has suggested ways that may improve that stretch of highway in town such as:
-adding rumble strips
-adjusting the light timers (synchronize lights)
-add a single four way flashing light (yellow on US 24, red for Wabash)
-reevaluate roundabout (it was dismissed earlier with only consideration of this single intersection but adding one may reduce speed and improve safety in the total area)
-adding flashing signage before approaching any intersection from SR 13 to Falls Ave
-display a countdown timer for the lights
-lower speed limits in this area
Some of the community feels 45 mph should be considered. I have seen a few cities where INDOT did have the speed limit changed on a highway, including the recent lowering in Plainfield, IN. This was intended to "help enhance safety in the area" following a deadly crash. On in.gov, I found situations that would be considered for lowering a speed limit. Some of these reasons listed are:
-Roads with high numbers of deaths or serious injuries
-School Zones
-Healthcare and hospital precincts
-Around places of worship
The Wabash St intersection AND the Alber St intersection include those reasons which further requires attention to a larger area instead of focusing on a single intersection. If only the J turn is considered and completed, it will stress traffic on the Alber St intersection as many drivers will avoid using the J turn. If there is MORE stress on Alber, it's subject to many more accidents.
As some members of our community addressed in the public hearing, if INDOT is truly concerned about our safety, this intersection alone is not the solution in entirety. You will consider the surrounding areas, and Alber St is a larger concern, as there have been multiple accidents and a recent fatality (July). Please take our community's concerns into consideration as we are the ones living in this area, and we are pleading with you to address our safety needs as a whole! This isn't a case of the community voting against a safety measure just because we don't want it. We want you to see the bigger picture and to address our safety as a whole.
Perhaps some of these options will work instead, and we can redistribute the funds received for only this one intersection.
Thank you for taking the time to read.

What are the next steps in this process? Will there be additional hearings? Is it just a formal announcement? Any insight is appreciated!

Thank you,
Keeley Abbott

Cassidy Hunter

From: cheryl4wabash [redacted] >
Sent: Monday, November 11, 2024 9:34 PM
To: Cassidy Hunter
Subject: Proposed US 24 & Wabash Street intersection

Miss Hunter,

Thank you for holding the public meeting at the Honeywell Center on Oct. 29. Your team was able to explain the thoughts of this intersection. Yet, most attending feel this is not a solution for this intersection. Seeing the concerns of the farmers and business owners only confirms the hazards will most likely not improve, but could multiply. This intersection is used daily by my family and many others in the community. I live north of 24 and use this as my access to get onto US 24 heading east. Changing this access will push more vehicles to the 15 - 24 intersection which is much more prone to accidents and could become even more congested.

While RCI may be beneficial in some locations, I don't believe this is one of them. Please reconsider this plan.

Cheryl Ross
4767 N. State Road 15
Wabash In 46992

Cassidy Hunter

From: BSR <[redacted]>
Sent: Monday, November 11, 2024 11:42 PM
To: Cassidy Hunter
Subject: RCI Wabash, In

External Email: Use caution when clicking on links, replying, or opening attachments.

I would like to begin by thanking everyone with the State for taking the time to make a trip to Wabash and explain the projected J- turn.

There is no need to reiterate the concerns and comments that were expressed at the meeting. However, I would like to take a moment to mention, these are tax payer dollars being utilized . If everyone in the community that is effected by this project rejects the project, who are the powers that be to make decisions against their will. We are farmers, business owners, emergency personnel, adults and taxpayers who are against the idea of this project. Shouldn't that bear some weight in the decision to move forward? Shouldn't the people who are directly effected have some say in the decision? Isn't that the benefit of living in the country we live in, to have a voice? I urge all of you to take a moment and look at this with a different perspective. I truly believe if the people of our community and the people that were represented at the meeting thought this was needed to increase safety then you would have our support. Please consider this as you come to a decision.

Regards,

Kevin Brainard
Brainard Excavating, LLC
677 N 150 W
Wabash, IN 46992

[redacted]

Sent from my iPhone

Cassidy Hunter

From: Denise Carpenter [redacted] >
Sent: Tuesday, November 12, 2024 12:35 PM
To: Cassidy Hunter
Subject: U.S.24 at Wabash St DES #2000025

External Email: Use caution when clicking on links, replying, or opening attachments.

Please do NOT put a J turn at this intersection or any others !
I am a 39 yr school bus driver that crosses 24 several times a day. I have also driven a school bus to nearly every state. This is the dumbest thing I have ever seen!!!! Very very dangerous!!!!!!!
Denise Carpenter
128 S StRd 115

Cassidy Hunter

From: [redacted]
Sent: Tuesday, November 12, 2024 9:17 AM
To: Cassidy Hunter
Subject: U.S.24 at Wabash Street", Des. #2000025.

External Email: Use caution when clicking on links, replying, or opening attachments.

Hello,

I'm reaching out with serious concerns regarding the proposed J Turn. As a lifelong resident of Wabash County I can say the majority of accidents are at the intersection of Alber and HWY 24 not where proposed Jturn currently is being discussed. A Jturn will create further traveling hazards at the Alber intersection. A delay in lights with a 10-20 second pause between when lights change at cross could help alleviate accidents as well. Most accidents are caused by drivers running the red lights with cross traffic unaware until it's too late.

Thank you for taking time to read my concerns,

Kindly,
Heather France

Cassidy Hunter

From: Janet [redacted] >
Sent: Tuesday, November 12, 2024 11:18 AM
To: Cassidy Hunter
Subject: US 24 at Wabash St. Des# 2000025

I am writing to express my concerns of a J-turn being installed at this intersection. Northern Wabash County will be put in another position of second class citizens if this is installed. Our Paramedic Ambulance Service comes from the City of Wabash through this intersection. Minutes means lives in a lot of occasions and this will take additional time for them to come through. Yeah, I've heard the argument that it would be safer, better, quicker and all the selling points. I invite you to sit at the 19 intersection in Peru. Almost every time I go that way semi drivers have it congested by either not waiting for oncoming traffic before turning out, or slowing too soon in the passing lane and causing backups.

Please listen to the Wabash County citizens and do NOT install this!! A logical solution would be slow traffic down to 45 on 24 from State Road 13 to State Road 15.

Thank you,

Janet Lyons
505 E Pike St
Roann IN 46974

Cassidy Hunter

From: Larry Watson [redacted]
Sent: Tuesday, November 12, 2024 8:26 AM
To: Cassidy Hunter
Subject: US24 and Wabash Street Intersection - Wabash County

Cassidy:

Please reconsider changing the intersection at US24 and Wabash Street. Many times speeds are excessive, well above the posted speed limit, and I think time and money could be spent in other ways.

Thank you,
Larry Watson
Resident - City of Wabash

Cassidy Hunter

From: Carol Cly [redacted]
Sent: Tuesday, November 12, 2024 6:15 PM
To: Cassidy Hunter
Subject: US 24@Wabash Street

External Email: Use caution when clicking on links, replying, or opening attachments.

I am unequivocally opposed to installing j-turns at that intersection. I feel they would pose greatly increased risks as well as adding substantial response time for emergency vehicles. That is avenue to our hospital, please do not mess with it!

Sincerely, Carol Cly
Sent from my iPad

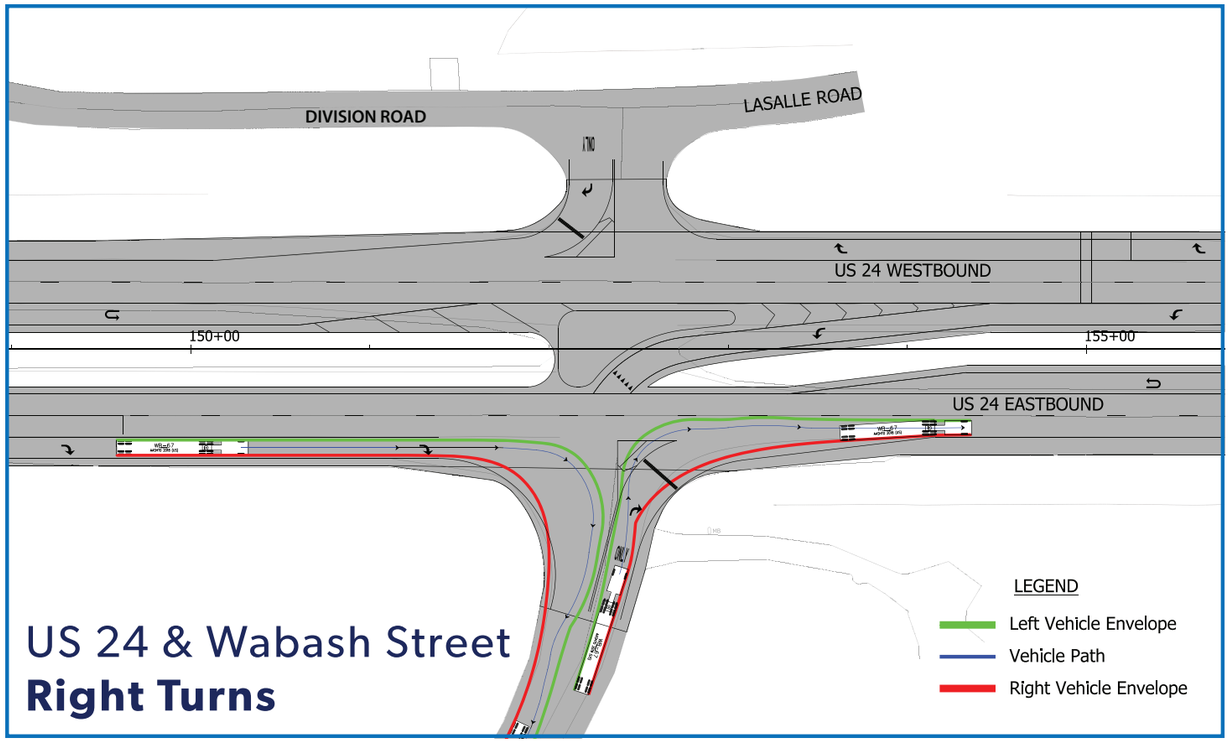
Date	Comment/Question	Category	Resident Name	Organization	Type	Response
10/29/2024	Latheda Metzger with Metzger Farms. So, we're on the corner of Wabash Street and US 24, and I just want my concern documented. We have to swing out of our farm, go right, take the U-turn to LaSalle Road, go around a curve to access the rest of our farm ground. Now, the initial early coordination meeting was dated January 31, 2022. We were not invited, but someone did give us a tip, and we did attend. I believe the church was notified, but we were not. Most of our farm ground is north of US 24. Now, in the video, those were perfect scenarios straight across the road. This is not. You've got Division/ LaSalle Road. We've got students that are off of school. We try to avoid that time, but they're mostly in the middle of that intersection. Doesn't matter. Our concern is the liability with trucks and large farm equipment and the businesses located up [County Road] 150. Now, during the discussion, they couldn't tell me how wide Division/LaSalle Road intersection was to take the equipment and turn it around to head north. I would like to make a suggestion if this happens; that is not wetland. That was cut in 1966, and it was never repaired so that's why there's cattails. The curve on LaSalle Road is a very dangerous curve for the MSD students. They miss it. They wreck it. I don't have the statistics. Mayor Scott Long, where are you? On your phone, okay. Would your police department have those statistics of the accidents or? Now, another concern is, yes, the emergency vehicles can drive straight over that curb. Police sit there. We're going to be fined if we can't navigate. The end.	Access, Safety	Latheda Metzger	Metzger Farms	Verbal	Thank you for your comment. It will be included in the official record for this project. A Preliminary Field Check was conducted on January 31, 2022. The meeting included members of the project team, as well as representatives from the municipality. This was not a public meeting. Notification of the public information meeting held on March 28, 2023, at the Honeywell Center was sent to adjacent property owners. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. Crash data for US 24 and Wabash Street is available in the Categorical Exclusion Level 1 document, Appendix I, pages 6-7. That document is available online at: https://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/us-24-at-wabash-st.-intersection-improvement-project/. The area of concern at Lasalle and Division has been evaluated and design updated to provide additional pavement to accommodate the required design vehicle.
10/29/2024	My name is Kevin Brainard. I guess I just want to be on record, obviously, not for the RCI. You know, Latheda and Dan have a farm. They've had that farm for a long time. We've lived just north of this intersection my entire life, a little over 50 years. Obviously, no one wants anybody to get hurt or have accidents, but I'm a true believer that they're going to happen. I know we try to reduce that, but I think sometimes we try to throw band-aids at things. A little bit of my background: we have a business, an excavating business. So, I navigate this intersection probably more than anyone. Not only with vehicles, but semis. We talked about that obviously talking with everyone out here about semis, trucks, trailers, pickups, all that. So, we navigate that very often. A little bit other background to understanding is the crash part of it. You know, I was a fireman, paramedic for 20 years. So, I've literally been down these intersections in different regards. So, I understand what people try to accomplish, and I'm not opposed to those types of things. However, I would be curious to see the data for all the intersections. Based on critical crashes, you know, what was the weather like? You know, were there medical issues prior to the crash? I feel like there's other intersections that would warrant something done with a little more than this one. And once again, I'm just saying that obviously, you guys looked at the information and studied this for a long time over a couple of years. So, when you have a team of people here to try to basically persuade our mindsets, and I understand that once again, knock on wood, I could get hurt at that intersection when I leave here, but we're human. We make mistakes. I think we need to, maybe do something a little bit better about distracted drivers. Education on how to navigate intersections. I believe coming out of there, and I know you've done the studies and whatnot, but heavy ... you know, we run overweight semis. We're very wide. We're very heavy. I like being able just to come up and wait and have common sense, wait until it's a good time and it's safe and make that decision as a person. Coming out, making a big U-turn and crossing two lanes of traffic, I feel like it's going to be more difficult and maybe more dangerous than just waiting until there's an opening. But once again, just my two cents. I just want to be kind of on record that's kind of how we felt. And yeah. Thanks for your time.	Safety	Kevin Brainard		Verbal	Thank you for your comment. It will be included in the official record for this project. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. Crash data for US 24 and Wabash Street is available in the Categorical Exclusion Level 1 document, Appendix I, pages 6-7. That document is available online at: https://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/us-24-at-wabash-st.-intersection-improvement-project/. The intersections of SR 13 and SR 15 with US 24 are not similar in traffic conditions or volume, therefore incidents at these locations should not influence the decisions made for design of the intersection of US 24 and Wabash Street. The proposed RCI design accommodates large vehicles, including semi tractor trailers and farm implements. Graphics that illustrate those movements are attached immediately following this comment/respond spreadsheet.
10/29/2024	My name is Nathan Zinn. I am a volunteer firefighter that does cover this intersection. Kevin Brainard put a lot of that information pretty eloquently. I'll piggyback off that and say that your numbers were skewed. Now, you may or may not have the exact numbers in reference to where accidents happened in that multi-intersection area, but you can easily look back and the last four or five years at least one death has happened there. However, if you are inclined to spend money to make things safer, which I'm inclined to agree with you, you need to be looking at a different intersection that is lit with stoplights and still has multiple deaths and multiple personal injury accidents. So, if you're doing this intersection for just the safety aspect, you're wrong. If you're wanting to do it for spending money, there's nothing we can do to stop you. Thank you.	Safety	Nathan Zinn		Verbal	Thank you for your comment. It will be included in the official record for this project. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. Crash data for US 24 and Wabash Street is available in the Categorical Exclusion Level 1 document, Appendix I, pages 6-7. That document is available online at: https://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/us-24-at-wabash-st.-intersection-improvement-project/. The scope of this project is solely at the intersection of US 24 and Wabash Street.
10/29/2024	I'm Cheryl Ross. I guess I look at this as an awful lot of taxpayer dollars. Not only that, I use this personally because we live on [State Road] 15. My husband goes back and forth to work five and six days a week. We've never seen an accident at this location. We avoid [State Road] 15 and [US] 24 specifically because this is a great intersection to come across, as long as you're aware of what you're traveling on. You can see clearly. It's not obscured by anything. I believe that if there's a lot of traffic that comes down Division Road to get over on to [US] 24. If you take that away and we end up at [State Road] 15, you're putting an awful lot of extra traffic at [State Road] 15 and [US] 24, which could create more accidents there. So. Taxpayer dollars, increased traffic at 15 and 24. Like I said, I haven't seen a lot of accidents there. So, I feel like this is an overreach and an unnecessary. What we need is a nice, paved highway from 115 to 13. Thank you.	Safety, Cost	Cheryl Ross		Verbal	Thank you for your comment. It will be included in the official record for this project. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. While some minor traffic diversion may occur as a result of this project, it is not expected to significantly impact other adjacent intersections. INDOT monitors intersection safety and congestion and if a need arises at or surrounding this location, additional improvements would be considered & included in the state's Capital Program as deemed appropriate. An asphalt overlay and preventative maintenance project on US 24 from State Road 115 to State Road 13 will take place concurrently with this intersection improvement project.
10/29/2024	Mayor Scott Long. Good evening. I'm neutral on this, actually. I just want to say I appreciate INDOT and HNTB listening to our concerns in reference our emergency vehicles, and redesigning what the plan is so that we can safely get large fire trucks to our industrial area, to the northwest, and also allow our ambulances coming from the east side of the county to get to the hospital in an expedient manner.	Access	Scott Long	Mayor, City of Wabash	Verbal	Thank you for your comment. It will be included in the official record for this project.
10/29/2024	My name is Deb Keffaber, and I am a resident of [County Road] 150 West, which you referred to as LaSalle Road. I've lived there for 42 years. I have crossed [US] 24 probably tens of thousands of times without an accident. I really feel like—I'm sorry, I'm not a public speaker. I really feel like this is not necessary for that intersection. I feel like it's going to make it more difficult with that being what is considered the main hospital entrance. There is a school and elementary school on that street, on Wabash Street in Wabash. A lot of the people who go to Northfield and Sharp Creek drive up [County Road] 150 West to get there. So, I think that's going to create a lot of problems. I think our main problem is the traffic that comes down [US] 24 from State Road 13. They are full speed, 65 miles an hour, or some of them, and they get to Alber Street, where we have a lot of the accidents that Mr. Zinn has referenced, where people have, a lot of people have been killed by semis that run those stoplights. I think that what we need is to slow the traffic down. Coming down [US] 24, whether it be with a stoplight, reduced speeds, you know, whatever is going to work, but this is not going to help that problem. That is a huge problem for us. I do not cross [US] 24, and it doesn't matter if I have a green light, until I look and make sure nothing's coming because I don't trust the other drivers. On [US] 24 last night, I was on Alber Street at about 8 p.m. waiting to go north, and I watched a semi run the red light heading west. So, I think there are other factors that need to be looked at before you decide on this. Thank you.	Safety, Traffic Speed	Deb Keffaber		Verbal	Thank you for your comment. It will be included in the official record for this project. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. As part of the public engagement portion of the environmental process that this project went through key stake holders like the nearby schools and medical facilities were engaged to ensure their facilities and access to and from would not be a problem. The project team gathered input from the Parkview Hospital and emergency service providers and first responders in the area to ensure that the intersection design was clearly understood and to confirm that the new design will not pose any risks or delays to their responsiveness. A modified design has been included to ensure EMS professionals are not delayed. Access to the hospital will change only for individuals approaching from LaSalle St. or Division Rd., but the wait time to cross US 24 will likely decrease using the RCI intersection configuration. A signalized intersection was not selected as the preferred alternative because traffic volumes at the intersection do not justify a signal. Unwarranted traffic signals can experience higher rates of red-light running and rear-end crashes. To put it another way, you risk exchanging one crash problem for another. Crash data for US 24 and Wabash Street is available in the Categorical Exclusion Level 1 document, Appendix I, pages 6-7. That document is available online at: https://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/us-24-at-wabash-st.-intersection-improvement-project/. Reduction in speed limits does not necessarily reduce vehicle speeds or the potential for crashes to occur. Additionally, speed enforcement is outside of INDOT's jurisdiction.

10/29/2024	Tammy Ingalls. I just want to say that I'm in agreement with everyone here. Everyone raises a valid point, and I think to condense it all down, I would say that this is a solution in search of a problem. One thing I know about human error is that we will never get to zero accidents, no matter what we do. I just haven't yet seen enough data to show me, a scientist who studies data all the time, I've not seen enough data to show me that there will be a reduction in accidents or an increase in safety by using this solution. I think what Miss Keffaber just said about reduction in speed needs to be considered first. I also think that, see, grew up in Kokomo, Stoplight City. I'm aware of what stoplights do, but I also know that on [US] 31 there have been areas where rumble strips have been used. So, I think that a reduction in speed limit, possibly more supervision through police on that stretch, and like Miss Keffaber said, between [State Road] 13 and [State Road] 15, there's too much high-speed traffic there. I think that's where you need to start. So those are my thoughts. Thank you.	Project Need, Traffic Speed	Tammy Ingalls		Verbal	Thank you for your comment. It will be included in the official record for this project. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. With the addition of extended turn lanes, there will be more storage for cars. Crash data for US 24 and Wabash Street is available in the Categorical Exclusion Level 1 document, Appendix I, pages 6-7. That document is available online at: https://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/us-24-at-wabash-st.-intersection-improvement-project/. The Indiana Department of Transportation (INDOT) started installing RCIs in June 2015 with at least 12 open now to traffic, including at least one location directly adjacent to a school. Their effects were analyzed in the years before and after construction, with the study periods including the same number of years before and after installation. Overall, these locations experienced: •78% reduction in FATAL and INJURY crashes •30% reduction in property damage crashes •53% reduction in crashes of all severities According to the U.S. Department of Transportation Federal Highway Administration, reduced conflict intersections are considered a proven safety countermeasure resulting in a 54% reduction in fatal or injury crashes nationally. Reduction in speed limits does not necessarily reduce vehicle speeds or the potential for crashes to occur, so this is not an acceptable solution. Speeding enforcement is outside of INDOT's jurisdiction.
10/29/2024	My name is Brian Keffaber. I also live on [County Road] 150. One of the things that you said earlier was you was going to take what was said here and use that in your decision about this. So, what I want to do right now is just how many people here are opposed to this. There's your answer.	Project Need	Brian Keffaber		Verbal	Thank you for your comment. It will be included in the official record for this project. Additionally, it is recognized that some attendees present at the public hearing were opposed to the project.
10/29/2024	Chris Hickman. I'm with Tammy on this fact. I live south of town, so this doesn't affect me directly day in and day out, but it does affect me. There are other things that could be done. Same thing as Miss Keffaber said. We could reduce speed and enforce it. It's not unusual to come across that section at [US] 24. 60 to 65 is not it. 65, 70, and even 75 at times is where the speed is. Having driven semis myself, I know what it's like to have to deal with people whipping around, speeding, and having to stop at a traffic light and deal with all the stuff going on. I understand the possibility of rear-end collisions with that, but if we slow the speed down, enforce the speed, have the lights timed so they're synchronized so there's no need to race from one light to the next and try that least expensive alternative to totally ripping all this up. Spending all this money on something that, as I look at that driving semi to come and loop around and cross over and try to make that turn on LaSalle Road and to come out of Metzger's farm and try to loop around. I see where it's potentially going to cause more problems as those turn lanes back up to turn into the LaSalle Road. As the kids are leaving Northfield, and they're all waiting to get out and they're all anxious, and now I've got to swing out wide to make that turn right there. Now that lane is backed up, and now I've got both sides backed up because nobody can turn. I see it as a potential traffic jam right there. Now we've got possible rear-end collisions there. Another traffic light, slow the speed down, and enforce it I think would be a better alternative.	Safety, Traffic Speed	Chris Hickman		Verbal	Thank you for your comment. It will be included in the official record for this project. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. With the addition of extended turn lanes, there will be more storage for cars. Reduction in speed limits does not necessarily reduce vehicle speeds or the potential for crashes to occur, so this is not an acceptable solution. Additionally, speed enforcement is outside of INDOT's jurisdiction. The area of concern at Lasalle and Division has been evaluated and design updated to provide additional pavement to accommodate the required design vehicle. A signalized intersection was not selected as the preferred alternative because traffic volumes at the intersection do not justify a signal. Unwarranted traffic signals can experience higher rates of red-light running and rear-end crashes. To put it another way, you risk exchanging one crash problem for another.
10/29/2024	We appreciate this decision was made to create a safer intersection, and appreciate the need for access for our emergency vehicles was taken into consideration. This change will pose no threat to access to our emergency room.	Access	Deb Potempa	Parkview Wabash Hospital	Written	Thank you for your comment. It will be included in the official project record.
10/29/2024	I am a Wabash city resident who attended the meeting today in reference to US 24 and Wabash street intersection. I believe the solution presented is just that: a solution looking for a problem. I would like the statistics on accidents AT THAT INTERSECTION in the past five years. And I'm also curious as to how many of those were directly due to undue speed on the 2.5 mile stretch of US 24 between State Road 13 and 15. I think we should first try better signage, reduced speed on that stretch, and enforced speed limits to deal with the alleged problem. To leap directly to a $2.7 million dollar expenditure without trying simpler and more cost effective measures first is foolhardy. Let's try conservative measures first. Thanks in advance for your consideration.	Safety, Traffic Speed	Carol Cly		Email	Thank you for your comment. It will be included in the official record for this project. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. Reduction in speed limits does not necessarily reduce vehicle speeds or the potential for crashes to occur, so this is not an acceptable solution. Additionally, speed enforcement is outside of INDOT's jurisdiction. Crash data for US 24 and Wabash Street is available in the Categorical Exclusion Level 1 document, Appendix I, pages 6-7. That document is available online at: https://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/us-24-at-wabash-st.-intersection-improvement-project/. Advance intersection warning signs previously had been installed on US 24 as a safety measure. An RCI is the next step to address the safety concerns related to right-angle crashes.
11/4/2024	We are writing to express our objection to the U.S. 24 at Wabash St. project. Wabash County is primarily an agricultural county, we have large vehicles/equipment that travel U.S. 24, with the RCI we feel that visibility and making the turns could be an issue if the project is to continue.We would also like to state, no other alternatives have been made or tried, prior to the announcement of the RCI. The expense of implementing a RCI, versus the expense of stop lights would seem like a more logical step. No numbers were available during the meeting for the traffic count of accidents and/or fatalities at the intersection. We feel the cost of the project outweighs the means. There are numerous locations throughout the State that would benefit the use of State funds on this type of intersection improvement project. Again, we state our objection to the U.S. 24 at Wabash St. Intersection Improvement Project.	Safety, Cost	Wabash County Commissioners (Barry Eppley, Jeff Dawes, Brian Haupert)		Email	Thank you for your comment. It will be included in the official record for this project. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. Crash data for US 24 and Wabash Street is available in the Categorical Exclusion Level 1 document, Appendix I, pages 6-7. That document is available online at: https://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/us-24-at-wabash-st.-intersection-improvement-project. The proposed RCI design accommodates large vehicles, including semi tractor trailers and farm implements. Graphics that illustrate large vehicle movements are attached immediately following this comment/response spreadsheet. Options being considered are no build, a signalized intersection, a roundabout, an RCI, and grade separation. Considerations when selecting a preferred alternative include meeting the purpose and need, cost to construct, and adjacent property impacts. The signalized intersection alternative was not selected as the preferred alternative because traffic volumes at the intersection do not justify a signal. Unwarranted traffic signals can experience higher rates of red light running and rear-end crashes. To put it another way, you risk exchanging one crash problem for another. Roundabout intersections are not recommended on high speed divided multi-lanes roadways. Because US 24 is classified as a principal arterial roadway, is on the National Truck Network, and has signalized intersections within one mile of Wabash Street, introducing a roundabout at this location could create delays and speed inconsistencies on US 24.

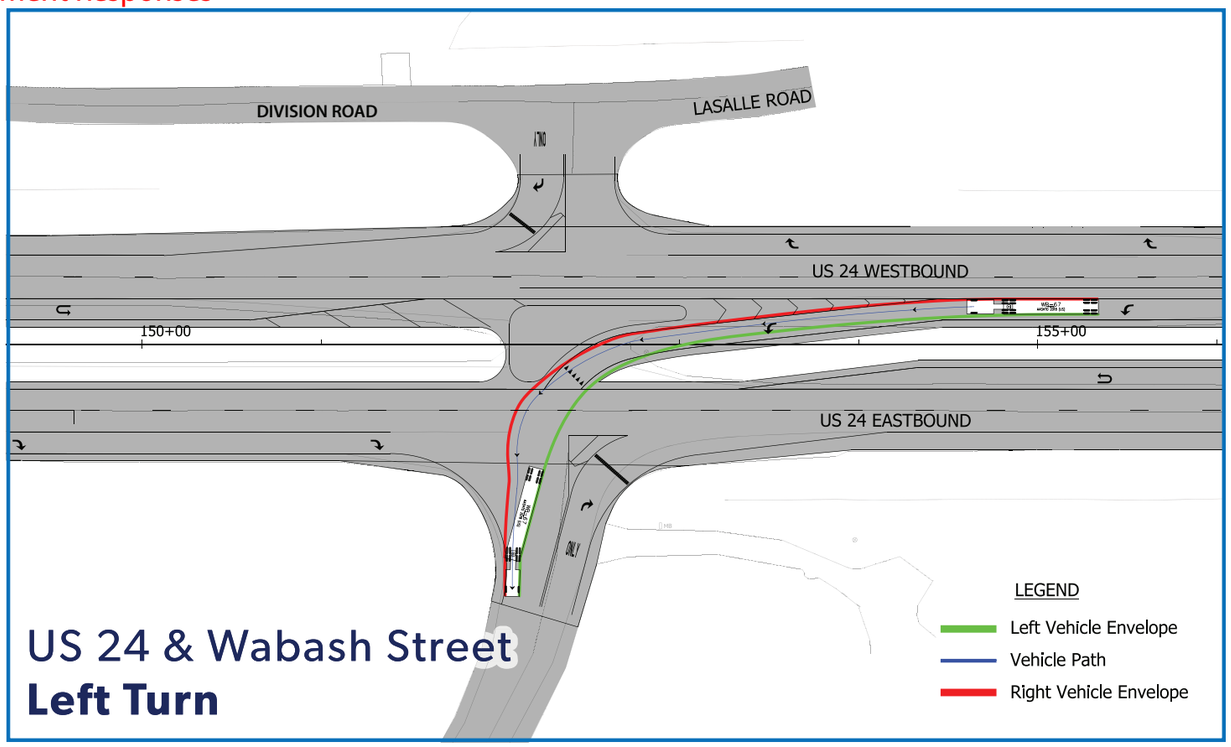
11/7/2024	I would like to submit my final comments regarding the "Intersection Improvement Project/US 24 at Wabash Street", Des. #2000025. The "Purpose and Need" for this project, stipulates there is a need due to the high number of crashes occurring between high speed vehicles on US 24 and lower-speed vehicles coming from Wabash Street. Metzger Farms, is located at 2001 N. Wabash Street, Wabash, Indiana, on the south-east corner of US 24. For the record, Metzger Farms, was not contacted or included on the "Early Coordination List", Appendix C, page 1 of 42, dated 1.31.2022, of the "Categorical Exclusion Level 1 Form". I am curious, why we were not contacted as this has been an agricultural business well over 100 years. To navigate semi's and farm implements out of the driveway to cross US 24 going north to access our farm ground and our other farm, located at 686 N 150 W, Wabash, unfortunately, was not addressed at the first meeting and expressed that it should be, and we were assured that it would be taken into consideration. The second meeting, as we walked through the boards, the north (right turn) onto 150 W from US 24 westbound was not demonstrated. After several conversations with the engineer, he did admit that it was not considered and would be discussed, again. I then asked the dimensions of the intersection as it was not in the "Legend" He did not have that information, either, nor could he remember the measurements, though, he did tell me to walk to another board and use my fingers to examine the width. You see, with this proposal, we will exit the drive with an immediate right, another immediate right, going east bound on US 24, merge left to access the j-turn, make the turn, then merge right on US 24 westbound, to access the right turn lane, swing out left to accommodate a right turn at the intersection north of US 24/Division Road/150 W (Lasalle Road), and another immediate right to take the curve at 150 W to continue north-bound on the county road. If the State of Indiana placed a traffic cam at that intersection during the study, they would see school traffic, along with through traffic, sit at the middle of the intersection rather than staying right, as the law stipulates. This would cause a delay with sitting traffic at that intersection to literally back up so that we could make that turn, while traffic on US 24 westbound continues at posted speed of 55, and we are stopped, trying to make that turn. Even with traffic sitting in the correct lane of the Division Road intersection, there is not enough room for the swing. Please consider, with texting and driving, along with posted speed limit, the laws will not be taken into consideration by the majority. Police reports reflect the data. We do understand the need, as traffic flow increases, but another hard study and analysis is highly recommended, as the next crossing, Alber Street and US 24, has a higher crash record, and this would send more traffic to that intersection. I do believe our local emergency services addressed this several times. The response from the engineer was, "we will investigate that after the RCI for Wabash Street is completed". As a project manager myself, I find that communication, risk management, accounting, boundaries and objectives are crucial in proper development to ensure a positive outcome as expected with the RCI, especially when federal and state funds are utilized. The curve at the south-end of 150 West should be discussed with the Wabash County Commissioners and the City of Wabash, before this project continues any further, along with conversations for increased traffic at Alber Street and US 24. Your consideration is imperative and I appreciate your time.	Mobility, Safety	Latheda Metzger	Metzger Farms	Email	Thank you for your comment. It will be included in the official record for this project. Early coordination letters are not sent to individual private property owners; rather early coordination letters are sent to federal, state, and local resource agencies and representatives. As such, the church, the hospital, and the fire station would have all received early coordination letters, but the Metzger Farms would not have. Likewise, the preliminary field check meeting was held at the church and members of the design team and representatives from local utilities and other local public agencies were included. The project team gathered input from the Parkview Hospital and emergency service providers and first responders in the area to ensure that the intersection design was clearly understood and to confirm that the new design will not pose any risks or delays to their responsiveness. Access to the hospital will change only for individuals approaching from LaSalle Street or Division Road, but the average wait time to cross US 24 is likely to decrease using the RCI intersection configuration. While some minor traffic diversion may occur as a result of this project, it is not expected to significantly impact other adjacent intersections. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. Crash data for US 24 and Wabash Street is available in the Categorical Exclusion Level 1 document, Appendix I, pages 6-7. That document is available online at: https://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/us-24-at-wabash-st.-intersection-improvement-project/. The scope of this project is solely at the intersection of US 24 and Wabash Street. The turn from westbound US 24 to northbound LaSalle St. has been evaluated and design updated to provide additional pavement to accommodate the required design vehicle. Improved pavement markings will be provided at the intersection of LaSalle Street/Division Road approaching US 24 to assist in delineating proper vehicle alignment.
11/11/2024	I am writing about the proposed changes to US 24 on the north side of Wabash, Indiana. I agree with the suggestion of synchronized stop lights along that stretch of highway. I see how it affects and helps the traffic flow in Fort Wayne and feel it would do the same for the Wabash area. Plus, I'm surmising it would probably be a less expensive 'fix' for the 'problem' (if, indeed, there is a problem at that intersection…perhaps when school lets out. It doesn't appear to normally be a heavily traveled street). Also, street lighting is important. Having more and better street lighting makes such a difference when driving at night. Thank you for considering these options.	Mobility	Rita Schroll		Email	Thank you for your comment. It will be included in the official record for this project. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. With the addition of extended turn lanes, there will be more storage for cars. The need to adjust signal timing is continually evaluated to address potential safety concerns. New, permanent roadway lighting will be installed at this intersection as a part of the proposed improvements
11/7/2024	I know this letter will do exactly no good, but I would like to let you know I turned yesterday (in a car) both ways east on US 24 on a RCI turn. East on 24 where you are planning on putting another RCI turn in Wabash. It is so much more dangerous because you are basically pulling out in front of traffic twice. Also, would you do me a big favor before you decide to put another of these dangerous turns in? Would you or someone who is wanting to one of these RCI turns come and ride with a semi driver or a farmer who has a tractor with equipment hooked on and see it is almost impossible? Would you also text me when you do it, so I know it got done? It is probably one of the most asinine ideas that you guys have ever come up with. I've been told it is about hopeless to get you people to change your mind, but I had to at least try. P.S. You might check fatalities at US 24 at SR 15 and US 24 at SR 13. P.S.S. My husband will be happy to give you names of farmers willing to have you ride in their tractors.	Mobility, Safety	Kathy Dale		Mail	Thank you for your comment. It will be included in the official record for this project. The Indiana Department of Transportation (INDOT) started installing RCIs in June 2015 with at least 12 open now to traffic, including at least one location directly adjacent to a school. The effects of RCIs were analyzed in the years before and after construction, with the study periods including the same number of years before and after installation. Overall, these locations experienced: •78% reduction in FATAL and INJURY crashes •30% reduction in property damage crashes •53% reduction in crashes of all severities Crash data for US 24 and Wabash Street is available in the Categorical Exclusion Level 1 document, Appendix I, pages 6-7. That document is available online at: https://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/us-24-at-wabash-st.-intersection-improvement-project/. The intersections of SR 13 and SR 15 with US 24 are not similar in traffic conditions or volume; therefore, incidents at these locations should not influence the decisions made for design of the intersection of US 24 and Wabash Street. The proposed RCI design accommodates large vehicles, including semi tractor trailers and farm implements. Graphics that illustrate large vehicle movements are attached immediately following this comment/response spreadsheet.
11/11/2024	My name is Deborah (Deb) Keffaber. I spoke on October 29, 2024 at the meeting at the Honeywell Center regarding the proposed RCI at Wabash Street and US 24. First, I would like to say that I really did not appreciate the smirky 20 and 30 something desk jockeys who smiled indulgently when I voiced my opposition to the plan, and then told me that I didn't know what I was talking about. My husband and I have lived on 150 W (which was referred to in the meeting as LaSalle Rd) for 42 years. Kevin Brainard grew up on 150 W. So did Dan Metzger. We have all lived here a very long time. We know this road and the issues better than any of you. In your advertisement in the newspaper, it was referenced that this decision was made on data from 2016 - 2019. Yet, in the meeting, on the screen, you showed what was supposedly more recent data. Yet, you did not break the data. How many accidents over how many years? How many fatalities? There was a complete lack of any real information. I feel like you are trying to put a bandaid on a wound that doesn't even exist. The real problem is the speed of traffic coming from the State Rd 13/24 intersection to the stoplight at Alber and 24. I would like to see the data on how many accidents there have been at this intersection SINCE you installed stoplights. Firefighters at the meeting stated that they go to that intersection way more than they do to Wabash and 24. How many accidents have been there? How many fatalities? I proposed a stoplight at Wabash and 24, and was told by one of the kids that there wasn't enough traffic to warrant it. How was this determined? Did anyone come and observe? Do you know how many people use 150 W (LaSalle Rd) to go to Northfield H.S. and Sharp Creek Elementary? Do you know how many people use 150 W (LaSalle Rd) to leave Northfield and Sharp Creek at the end of the school day? Do you know how many people use the Wabash St entrance to the hospital? I heard a firefighter say that they always go to the Wabash St entrance because the Alber St entrance is too narrow. I also proposed a speed limit reduction between 13 and Wabash St on 24, as well as a speed limit reduction on 24 between Wabash St and Alber. Most of the accidents at Alber and 24 are vehicles, mostly semis, who run the red light because they are going too fast and can't stop. As I stated in the meeting, I do not cross 24, even if I am at a stoplight and have the green light, until I look and make sure everything is stopping. The night before the meeting, I ran into Wabash. Going home, I was sitting on Alber at the light, waiting to go north. I knew the light was going to change, because you kind of get to know the light patterns. I saw a semi coming from the east, and I knew that it would not stop. Sure enough, its light turned red, mine turned green and it blew the stop. I would like to see this studied more in depth before you waste almost $3 million of taxpayer money on something that is not needed and will not alleviate the real problem, Alber Street and 24. Do I like change? No, does anyone really? But, if it was needed, I would get used to it, just like the j-turn at 300 E and 24. I just don't believe this is needed at Wabash St and 24. While I know minds are probably made up and this is a waste of time, I still wanted to say my piece.	Safety, Access	Deborah Keffaber		Email	Thank you for your comment. It will be included in the official record for this project. Crash data for US 24 and Wabash Street is available in the Categorical Exclusion Level 1 document, Appendix I, pages 6-7. That document is available online at: https://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/us-24-at-wabash-st.-intersection-improvement-project/. The intersections of SR 13 and SR 15 with US 24 are not similar in traffic conditions or volume, therefore incidents at these locations should not influence the decisions made for design of the intersection of US 24 and Wabash. Traffic counts are collected along all roads within the study area. The roads where traffic counts were made include US 24, Wabash Street, Lasalle Road, and Division Road. Traffic counts are publicly available at https://indot.public.ms2soft.com/tcds/tsearch.asp?loc=Indot&mod The project team gathered input from the Parkview Hospital and emergency service providers and first responders in the area to ensure that the intersection design was clearly understood and to confirm that the new design will not pose any risks or delays to their responsiveness. Access to the hospital will change only for individuals approaching from LaSalle St. or Division Rd., but the average wait time to cross US 24 will likely decrease using the RCI intersection configuration. Reduction in speed limits does not necessarily reduce vehicle speeds or the potential for crashes to occur. Additionally, speed enforcement is outside of INDOT's jurisdiction. A signalized intersection was not selected as the preferred alternative because traffic volumes at the intersection do not justify a signal. Unwarranted traffic signals can experience higher rates of red-light running and rear-end crashes. To put it another way, you risk exchanging one crash problem for another.

11/12/2024	In regard to the proposed J turn at US 24 and Wabash St in Wabash, IN, some of the community opposes the J turn if not in conjunction with improvement on additional intersections US 24 and Alber Street and US 24 and Cass Street/IN 15 also in Wabash, Indiana. We have had accidents at these as well, and we don't feel a J turn is the best solution for managing traffic and accidents in this area. We urge you to reconsider addressing only this intersection. To resolve the issue will take overseeing a larger footprint. The community has suggested ways that may improve that stretch of highway in town such as: adding rumble strips; adjusting the light timers (synchronize lights); add a single four way flashing light (yellow on US 24, red for Wabash); re-evaluate roundabout (it was dismissed earlier with only consideration of this single intersection but adding one may reduce speed and improve safety in the total area); adding flashing signage before approaching any intersection from SR 13 to Falls Ave.; display a countdown timer for the lights; and lower speed limits in this area. Some of the community feels 45 mph should be considered. I have seen a few cities where INDOT did have the speed limit changed on a highway, including the recent lowering in Plainfield, IN. This was intended to "help enhance safety in the area" following a deadly crash. On in.gov, I found situations that would be considered for lowering a speed limit. Some of these reasons listed are: roads with high numbers of deaths or serious injuries; school zones; healthcare and hospital precincts; and around places of worship. The Wabash St intersection AND the Alber St intersection include those reasons which further requires attention to a larger area instead of focusing on a single intersection. If only the J turn is considered and completed, it will stress traffic on the Alber St intersection as many drivers will avoid using the J turn. If there is MORE stress on Alber, it's subject to many more accidents. As some members of our community addressed in the public hearing, if INDOT is truly concerned about our safety, this intersection alone is not the solution in entirety. You will consider the surrounding areas, and Alber St is a larger concern, as there have been multiple accidents and a recent fatality (July). Please take our community's concerns into consideration as we are the ones living in this area, and we are pleading with you to address our safety needs as a whole! This isn't a case of the community voting against a safety measure just because we don't want it. We want you to see the bigger picture and to address our safety as a whole. Perhaps some of these options will work instead, and we can redistribute the funds received for only this one intersection. Thank you for taking the time to read. What are the next steps in this process? Will there be additional hearings? Is it just a formal announcement? Any insight is appreciated!	Safety	Keeley Abbott		Email	Thank you for your comment. It will be included in the official record for this project. INDOT regularly evaluates the corridor and future potential improvements that address safety and mobility. US 24 and Wabash has a crash frequency and crash severity that is higher than other comparable intersections. INDOT monitors intersection safety and congestion and if a need arises at or surrounding this location, additional improvements would be considered and included in the state's Capital Program as deemed appropriate. The intersections of SR 13 and SR 15 with US 24 are not similar in traffic conditions or volume; therefore, incidents at these locations should not influence the decisions made for design of the intersection of US 24 and Wabash Street. While some minor traffic diversion may occur as a result of this project, it is not expected to significantly impact other adjacent intersections. INDOT monitors intersection safety and congestion and if a need arises at or surrounding this location, additional improvements would be considered and included in the state's Capital Program as deemed appropriate. The signalized intersection alternative was not selected as the preferred alternative because traffic volumes at the intersection do not justify a signal. Unwarranted traffic signals can experience higher rates of red light running and rear-end crashes. To put it another way, you risk exchanging one crash problem for another. Roundabout intersections are not recommended on high speed divided multi-lanes roadways. Because US 24 is classified as a principal arterial roadway, is on the National Truck Network, and has signalized intersections within one mile of Wabash Street, introducing a roundabout at this location could create delays and speed inconsistencies on US 24. The project team gathered input from the Parkview Hospital and emergency service providers and first responders in the area to ensure that the intersection design was clearly understood and to confirm that the new design will not pose any risks or delays to their responsiveness. A modified design has been included to ensure EMS professionals are not delayed. Access to the hospital will change only for individuals approaching from LaSalle St. or Division Rd., but the wait time to cross US 24 will likely decrease using the RCI intersection configuration. Reduction in speed limits does not necessarily reduce vehicle speeds or the potential for crashes to occur. Additionally, speed enforcement is outside of INDOT's jurisdiction. There will not be additional public meetings or hearings. Comments will be addressed in the final Categorical Exclusion Level 1 document. That document will be made available for public review. Additionally, if deemed appropriate, a Notice of Project Advancement will be published.
11/11/2024	Thank you for holding the public meeting at the Honeywell Center on Oct. 29. Your team was able to explain the thoughts of this intersection. Yet, most attending feel this is not a solution for this intersection. Seeing the concerns of the farmers and business owners only confirms the hazards will most likely not improve, but could multiply. This intersection is used daily by my family and many others in the community. I live north of 24 and use this as my access to get onto US 24 heading east. Changing this access will push more vehicles to the 15 - 24 intersection which is much more prone to accidents and could become even more congested. While RCI may be beneficial in some locations, I don't believe this is one of them. Please reconsider this plan.	Safety, Access	Cheryl Ross		Email	Thank you for your comment. It will be included in the official record for this project. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. The proposed RCI design accommodates large vehicles, including semi tractor trailers and farm implements. Graphics that illustrate large vehicle movements are attached immediately following this comment/response spreadsheet. The time spent crossing the US 24 and Wabash St. intersection during peak times will likely decrease with the new intersection configuration. Because there is only one direction of traffic to contend with, travel is also made safer and the intersection is easier to navigate, reducing the potential for severe and/or fatal crashes. While some minor traffic diversion may occur as a result of this project, it is not expected to significantly impact other adjacent intersections. INDOT monitors intersection safety and congestion and if a need arises at or surrounding this location, additional improvements would be considered & included in the state's Capital Program as deemed appropriate.
11/11/2024	I would like to begin by thanking everyone with the State for taking the time to make a trip to Wabash and explain the projected J- turn. There is no need to reiterate the concerns and comments that were expressed at the meeting. However, I would like to take a moment to mention, these are tax payer dollars being utilized . If everyone in the community that is effected by this project rejects the project, who are the powers that be to make decisions against their will. We are farmers, business owners, emergency personnel, adults and taxpayers who are against the idea of this project. Shouldn't that bear some weight in the decision to move forward? Shouldn't the people who are directly effected have some say in the decision? Isn't that the benefit of living in the country we live in, to have a voice? I urge all of you to take a moment and look at this with a different perspective. I truly believe if the people of our community and the people that were represented at the meeting thought this was needed to increase safety then you would have our support. Please consider this as you come to a decision.	Cost, Safety	Kevin Brainard		Email	Thank you for your comment. It will be included in the official project record. Public engagement is an important part of the project development process, and your thoughtful input valued and appreciated. Safety on our roadways is INDOT's top priority, and reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project.
11/12/2024	Please do NOT put a J turn at this intersection or any others! I am a 39 yr school bus driver that crosses 24 several times a day. I have also driven a school bus to nearly every state. This is the dumbest thing I have ever seen!!!! Very very dangerous!!!!!!!	Safety	Denise Carpenter		Email	Thank you for your comment. It will be included in the official project record. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. The Indiana Department of Transportation (INDOT) started installing RCIs in June 2015 with at least 12 open now to traffic, including at least one location directly adjacent to a school. The effects of RCIs were analyzed in the years before and after construction, with the study periods including the same number of years before and after installation. Overall, these locations experienced: •78% reduction in fatal and injury crashes •30% reduction in property damage crashes •53% reduction in crashes of all severities
11/12/2024	I'm reaching out with serious concerns regarding the proposed J Turn. As a lifelong resident of Wabash County I can say the majority of accidents are at the intersection of Alber and HWY 24 not where proposed J-turn currently is being discussed. A Jturn will create further traveling hazards at the Alber intersection. A delay in lights with a 10-20 second pause between when lights change at cross could help alleviate accidents as well. Most accidents are caused by drivers running the red lights with cross traffic unaware until it's too late.	Safety	Heather France		Email	Thank you for your comment. It will be included in the official record for this project. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. The scope of this project is solely at the intersection of US 24 and Wabash Street. The need to adjust signal timing at Alber Street will continue to be evaluated to address potential safety concerns.
11/12/2024	I am writing to express my concerns of a J-turn being installed at this intersection. Northern Wabash County will be put in another position of second class citizens if this is installed. Our Paramedic Ambulance Service comes from the City of Wabash through this intersection. Minutes means lives in a lot of occasions and this will take additional time for them to come through. Yeah, I've heard the argument that it would be safer, better, quicker and all the selling points. I invite you to sit at the 19 intersection in Peru. Almost every time I go that way semi drivers have it congested by either not waiting for oncoming traffic before turning out, or slowing too soon in the passing lane and causing backups. Please listen to the Wabash County citizens and do NOT install this!! A logical solution would be slow traffic down to 45 on 24 from State Road 13 to State Road 15.	Safety, Mobility	Janet Lyons		Email	Thank you for your comment. It will be included in the official record for this project. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. The project team gathered input from the Parkview Hospital and emergency service providers and first responders in the area to ensure that the intersection design was clearly understood and to confirm that the new design will not pose any risks or delays to their responsiveness. A modified design has been included to ensure EMS professionals are not delayed. Access to the hospital will change only for individuals approaching from LaSalle St. or Division Rd., but the wait time to cross US 24 will likely decrease using the RCI intersection configuration. Reduction in speed limits does not necessarily reduce vehicle speeds or the potential for crashes to occur. Additionally, speed enforcement is outside of INDOT's jurisdiction.
11/12/2024	Please reconsider changing the intersection at US24 and Wabash Street. Many times speeds are excessive, well above the posted speed limit, and I think time and money could be spent in other ways.	Traffic Speed	Larry Watson		Email	Thank you for your comment. It will be included in the official record for this project. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. Reduction in speed limits does not necessarily reduce vehicle speeds or the potential for crashes to occur. Additionally, speed enforcement is outside of INDOT's jurisdiction.

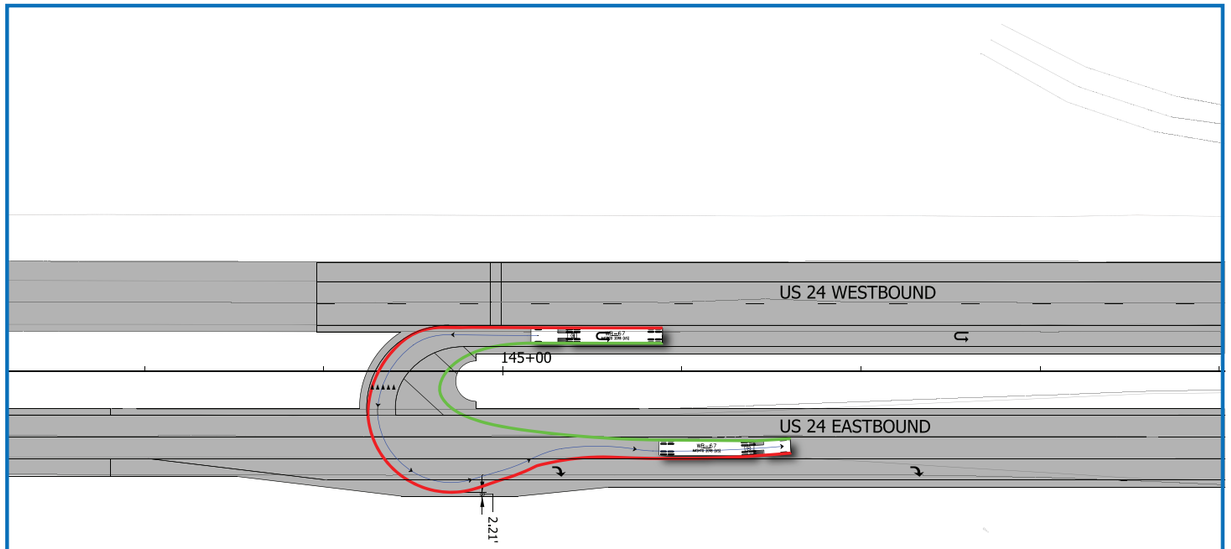
11/12/2024	I am unequivocally opposed to installing j-turns at that intersection. I feel they would pose greatly increased risks as well as adding substantial response time for emergency vehicles. That is avenue to our hospital, please do not mess with it!	Safety, Response Time	Carol Cly		Email	Thank you for your comment. It will be included in the official record for this project. Reducing crashes that result in incapacitating injuries and/or fatalities is the goal of this intersection improvement project. The reduced conflict intersection (RCI) design accomplishes that by reducing the number of potential conflict points – or locations where traffic movements cross paths and potential crashes can occur. The current intersection design has 42 potential conflict points. The recommended RCI design reduces the number of conflict points by 40%. The project team gathered input from the Parkview Hospital and emergency service providers and first responders in the area to ensure that the intersection design was clearly understood and to confirm that the new design will not pose any risks or delays to their responsiveness. Access to the hospital will change only for individuals approaching from LaSalle Street or Division Road, but the average wait time to cross US 24 is likely to decrease using the RCI intersection configuration.



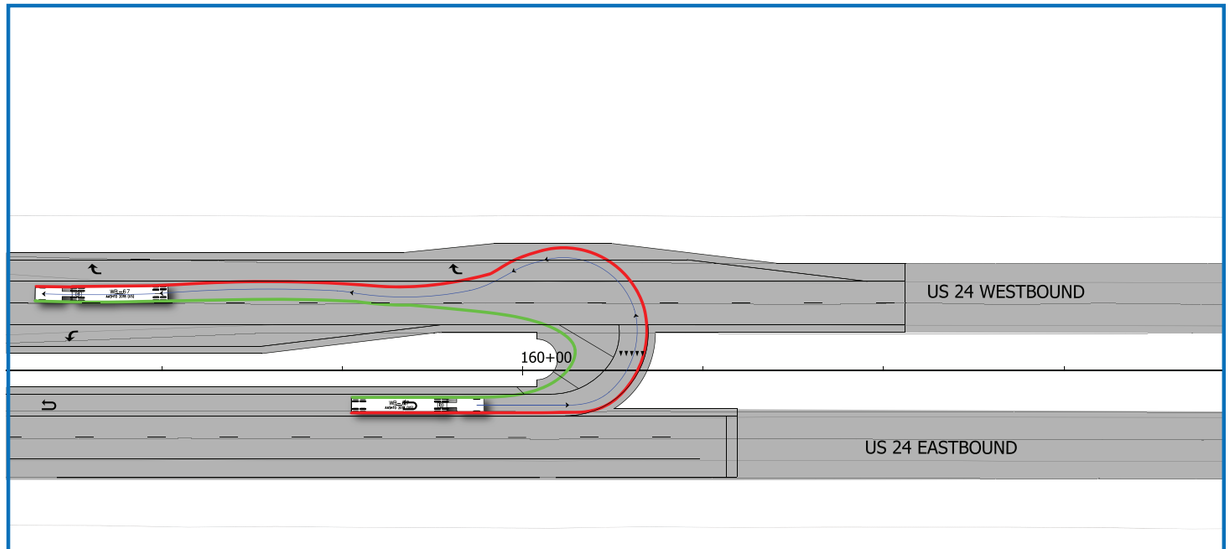
US 24 & Wabash Street
Right Turns



US 24 & Wabash Street
Left Turn



US 24 Westbound U-Turn

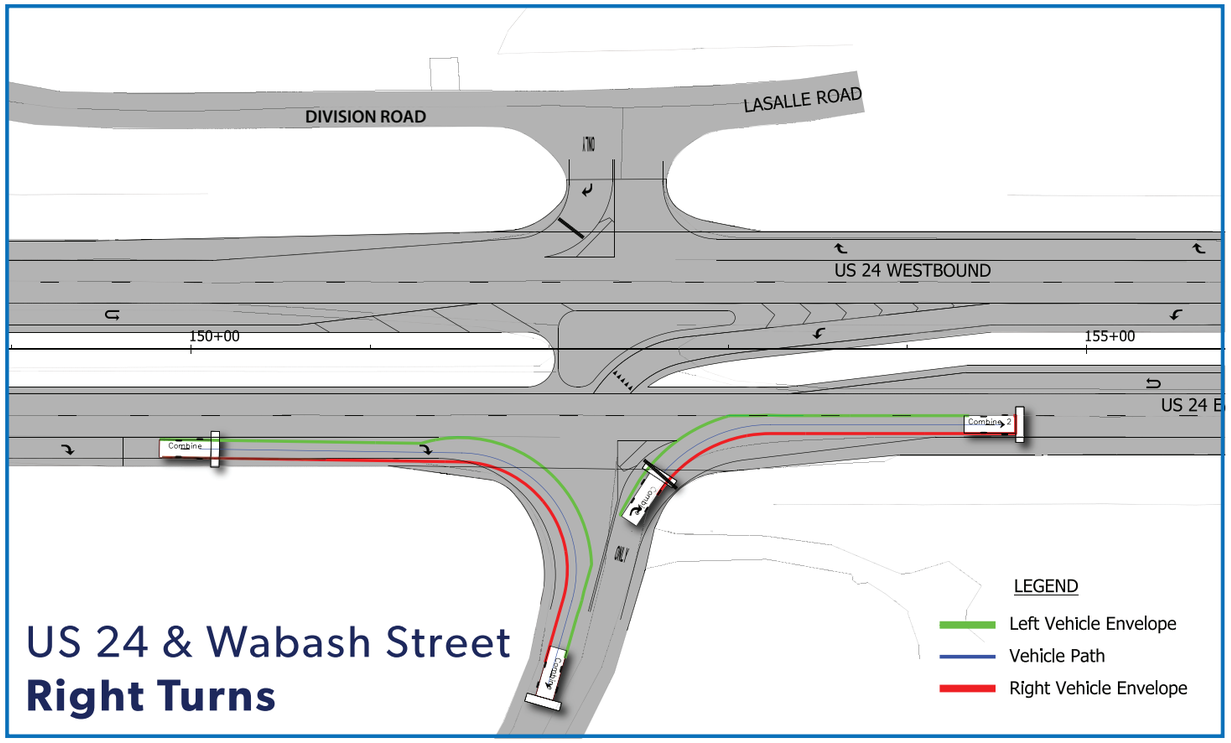


US 24 Eastbound U-Turn

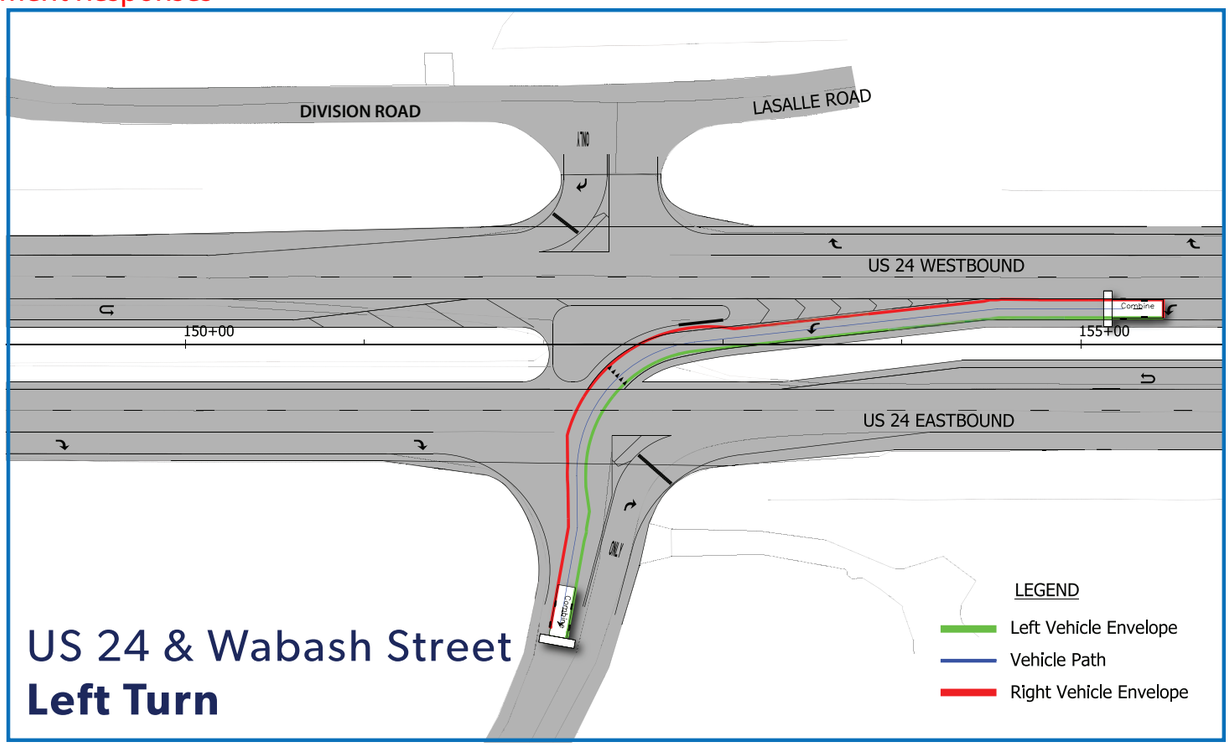
TRUCK TURNING MOVEMENTS

US 24 & WABASH STREET • PUBLIC HEARING 2024

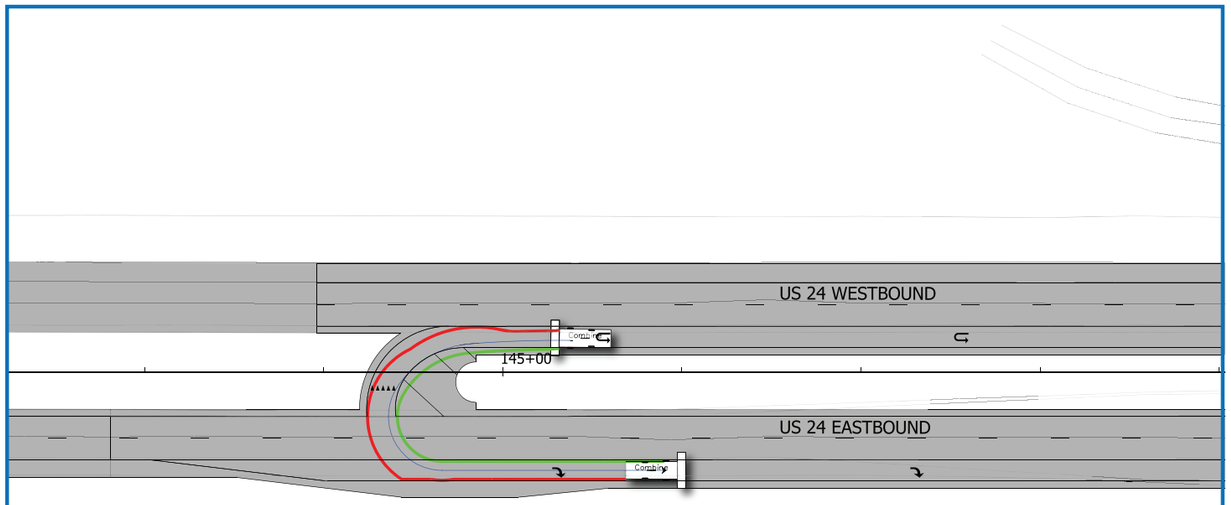
Des No 2000025



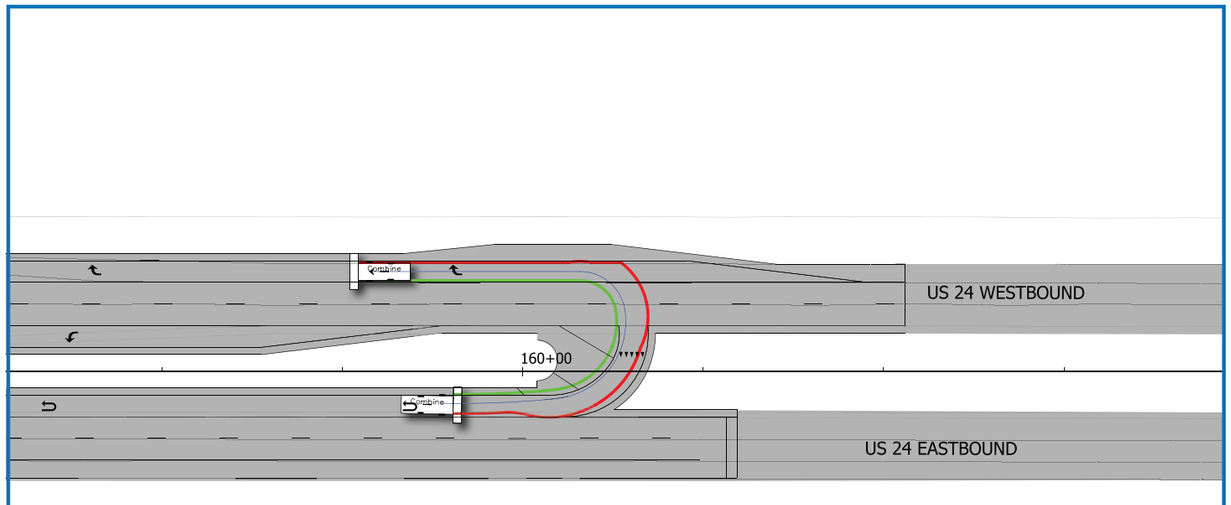
US 24 & Wabash Street
Right Turns



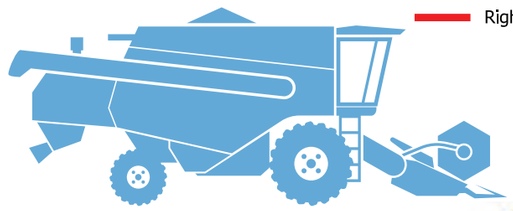
US 24 & Wabash Street
Left Turn



US 24 Westbound U-Turn



US 24 Eastbound U-Turn



COMBINE TURNING MOVEMENTS

US 24 & WABASH STREET • PUBLIC HEARING 2024

Des No 2000025

APPENDIX H: AIR QUALITY

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2024 - 2028

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
Indiana Department of Transportation	42382 / 1800148	Init.	SR 16	HMA Overlay, Structural	Fort Wayne	13.783	STBG	$15,529,000.00	Road Construction	CN	$12,423,200.00	$3,105,800.00	$15,529,000.00				
Performance Measure Impacted: Pavement Condition																	
Location: SR 5 From SR 114 to SR 14 North Jct. (Eel River Bridge), SR 5 From US 24 to SR 114, SR 16 From SR 13 to SR 5																	
Comments:Include DES 1600943, 1600944, 1800148																	
Indiana Department of Transportation	42382 / 1800148	M 11	SR 16	HMA Overlay, Structural	Fort Wayne	13.783	STBG		Road Construction	CN	$0.00	$0.00	($15,529,000.00)		$15,529,000.00		
Performance Measure Impacted: Pavement Condition																	
Location: SR 16 From SR 13 to SR 5																	
Comments:move CN from FY 24 to FY 26																	
Wabash County	42779 / 1902849	Init.	IR 1403	Bridge Replacement	Fort Wayne	.02	STBG	$1,819,000.00	Local Funds	CN	$0.00	$554,000.00	$554,000.00				
									Local Bridge Program	CN	$1,266,000.00	$0.00	$1,266,000.00				
Performance Measure Impacted: Bridge Condition																	
Location: Bridge #110: on CR 500S over Treaty Creek																	
Comments:Include DES 1902849																	
Wabash County	42779 / 1902849	M 03	IR 1403	Bridge Replacement	Fort Wayne	.02	STBG	$2,289,130.00	Local Bridge Program	CN	$0.00	$0.00	$0.00				
									Local Funds	CN	$0.00	$470,000.00	$470,000.00				
Performance Measure Impacted: Bridge Condition																	
Location: Bridge #110: on CR 500S over Treaty Creek																	
Comments:Increase CN by $469,730.00																	
Wabash County	42780 / 1902850	Init.	IR 1403	Bridge Replacement	Fort Wayne	.05	STBG	$3,408,000.00	Local Funds	CN	$0.00	$588,000.00		$588,000.00			
									Local Bridge Program	CN	$2,350,000.00	$0.00		$2,350,000.00			
Performance Measure Impacted: Bridge Condition																	
Location: Bridge #652: on Market St over Eel River																	
Comments:Include DES 1902850																	
Indiana Department of Transportation	43285 / 2001847	Init.	US 24	HMA Overlay, Preventive Maintenance	Fort Wayne	4.455	NHPP	$6,241,000.00	Road Construction	CN	$4,952,800.00	$1,238,200.00		$0.00	$6,191,000.00		
									Bridge Consulting	PE	$40,000.00	$10,000.00	$50,000.00				
									Safety Construction	CN	$1,274,400.00	$318,600.00		$0.00	$1,593,000.00		

*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.

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2024 - 2028

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
Performance Measure Impacted: Pavement Condition																	
Location: US 24 US 24 @ Wabash St, 1.15 Miles E of SR 15 and US 24 From SR 115 to SR 13																	
Comments:Include DES 2000025, 2001847																	
Indiana Department of Transportation	43285 / 2001847	A 01	US 24	HMA Overlay, Preventive Maintenance	Fort Wayne	4.455	NHPP	$2,254,162.00	Safety Consulting	PE	$160,000.00	$40,000.00	$200,000.00				
Performance Measure Impacted: Pavement Condition																	
Location: US 24 US 24 @ Wabash St, 1.15 Miles E of SR 15 (2000025), US 24 From SR 115 to SR 13 (2001847-HMA)																	
Comments:Add PE $200,000 FY2024. Des including 2000025 and 2001847.																	
Wabash County	43610 / 2003065	Init.	IR 1403	Bridge Replacement	Fort Wayne	.2	STBG	$2,210,000.00	Local Bridge Program	CN	$1,515,000.00	$0.00			$1,515,000.00		
									Local Funds	CN	$0.00	$379,000.00			$379,000.00		
									Local Funds	RW	$0.00	$20,000.00	$20,000.00				
									Local Bridge Program	RW	$80,000.00	$0.00	$80,000.00				
Performance Measure Impacted: Bridge Condition																	
Location: Bridge #143 on CR E 1050 S, over Grant Creek																	
Comments:Include DES 2003065																	
Wabash County	44289 / 2101741	Init.	IR 1403	Bridge Rehabilitation Or Repair	Fort Wayne	.125	STBG	$3,306,000.00	Local Funds	CN	$0.00	$576,000.00			$24,000.00	$552,000.00	
									Local Bridge Program	CN	$2,304,000.00	$0.00			$96,000.00	$2,208,000.00	
									Local Funds	RW	$0.00	$8,000.00			$8,000.00		
									Local Bridge Program	RW	$33,000.00	$0.00			$33,000.00		
Performance Measure Impacted: Bridge Condition																	
Location: Bridge #96; On East Hanging Rock Road over the Salamonie River																	
Comments:Include DES 2101741																	
Wabash County	44290 / 2101775	Init.	IR 8827	HMA Overlay Minor Structural	Fort Wayne	7.81	STBG	$3,725,000.00	Group IV Program	RW	$8,000.00	$0.00		$8,000.00			
									Local Funds	RW	$0.00	$2,000.00		$2,000.00			
									Group IV Program	CN	$2,812,000.00	$0.00				$2,812,000.00	
									Local Funds	CN	$0.00	$703,000.00				$703,000.00	

*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.

APPENDIX I: ADDITIONAL STUDIES

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800266	1800266	Wabash	Roann Park
1800290	1800290	Wabash	Wabash City Park (Wabash City Park Log Cabin)
1800291	1800291	Wabash	Charley Creek Park
1800304	1800304E	Wabash	Laketon Bog
1800363	1800363S	Wabash	Mississinewa Reservoir
1800363	1800363AA	Wabash	Salamonie Reservoir
1800378	1800378D	Wabash	Mississinewa Reservoir
1800449	1800449B	Wabash	Red Bridge SRA

*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.

Abbreviated Engineer's Report

US 24 @ Wabash Street Intersection Improvement

INDOT Fort Wayne District
Wabash County, IN
DES No: 2000025

February 4, 2022

Prepared For
INDOT Fort Wayne District
Contact: Alex Zembala

Prepared By
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
Phone (317) 636-4682
Contact: Mark Young, PE

CONTENTS

Attachments

1.0 PURPOSE OF REPORT

The purpose of this report is to document the engineering assessment phase of the project development for Des 2000025, 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 recommended alternative identified in this document is considered preliminary, pending the outcome of environmental studies.

2.0 PROJECT LOCATION

This project is located on US 24 from RP 94+92 to RP 95+42, at the intersection of US 24 and Wabash Street, 1.15 miles east of SR 15 in Noble Township, Wabash County, Indiana. The project is in the INDOT Ft. Wayne District. The area is rural consisting primarily of farm fields. Please see **Appendix A** for the map location.

3.0 PROJECT PURPOSE AND NEED

The purpose of the project is to improve the safety of the intersection of US 24 and Wabash Street. As described in Section 9, the need for the project is due to the high number of right-angle crashes between high-speed vehicles on US 24 and lower speed vehicles coming from Wabash Street. The main attribute to these crashes were failure to yield to the right-of-way or disregarding signage.

4.0 EXISTING FACILITY

US 24 is a multi-lane divided non-freeway and is classified as a rural principal arterial with a 40’ wide grassy median. Wabash Street is a 2-lane roadway that is classified as a minor arterial to the east of US 24 and as a major collector to the west of US 24. US 24 is part of the US National Highway System and on the National Truck Network. Wabash Street is not part of the US National Highway System or the National Truck Network. The intersection of US 24 and Wabash Street is two-way stop controlled with left and right turn lanes from US 24 onto Wabash Street. The posted speed limit on US 24 is 55 mph. The posted speed limit on Wabash Street is 30 mph. Existing US 24 is approximately 24’ wide through the project limits with a 4’ paved shoulder on the left and 10’ paved shoulder on the right. Existing Wabash Street is approximately 20’ wide through the project limits with a 1’ aggregate shoulder. There is one existing horizontal curve on Wabash Street approaching the intersection. The tables on the following page describe the existing geometric conditions of the roadway and the referenced IDM figures can be found in **Appendix B**.

Table 1: US 24 Geometric Design Criteria			
Geometric Design Criteria			
Proposed Design Speed	55 MPH Existing 60 MPH Proposed	Functional Class	Principal Arterial
Proposed Design Criteria	IDM Fig 55-3A	Rural/Urban	Rural
Terrain	Level	Access Control	None
Cross Section Elements			
	Existing	Minimum	Desirable
Lane Width	12'	12'	12'
Shoulder Width Paved	Rt: 10' Lt: 4’	Rt: 8' Lt: 3’	Rt: 10' Lt: 4’
Shoulder Width Usable	Rt 11' Lt: 4’	Rt: 9' Lt: 4’	Rt: 11' Lt: 4’

Table 2: Wabash St Geometric Design Criteria			
Geometric Design Criteria			
Proposed Design Speed	30 MPH Existing 30 MPH Proposed	Functional Class	Local Collector
Proposed Design Criteria	IDM Fig 55-3C	Rural/Urban	Rural
Terrain	Level	Access Control	None
Cross Section Elements			
	Existing	Minimum	Desirable
Lane Width	10'	10'	11'
Shoulder Width Paved, Optional	0'	2'	4'
Shoulder Width Usable	1'	3'	6'

5.0 PROJECT SITE VISIT

A Project Site Visit was held September 23, 2021 with INDOT and HNTB. During the meeting, the existing conditions were reviewed, along with the project purpose and need. Meeting minutes for the Project Site Visit can be found in **Appendix C.**

6.0 STRUCTURES

There are no existing structures at the intersection of US 24 and Wabash Street within the project limits.

7.0 DRAINAGE

Existing drainage through the project is primarily through sheet flow away from the road into roadside ditches on either side of US 24. Intersection culverts were noted during the site visit. The conditions of the existing drainage structures and pipes will be determined but are anticipated to be replaced. Coordination with the Fort Wayne District Culvert Engineer will be conducted for verification. A drainage cost of 2%, of the construction cost, is included in the alternative cost estimate. Coordination with the Wabash County Surveyor will be conducted for verification of no legal drain tiles within project limits during design. The existing drainage pattern will be perpetuated with the design of the recommended alternative.

8.0 TRAFFIC DATA

A Project Traffic Forecast Report was provided by INDOT. The report for US 24 at Wabash Street/CR 150 W indicates US 24 carried 10,711 AADT in 2018. The growth rate of 0.97% per year was used to calculated construction year AADT (2025) of 11,411. The design year AADT traffic (2046) is 12,303. Refer to **Appendix D** for the INDOT Traffic Forecast Report, including turning movement forecasts.

9.0 CRASH DATA AND ANALYSIS

Crash analysis was performed as part of the INDOT Mini Scope for January 1, 2016 to December 31, 2019. During this four-year period, there were 16 total crashes, and the Index of Crash Frequency (ICF) Index of Crash Cost (ICC) were 2.43 and 2.13, respectively. These indices indicate whether the frequency or severity of crashes, respectively, are higher than would be expected based on the traffic volumes and facility characteristics. The index value for a specific location indicates how many standard deviations higher or lower the observed crash rate is than the expected crash rate. For example, an ICF or ICC value of 2.0 indicates that the observed crash frequency or severity at a specific location is two standard deviations higher than the expected value for the given type of facility and traffic volumes and can therefore be considered a high crash location with 95 percent confidence. In the Engineering Assessment provided by INDOT, right angle and left turn crashes were noted as the primary safety concern at the intersection. Refer to **Appendix J** for the INDOT Engineering Assessment.

The 16 crashes that occurred during this period are depicted on a collision diagram and shown in table 3 on the following page. 11 of the 16 crashes were right angle crashes and vehicles ran off road. These right angle crashes between high-speed vehicles on US 24 and lower speed vehicles coming from the minor road often result in personal injury. Most of these crashes were attributable to failure to yield to the right-of-way or disregarding signage. Running off the road is the other common type of crash that has occurred at this location. The preliminary factor was the roadway surface condition. Refer to **Appendix J** for the collision diagram.

Table 3: Crashes by Type of Collision and Severity January 2016 – December 2019					
	Fatal and Incapacitating Injury	**Non-Incapacitating Injury**	**Property Damage Only**	**Total**	**Percentage**
Left Turn	2	0	1	1	19%
Right Angle	4	3	0	7	44%
Rear End	0	0	1	1	6%
Ran Off Road	0	0	4	4	25%
SDSS	0	0	1	1	6%
Total	**6**	**3**	**7**	**16**	**100%**

10.0 ALTERNATIVES AND RECOMMENDATIONS

There are five identified alternatives to improve the intersection of US 24 and Wabash Street. Alternative 1 is a Median U-turn (MUT) without direct lefts. Alternative 2 is a MUT with direct lefts. Alternative 3 is a signalized intersection. And Alternative 4 is a roundabout intersection. Design alternatives are illustrated in **Appendix E**. Descriptions of each alternative are listed below.

Alternative 0: **(No Build)**

The intersection of US 24 and Wabash Street will remain the same with no-improvements. This does not meet the purpose and need of the project and will not be considered further.

Alternative 1: **(MUT without Direct Lefts) RECOMMENDED**

The intersection will remove the existing median pavement and replace with a grass median restricting left turn and through movements from Wabash Street. The left turn lanes will be extended along US 24 with U-turn access points located approximately 800’ from the main intersection. The existing left turn lanes in advance of the required functional length will be closed by installing pavement markings. The right turn lanes will be extended to accommodate truck turning movements utilizing the U-turn.

Alternative 2: (**MUT with Direct Lefts**)

The intersection will reconstruct the left turn lanes from US 24 to Wabash Street with a median island restricting left turn and through movements from Wabash Street. Additional left turn lanes to be constructed along US 24 with U-turn access points located approximately 800’ from the main intersection. The right turn lanes will be extended to accommodate truck turning movements utilizing the U-turn.

Alternative 3: (**Signalized Intersection**)

The existing two-way controlled intersection will be reconfigured to a signalized intersection. A traffic signal is not warranted for the build year; therefore, it was not considered further. Signalized intersection would be warranted in year 2031.

Alternative 4: (**Roundabout Intersection)**

Roundabout intersection is not recommended on high speed divided multi-lanes roadway. With US 24 classified as a principal arterial, on the National Truck Network, and having signalized intersections within 1 mile of Wabash Street; introducing a roundabout at this intersection could create unacceptable delay or speed inconsistencies on US 24. Therefore, it is not considered further.

11.0 TRAFFIC OPERATIONS ANALYSIS

The traffic operations analysis was performed for years 2021 and 2046 using Synchro 11 software. Analysis was performed for the existing two-way stop-controlled intersection on US 24 at Wabash Street/CR 150 W. The Wabash Street and CR 150 W approaches are currently stop-controlled and perform at LOS B, they perform at LOS C by 2046. The eastbound and westbound US 24 approaches currently perform and will continue to perform at LOS A with the future traffic volumes.

Alternative 1 was analyzed with Median U-turn (MUT) configuration with restricted left-turn from eastbound and westbound approaches of US 24 and through movements from northbound and southbound of minor street at the intersection of US 24 and Wabash Street/ CR 150. This MUT configuration requires traffic on Wabash Street and CR 150 W to come to a stop and make right turns. Traffic wishing to turn left will then make a U-turn at a median crossover by yielding while the approaches on US 24 remain free flowing. Results of analysis indicate the intersections will perform with acceptable levels of service under Alternative 1.

Alternative 2 was analyzed with Median U-turn (MUT) configuration without restrictions to left-turn movements from eastbound and westbound approaches of US 24. Through movements are restricted from northbound and southbound of minor street at the intersection of US 24 and Wabash Street/ CR 150. This MUT configuration requires all traffic on Wabash Street and CR 150 W to come to a stop. To turn left, vehicles must make right turns and then make a U-turn at a median crossover by yielding while the approaches on US 24 remains free flowing. Results of the analysis indicate the intersection will perform with acceptable levels of service under Alternative 2.

Alternative 3 was analyzed with a traffic signal at the intersection of US 24 and Wabash Street/CR 150 W. Results of the analysis indicate the intersections will perform with LOS A on all approaches with a traffic signal at the intersection under the build and design year traffic volumes. However, the traffic signal warrant analysis result show that a traffic signal is not currently warranted and would not be warranted until 2031.

The results of the analysis are summarized in **Appendix F**. The analysis concludes that Alternatives 1-3 provide acceptable traffic operations (LOS C or better).

12.0 DETAILS OF RECOMMENDED ALTERNATIVE

Alternative 1 is the recommended alternative. The improvements described in Alternative 1 will address the safety concerns of the intersection. This alternative will reduce the intersection conflict points by

located approximately 800' from the main intersection. This will restrict left turn and through movements from Wabash Street. Lightings will be installed at the U-turn access points to provide nighttime visibility.

Although Alternative 1 is the recommended alternative at this time, further coordination will be required with the city, county, and other stakeholders (such as the school, hospital, and churches) before final recommendations will be made.

Out of the two build alternatives that are being considered, Alternative 1 has the lowest construction cost.

13.0 MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

This project is not considered a mobility significant project per IDM Section 503-2.02. Refer to **Appendix G** for the significant work zone impact determination worksheet. The intersection of US 24 and Wabash Street is likely to remain open to traffic and is anticipated to be completed in phased construction.

14.0 COST ESTIMATE

The preliminary cost for the intersection improvement alternatives was prepared using planning-level cost methods and Table 4 summarizes the expected costs. Cost breakdowns are explained in **Appendix H** and consist of the major pay items including excavation and full depth pavement. Other pay items have been accounted for in the 25% contingency. Cost of right-of-way is assumed to be at $40,000 per acre for permanent right-of-way. See section 16.0 Right-Of-Way Impact for additional information. Cost of utility relocation is explained in section 18.0 Utility Impacts.

Table 4: Cost Analysis

	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Construction Cost (CN)	$1,200,800	$1,625,800	N/A	N/A
Utility (UT)	N/A	N/A	N/A	N/A
Right-Of-Way	N/A	N/A	N/A	N/A
Contingency (25%)	$300,200	$406,500	N/A	N/A
Total Project Cost	**$1,501,000**	**$2,032,300**	**N/A**	**N/A**

15.0 ENVIRONMENTAL ISSUES

A preliminary environmental Red Flag Investigation (RFI) was performed for this project. Refer to **Appendix I** for the preliminary RFI maps. The following were identified within 0.5 mile of the project vicinity:

- There are 3 trail segments that runs adjacent to the project area. The Wabash Parks and Recreation Department Hoosier Heartland Trail.
- One school was identified within 0.5 mile of the project area.

- 2 churches were identified within 0.5 mile of the project area. They are located on the southwest quadrant of the intersection and coordination will be required.
- There are 3 rivers and streams, 5 wetlands, and 1 floodplain within 0.5 mile of the project area.
- There are 5 IDNR wells within 0.5 mile of the project area.
- There are 4 NPDES Facilities, 2 RCRA Generator/TSD, and 1 NPDES Pipe Location within 0.5 mile of the project area. 1 RCRA Generator is adjacent to the project and coordination will be required.

The level of the environmental document is anticipated to be a Categorical Exclusion 1 (CE-1) due to acquisition of less than 0.5 acres of right-of-way. No water resources were noted within the project limits and therefore no permitting is anticipated; however, this determination will be updated based on final drainage design. A Rule 5 Sediment and Erosion Control permit is anticipated due to disturbance of more than 1 acre of land.

16.0 RIGHT-OF-WAY IMPACT

According to the Wabash County GIS, the existing right-of-way along US 24 is 176' wide. Based on preliminary investigations, permanent right-of-way is not anticipated for Alternatives 1, 2, and 3. Since alternative 4, a roundabout, is not considered as a feasible alternative, right-of-way impacts are not anticipated.

17.0 RAILROAD IMPACT

There are no railroads within the project area.

18.0 UTILITY IMPACTS

The following assessments of the utility impacts anticipated for the design alternatives are based on a desktop review of available information and are deliberative in nature pending further coordination with the potentially affected utility companies/cooperatives. All costs provided are approximate and based on past projects of similar size and scope. Costs shown may not necessarily be the responsibility of INDOT as cost of the relocation of the affected facility may not be reimbursable to the utility.

Determination of whether the relocation is reimbursable will happen at a later stage of the utility coordination process. Once an alternative has been selected and the design has been developed to an appropriate stage, the utility companies will be provided plans for determination of any conflicts.

Existing overhead electric lines with attachments are located throughout the project especially near the intersection. Existing underground telecom lines also appear crossing US 24 along the north right-of-way of Wabash Street. A new gas line appears to run along the south right-of-way of Wabash Street likely crossing US 24.

There are no anticipated utility impacts to Alternatives 1, 2, and 3.

19.0 LOCAL COORDINATION

Future coordination will be required with Wabash County and INDOT. County concurrence will be needed for the selected design alternative.

20.0 CHANGES TO ENGINEERING REPORT

Fort Wayne District Technical Services and Capital Program Management shall be consulted if deviation from the proposal is determined to be necessary during a later phase of project development. The person initiating changes shall route a memo detailing the changes including justification for the change and the estimated cost difference to the Fort Wayne District System Asset Manager, Scoping Manager, and Project Manager for concurrence.

Approved: _____ Date: 2/4/2022
Mark Young, P.E.
HNTB, Project Manager

Approved: _____ Date: 2/4/22
Alex Zembala
INDOT, Project Manager

Approved: _____ Date: 2/7/22
Dana Plattner, P.E.
INDOT, Traffic Engineer

Approved: _____ Date: 2/24/2022
Nathan Edwards
INDOT, System Asset Manager

Approved: _____ Date: 2/4/2022
Susan Doell
INDOT, Scoping Manager

INDIANA DEPARTMENT OF TRANSPORTATION

October 8, 2021 3:49 pm

PROJECT TRAFFIC FORECAST REPORT

DES No.: 2000025

US-24 US 24 @ Wabash St, 1.15 Miles E of SR 15.

From RP 94+92 to RP 95+42

Wabash County

Prepared For

Jenny Bass

On

09/30/2021

By

INDOT, Office of Traffic Statistics
Technical Planning Support & Programming Division
Gregory A. Katter, PE, Supervisor
100 N. Senate Ave, N955
Indianapolis, Indiana 46204
INDOTTrafficForecasts@indot.IN.gov

Request: 9112

PROJECT TRAFFIC FORECAST REPORT

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PROJECT TRAFFIC FORECAST REPORT

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INDIANA DEPARTMENT OF TRANSPORTATION

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PROJECT TRAFFIC FORECAST REPORT

Segment: 1

Route Name	US-24		
From Measure	95.140	From RP	94+92
To Measure	95.400	To RP	95+42

Forecast Year	Projected Annual Average Daily Traffic	Negative AADT	Positive AADT
2018	10,711	5,382	5,328
2025	11,441	5,749	5,691
2026	11,546	5,801	5,743
2036	12,589	6,326	6,262
2046	13,632	6,850	6,781

Design Hourly Volume (DHV) in Design Year as percentage of AADT

Year	DHV
2046	8.55%

Peak Hour Forecast

AM Peak Hour 08:00

PM Peak Hour 04:00

Commercial Vehicles (FHWA Scheme F Classes 4 - 13)

20.37% of AADT

13.76% of DHV

Directional Split

49.74% of AADT Travels in Positive Travel Direction

The per year growth user for this forecast is 0.97% and is applied as a linear growth.

It should be recognized by users of this forecast that the base year AADT has an accuracy of plus or minus 10%. It should also be understood that while this report may include forecasts with up to six apparent significant figures, the accuracy should not be interpreted as being greater than two significant figures. It is the responsibility of designers to exercise professional judgement when using this data to influence decisions.

Request: 9112

INDIANA DEPARTMENT OF TRANSPORTATION

October 8, 2021 3:49 pm

PROJECT TRAFFIC FORECAST REPORT

Segment: 2

Route Name	US-24		
From Measure	94.930	From RP	94+92
To Measure	95.140	To RP	95+42

Forecast Year	Projected Annual Average Daily Traffic	Negative AADT	Positive AADT
2018	10,453	5,280	5,174
2025	10,915	5,514	5,403
2026	10,982	5,547	5,436
2036	11,642	5,881	5,763
2046	12,303	6,214	6,090

Design Hourly Volume (DHV) in Design Year as percentage of AADT

Year	DHV
2046	8.06%

Peak Hour Forecast

AM Peak Hour 11:00

PM Peak Hour 04:00

Commercial Vehicles (FHWA Scheme F Classes 4 - 13)

20.21% of AADT

13.06% of DHV

Directional Split

49.50% of AADT Travels in Positive Travel Direction

The per year growth user for this forecast is 0.63% and is applied as a linear growth.

It should be recognized by users of this forecast that the base year AADT has an accuracy of plus or minus 10%. It should also be understood that while this report may include forecasts with up to six apparent significant figures, the accuracy should not be interpreted as being greater than two significant figures. It is the responsibility of designers to exercise professional judgement when using this data to influence decisions.

Request: 9112

INDIANA DEPARTMENT OF TRANSPORTATION

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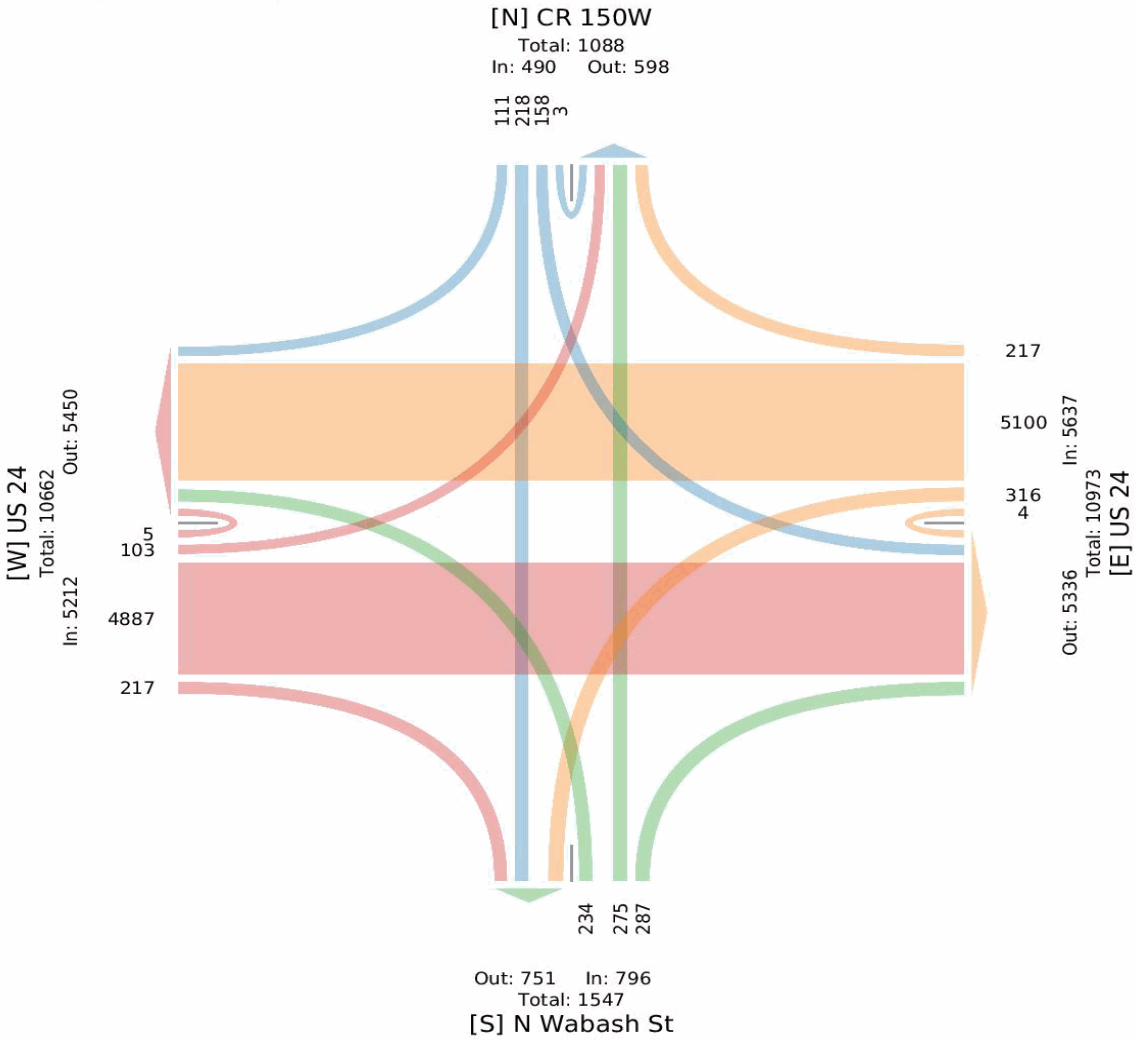
PROJECT TRAFFIC FORECAST REPORT

Intersection: 1

FW_US 24 @ N Wabash St - TMC
Tue Sep 17, 2019
Full Length (12 AM-12 AM (+1))
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses)
All Movements
ID: 698287, Location: 40.825206, -85.820414

Provided by: Indiana DOT
100 N. Senate Ave.,
Indianapolis, IN, 46204, US



Request: 9112

INDIANA DEPARTMENT OF TRANSPORTATION

October 8, 2021 3:49 pm

PROJECT TRAFFIC FORECAST REPORT

Location: US 24 @ Wabash St, 1.15 Miles E of SR 15.

The table below contains the projected Annual Average Daily Traffic (AADT) in each requested year for each approach and movement.
The per year growth rate used for each approach is indicated in the table below. It is applied as a straight line growth.
For the purpose of this report a commercial vehicle would fall into FHWA Scheme F Classes 4 through 13. They are identified by MioVision as either an Articulated Truck, a Bus, or a Single-Unit Truck.

Daily Movement Forecast

Approach Road Name	Approach Direction	Movement	Total	Count Year AADT	Growth Rate	Construction Year AADT 2025	Intermediate Year 1 AADT 2026	Intermediate Year 2 AADT 2036	Design Year AADT 2046	Commercial Percentage
US 24	East	Right	217	194	0.97%	206	207	226	245	3.23%
US 24	East	Thru	5,100	4,565	0.97%	4,831	4,876	5,320	5,765	19.96%
US 24	East	Left	316	283	0.97%	299	302	330	357	2.22%
US 24	East	U-Turn	4	4	0.97%	4	4	4	5	0.00%
US 24	East	Total	5,637	5,045	0.97%	5,340	5,389	5,880	6,372	0.00%
LASALLE RD	North	Right	111	111	1.83%	123	125	146	166	4.50%
LASALLE RD	North	Thru	218	218	1.83%	242	246	286	326	5.96%
LASALLE RD	North	Left	158	158	1.83%	175	178	207	236	3.16%
LASALLE RD	North	U-Turn	3	3	1.83%	3	3	4	4	0.00%
LASALLE RD	North	Total	490	490	1.83%	544	553	643	733	0.00%
LASALLE RD	South	Right	287	261	1.91%	291	295	345	395	1.74%
LASALLE RD	South	Thru	275	250	1.91%	278	283	331	379	3.64%
LASALLE RD	South	Left	234	212	1.91%	237	241	282	322	2.14%
LASALLE RD	South	U-Turn	0	0	1.91%	0	0	0	0	0.00%
LASALLE RD	South	Total	796	723	1.91%	806	820	958	1,096	0.00%
US 24	West	Right	217	194	0.63%	202	203	215	227	4.61%
US 24	West	Thru	4,887	4,374	0.63%	4,540	4,567	4,844	5,120	19.71%
US 24	West	Left	103	92	0.63%	96	96	102	108	0.97%
US 24	West	U-Turn	5	4	0.63%	5	5	5	5	0.00%
US 24	West	Total	5,212	4,665	0.63%	4,842	4,871	5,166	5,461	0.00%

Growth Rate Notes

Request: 9112

INDIANA DEPARTMENT OF TRANSPORTATION

October 8, 2021 3:49 pm

PROJECT TRAFFIC FORECAST REPORT

Location: US 24 @ Wabash St, 1.15 Miles E of SR 15.

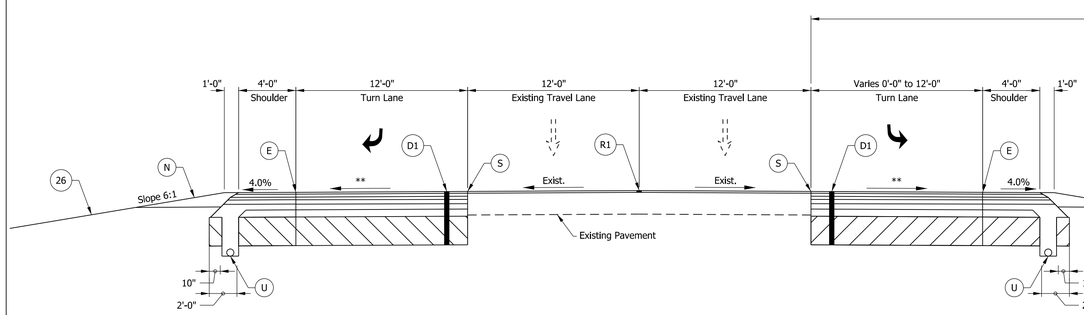
The table below contains the projected traffic volumes in each requested year for approach and movement during the morning and afternoon peak hour.
The morning and afternoon peak hours are those 60 minute periods during which the most vehicles pass through the intersection.

AM PM Peak Movement Forecast

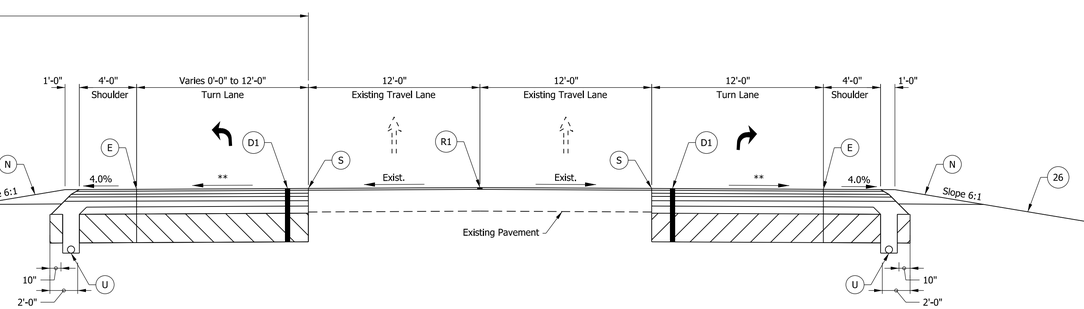
Approach Direction	Growth Rate	Movement	Interval	Total Vehicles	Commercial % AADT	Count Year AADT	Construction Year AADT 2025	Intermediate Year 1 AADT 2026	Intermediate Year 2 AADT 2036	Design Year AADT 2046
East	0.97%	Left	7:30 AM	56	0.00%	50	53	53	58	63
East	0.97%	Thru	7:30 AM	360	0.19%	322	341	344	375	407
East	0.97%	Right	7:30 AM	12	0.00%	11	12	12	13	14
East	0.97%	U-Turn	7:30 AM	0	0.00%	0	0	0	0	0
North	1.83%	Left	7:30 AM	10	0.00%	10	11	11	13	15
North	1.83%	Thru	7:30 AM	32	0.03%	32	36	36	42	48
North	1.83%	Right	7:30 AM	12	0.00%	12	13	14	16	18
North	1.83%	U-Turn	7:30 AM	0	0.00%	0	0	0	0	0
South	1.91%	Left	7:30 AM	30	0.03%	27	30	31	36	41
South	1.91%	Thru	7:30 AM	24	0.04%	22	25	25	29	33
South	1.91%	Right	7:30 AM	12	0.00%	11	12	12	15	17
South	1.91%	U-Turn	7:30 AM	0	0.00%	0	0	0	0	0
West	0.63%	Left	7:30 AM	9	0.00%	8	8	8	9	9
West	0.63%	Thru	7:30 AM	261	0.21%	234	243	244	259	274
West	0.63%	Right	7:30 AM	22	0.05%	20	21	21	22	23
West	0.63%	U-Turn	7:30 AM	0	0.00%	0	0	0	0	0
East	0.97%	Left	3:45 PM	23	0.00%	21	22	22	24	27
East	0.97%	Thru	3:45 PM	420	0.13%	376	398	402	438	475
East	0.97%	Right	3:45 PM	22	0.00%	20	21	21	23	25
East	0.97%	U-Turn	3:45 PM	0	0.00%	0	0	0	0	0
North	1.83%	Left	3:45 PM	18	0.11%	18	20	20	24	27
North	1.83%	Thru	3:45 PM	14	0.00%	14	16	16	18	21
North	1.83%	Right	3:45 PM	7	0.00%	7	8	8	9	10
North	1.83%	U-Turn	3:45 PM	0	0.00%	0	0	0	0	0
South	1.91%	Left	3:45 PM	21	0.05%	19	21	22	25	29
South	1.91%	Thru	3:45 PM	20	0.00%	18	20	20	24	27
South	1.91%	Right	3:45 PM	31	0.03%	28	31	32	37	42
South	1.91%	U-Turn	3:45 PM	0	0.00%	0	0	0	0	0
West	0.63%	Left	3:45 PM	7	0.00%	6	6	6	7	7
West	0.63%	Thru	3:45 PM	425	0.12%	380	394	397	421	445
West	0.63%	Right	3:45 PM	23	0.04%	21	22	22	23	25
West	0.63%	U-Turn	3:45 PM	0	0.00%	0	0	0	0	0

It should be recognized by users of this forecast that the base year AADT has an accuracy of plus or minus 10%. It should also be understood that while this report may include forecasts with up to six apparent significant figures, the accuracy should not be interpreted as being greater than two significant figures. It is the responsibility of designers to exercise professional judgement when using this data to influence decisions.

Request: 9112



TYPICAL SECTION U.S. 24 SOUTHBOUND



TYPICAL SECTION U.S. 24 NORTHBOUND

Legend

- (D1) 165#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on
  275#/Syd. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on
  880#/Syd. QC/QA-HMA, 4, 64, Base, 25.0 mm on
  300#/Syd. QC/QA-HMA, 4, 76, Intermediate OG, 19.0 mm on
  6 in. of Compacted Aggregate No. 53 on
  Subgrade Treatment Type IC
- (R1) 165#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on
  Milling, Asphalt, 1 1/2 In.
- (E) Milled HMA Corrugations, Conventional (See Note 1)
- (S) Saw Cut (No Direct Pay)
- (N) Compacted Aggregate, No. 53
- (U) 6 In. Underdrain
  (See Std. Dwg. No. 718-UNDR-01)
- (26) Seed Mixture, R
- ** Proposed Cross Slope to Match
  Existing Slope of Adjacent Lane.

Note to Reviewer: Pavement assumed to be asphalt. Final pavement design to be determined in a future submittal.

Notes

1. Milled HMA Corrugations, Conventional shall be installed per Std. Dwg. E 606-SHCG-02.

DESIGN CRITERIA	US 24	WABASH ST
REFERENCE MANUAL	IDM FIG. 55-3A	IDM FIG. 55-3C
DESIGN SPEED	60 MPH	30 MPH
LANE WIDTH	12 FT	11 FT
SHOULDER WIDTH	RT: 10 FT PAVED, 11 FT USABLE; LT: 4 FT PAVED, 4 FT USABLE	0 FT PAVED, 1 FT USABLE
HORIZONTAL CURVE	ON TANGENT	330 FT
SUPERELEVATION RATE	N/A	N/A
SUPERELEVATION TRANSITION LENGTH	N/A	N/A
SUPERELEVATION DISTRIBUTION	N/A	

LEGEND

- FULL DEPTH PAVEMENT
- PAVEMENT REMOVAL

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

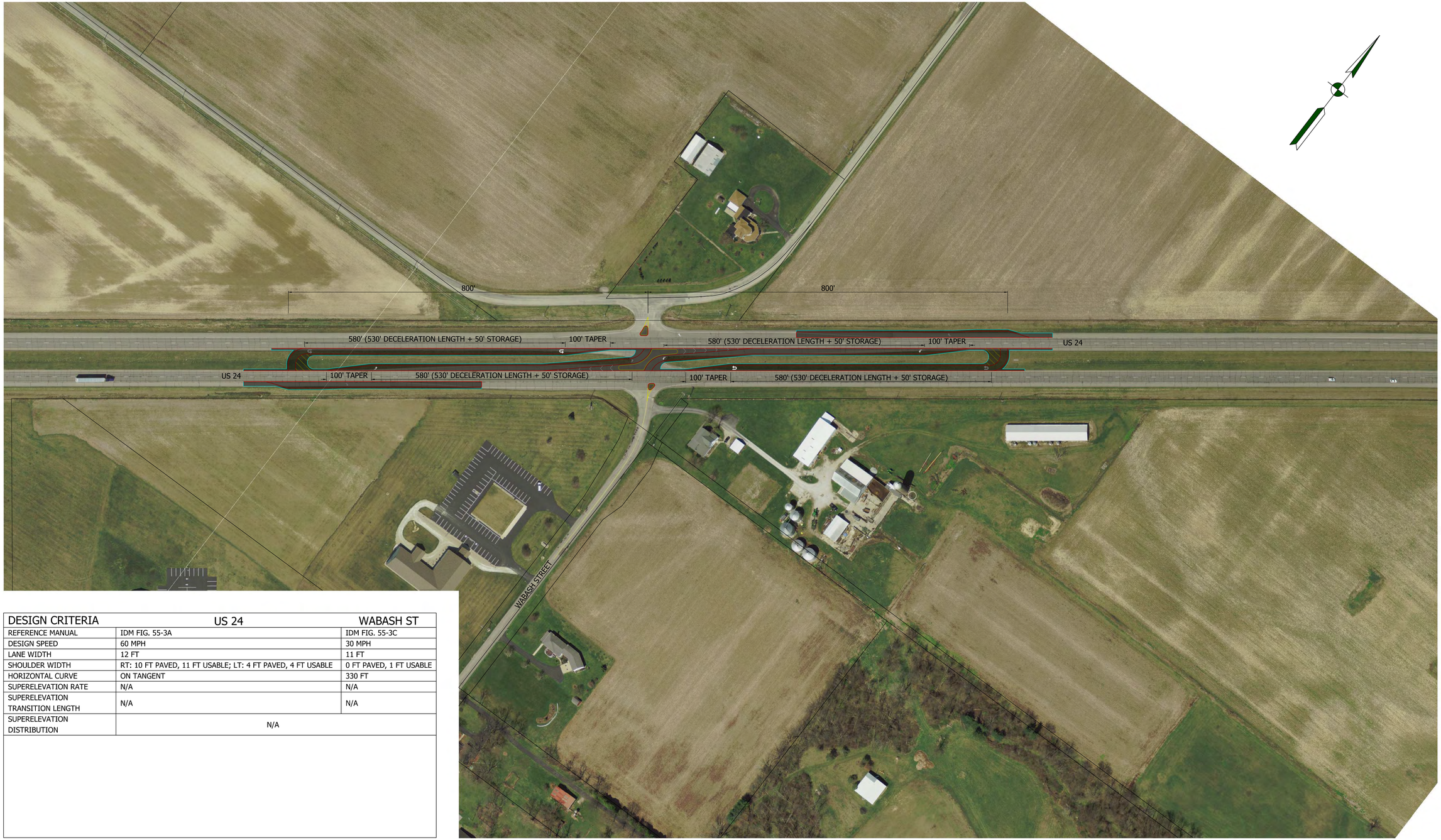
DESIGNED: _____ DRAWN: _____

CHECKED: _____ CHECKED: _____

INDIANA
DEPARTMENT OF TRANSPORTATION

ALTERNATIVE 1
MUT - WITHOUT DIRECT LEFTS

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	N/A
VERTICAL SCALE	DESIGNATION
	2000025
SURVEY BOOK	SHEETS
ELECTRONIC	of
CONTRACT	PROJECT
	2000025



DESIGN CRITERIA	US 24	WABASH ST
REFERENCE MANUAL	IDM FIG. 55-3A	IDM FIG. 55-3C
DESIGN SPEED	60 MPH	30 MPH
LANE WIDTH	12 FT	11 FT
SHOULDER WIDTH	RT: 10 FT PAVED, 11 FT USABLE; LT: 4 FT PAVED, 4 FT USABLE	0 FT PAVED, 1 FT USABLE
HORIZONTAL CURVE	ON TANGENT	330 FT
SUPERELEVATION RATE	N/A	N/A
SUPERELEVATION TRANSITION LENGTH	N/A	N/A
SUPERELEVATION DISTRIBUTION	N/A	

LEGEND

FULL DEPTH PAVEMENT

PAVEMENT REMOVAL

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____

CHECKED: _____ CHECKED: _____

INDIANA
DEPARTMENT OF TRANSPORTATION

ALTERNATIVE 2
MUT - WITH DIRECT LEFTS

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	N/A
VERTICAL SCALE	DESIGNATION
	2000025
SURVEY BOOK	SHEETS
ELECTRONIC	of
CONTRACT	PROJECT
	2000025

US 24 and Wabash Street/CR 150 W - Des No 1800045
Traffic Operations Analysis Summary

Alternative	Volume Year	Control	Approach LOS (AM/PM)				Control	Approach LOS (AM/PM)	
			EB (US 24)	WB(US 24)	NB (Wabash St.)	SB (CR 150 W)		EB U-Turn (US 24)	WB U-Turn (US 24)
Alternative 0 (Existing/No Build)	2021	TWSC	-/-	-/-	B/B	B/B	-	-/-	-/-
	2046	TWSC	-/-	-/-	C/C	C/C	-	-/-	-/-
Alternative 1 (MUT without Left-Turns)	2021	TWSC (MUT)	-/-	-/-	A/B	B/A	Yield	A/A	A/A
	2046	TWSC (MUT)	-/-	-/-	A/B	B/B	Yield	A/A	A/A
Alternative 2 (MUT with Left-Turns)	2021	TWSC (MUT)	A/A	A/A	A/B	A/A	Yield	A/A	A/A
	2046	TWSC (MUT)	A/A	A/A	A/B	B/B	Yield	A/A	A/A
Alternative 3 (Signalized)	2021	Signal	A/A	A/A	A/A	A/A	-	-/-	-/-
	2046	Signal	A/A	A/A	A/A	A/A	-	-/-	-/-

Intersection Lanes and LOS by Approach						EB			WB			NB			SB		
						L	T	R	L	T	R	L	T	R	L	T	R
US 24 & WABASH STREET/CR 150 W	Existing Conditions/No Build	2021	TWSC	AM Peak	Lanes	1	2	1	1	2	1	-	1	-	-	1	-
					Volume	8	234	20	50	322	11	27	22	11	10	32	12
					Delay	8.1	-	-	8	-	-	-	13.9	-	-	14.2	-
					Movement LOS	A	-	-	A	-	-	-	B	-	-	B	-
					Approach LOS		-			-			B			B	
					Intersection LOS					-							
				PM Peak	Volume	6	380	21	21	376	20	19	18	28	18	14	7
					Delay	8.3	-	-	8.3	-	-	-	13.4	-	-	14.5	-
					Movement LOS	A	-	-	A	-	-	-	B	-	-	B	-
					Approach LOS		-			-			B			B	
					Intersection LOS					-							
		2046	TWSC	AM Peak	Lanes	1	2	1	1	2	1	-	1	-	-	1	-
					Volume	9	274	23	63	407	14	41	33	17	15	48	18
					Delay	8.4	-	-	8.1	-	-	-	17.1	-	-	17.2	-
					Movement LOS	A	-	-	A	-	-	-	C	-	-	C	-
					Approach LOS		-			-			C			C	
					Intersection LOS					-							
				PM Peak	Volume	7	445	25	27	475	25	29	27	42	27	21	10
					Delay	8.7	-	-	8.6	-	-	-	16	-	-	17.6	-
					Movement LOS	A	-	-	A	-	-	-	C	-	-	C	-
					Approach LOS		-			-			C			C	
					Intersection LOS					-							
	Alternative 1 - MUT without Left-Turns	2021	TWSC (MUT)	AM Peak	Lanes	-	2	1	-	2	1	-	-	1	-	-	1
					Volume	-	252	102	-	399	41	-	-	54	-	-	60
					Delay	-	-	-	-	-	-	-	9.4	-	-	10	-
					Movement LOS	-	-	-	-	-	-	-	A	-	-	B	-
					Approach LOS		-			-			A			B	
					Intersection LOS					-							
				PM Peak	Volume	-	404	56	-	416	44	-	-	65	-	-	39
					Delay	-	-	-	-	-	-	-	10.1	-	-	9.9	-
					Movement LOS	-	-	-	-	-	-	-	B	-	-	A	-
					Approach LOS		-			-			B			A	
					Intersection LOS					-							
		2046	TWSC (MUT)	AM Peak	Lanes	-	2	1	-	2	1	-	-	1	-	-	1
					Volume	-	252	134	-	465	56	-	-	91	-	-	81
					Delay	-	-	-	-	-	-	-	9.6	-	-	10.5	-
					Movement LOS	-	-	-	-	-	-	-	A	-	-	B	-
					Approach LOS		-			-			A			B	
					Intersection LOS					-							
				PM Peak	Volume	-	479	73	-	531	59	-	-	98	-	-	58
					Delay	-	-	-	-	-	-	-	10.8	-	-	10.7	-
					Movement LOS	-	-	-	-	-	-	-	B	-	-	B	-
					Approach LOS		-			-			B			B	
					Intersection LOS					-							

Intersection Lanes and LOS by Approach						EB			WB			NB			SB		
						L	T	R	L	T	R	L	T	R	L	T	R
US 24 & WABASH STREET/CR 150 W	Alternative 2 - MUT with Left-Turns	2021	TWSC (MUT)	AM Peak	Lanes	1	2	1	1	2	1	-	-	1	-	-	1
					Volume	8	244	52	50	349	33	-	-	60	-	-	54
					Delay	8.2	-	-	8.1	-	-	-	9.4	-	-	9.8	-
					Movement LOS	A	-	-	A	-	-	-	A	-	-	A	-
					Approach LOS		-			-			A			A	
					Intersection LOS					-							
				PM Peak	Volume	6	398	35	21	395	38	-	-	65	-	-	39
					Delay	-	-	-	-	-	-	-	10.1	-	-	9.9	-
					Movement LOS	-	-	-	-	-	-	-	B	-	-	A	-
					Approach LOS		-			-			B			A	
					Intersection LOS					-							
		2046	TWSC (MUT)	AM Peak	Lanes	1	2	1	1	2	1	-	-	1	-	-	1
					Volume	9	243	71	63	402	47	-	-	91	-	-	81
					Delay	8.4	-	-	8.1	-	-	-	9.6	-	-	10.2	-
					Movement LOS	A	-	-	A	-	-	-	A	-	-	B	-
					Approach LOS		-			-			A			B	
					Intersection LOS					-							
				PM Peak	Volume	7	472	46	27	504	52	-	-	98	-	-	58
					Delay	-	-	-	-	-	-	-	10.8	-	-	10.5	-
					Movement LOS	-	-	-	-	-	-	-	B	-	-	B	-
					Approach LOS		-			-			B			B	
					Intersection LOS					-							
	Alternative 3 - Signalized	2021	Signal	AM Peak	Lanes	1	2	1	1	2	1	-	1	-	-	1	-
					Volume	8	234	20	50	322	11	27	22	11	10	32	12
					Delay	-	8.4	-	-	7.5	-	-	8.1	-	-	8.1	-
					Movement LOS	-	A	-	-	A	-	-	A	-	-	A	-
					Approach LOS		A			A			A			A	
					Intersection LOS					A							
				PM Peak	Volume	6	380	21	21	376	20	19	18	28	18	14	7
					Delay	-	7.5	-	-	7	-	-	8.6	-	-	8.4	-
					Movement LOS	-	A	-	-	A	-	-	A	-	-	A	-
					Approach LOS		A			A			A			A	
					Intersection LOS					A							
		2046	Signal	AM Peak	Lanes	1	2	1	1	2	1	-	1	-	-	1	-
					Volume	9	274	23	63	407	14	41	33	17	15	48	18
					Delay	-	7.4	-	-	8.4	-	-	9.1	-	-	9	-
					Movement LOS	-	A	-	-	A	-	-	A	-	-	A	-
					Approach LOS		A			A			A			A	
					Intersection LOS					A							
				PM Peak	Volume	7	445	25	27	475	25	29	27	42	27	21	10
					Delay	-	7.6	-	-	7	-	-	9.6	-	-	9.2	-
					Movement LOS	-	A	-	-	A	-	-	A	-	-	A	-
					Approach LOS		A			A			A			A	
					Intersection LOS					A							

Intersection	
Int Delay, s/veh	2.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	10	32	12	27	22	11	8	234	20	50	322	11
Future Vol, veh/h	10	32	12	27	22	11	8	234	20	50	322	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	300	-	300	300	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	6	3	2	4	2	5	20	1	3	20	2
Mvmt Flow	11	36	13	30	24	12	9	260	22	56	358	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	630	770	179	587	760	130	370	0	0	282	0	0
Stage 1	470	470	-	278	278	-	-	-	-	-	-	-
Stage 2	160	300	-	309	482	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.62	6.96	7.54	6.58	6.94	4.2	-	-	4.16	-	-
Critical Hdwy Stg 1	6.58	5.62	-	6.54	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.62	-	6.54	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.06	3.33	3.52	4.04	3.32	2.25	-	-	2.23	-	-
Pot Cap-1 Maneuver	362	322	830	393	330	896	1164	-	-	1270	-	-
Stage 1	538	548	-	705	674	-	-	-	-	-	-	-
Stage 2	820	654	-	676	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	327	305	830	346	313	896	1164	-	-	1270	-	-
Mov Cap-2 Maneuver	422	392	-	446	403	-	-	-	-	-	-	-
Stage 1	534	524	-	699	669	-	-	-	-	-	-	-
Stage 2	773	649	-	593	523	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	14.2	13.9	0.2	1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1164	-	-	471	451	1270	-	-
HCM Lane V/C Ratio	0.008	-	-	0.142	0.133	0.044	-	-
HCM Control Delay (s)	8.1	-	-	13.9	14.2	8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	18	14	7	19	18	28	6	380	21	21	376	20
Future Vol, veh/h	18	14	7	19	18	28	6	380	21	21	376	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	300	-	300	300	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	6	3	2	4	2	5	20	1	3	20	2
Mvmt Flow	20	15	8	21	20	31	7	422	23	23	418	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	699	923	209	699	922	211	440	0	0	445	0	0
Stage 1	464	464	-	436	436	-	-	-	-	-	-	-
Stage 2	235	459	-	263	486	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.62	6.96	7.54	6.58	6.94	4.2	-	-	4.16	-	-
Critical Hdwy Stg 1	6.58	5.62	-	6.54	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.62	-	6.54	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.06	3.33	3.52	4.04	3.32	2.25	-	-	2.23	-	-
Pot Cap-1 Maneuver	323	261	794	327	265	794	1095	-	-	1104	-	-
Stage 1	542	552	-	569	573	-	-	-	-	-	-	-
Stage 2	741	555	-	719	544	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	291	254	794	307	258	794	1095	-	-	1104	-	-
Mov Cap-2 Maneuver	401	360	-	418	367	-	-	-	-	-	-	-
Stage 1	539	540	-	566	570	-	-	-	-	-	-	-
Stage 2	683	552	-	678	533	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	14.5	13.4	0.1	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1095	-	-	501	421	1104	-	-
HCM Lane V/C Ratio	0.006	-	-	0.144	0.101	0.021	-	-
HCM Control Delay (s)	8.3	-	-	13.4	14.5	8.3	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	15	48	18	41	33	17	9	274	23	63	407	14
Future Vol, veh/h	15	48	18	41	33	17	9	274	23	63	407	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	300	-	300	300	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	6	3	2	4	2	5	20	1	3	20	2
Mvmt Flow	17	53	20	46	37	19	10	304	26	70	452	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	783	942	226	717	932	152	468	0	0	330	0	0
Stage 1	592	592	-	324	324	-	-	-	-	-	-	-
Stage 2	191	350	-	393	608	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.62	6.96	7.54	6.58	6.94	4.2	-	-	4.16	-	-
Critical Hdwy Stg 1	6.58	5.62	-	6.54	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.62	-	6.54	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.06	3.33	3.52	4.04	3.32	2.25	-	-	2.23	-	-
Pot Cap-1 Maneuver	280	255	774	317	262	867	1069	-	-	1219	-	-
Stage 1	455	482	-	662	643	-	-	-	-	-	-	-
Stage 2	787	621	-	603	479	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	239	238	774	257	245	867	1069	-	-	1219	-	-
Mov Cap-2 Maneuver	346	333	-	365	343	-	-	-	-	-	-	-
Stage 1	451	455	-	656	637	-	-	-	-	-	-	-
Stage 2	719	615	-	489	452	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	17.2	17.1	0.2	1.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1069	-	-	399	384	1219	-	-
HCM Lane V/C Ratio	0.009	-	-	0.253	0.234	0.057	-	-
HCM Control Delay (s)	8.4	-	-	17.1	17.2	8.1	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1	0.9	0.2	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	27	21	10	29	27	42	7	445	25	27	475	25
Future Vol, veh/h	27	21	10	29	27	42	7	445	25	27	475	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	300	-	300	300	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	4	6	3	2	4	2	5	20	1	3	20	2
Mvmt Flow	29	23	11	32	30	47	8	494	28	30	528	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	866	1126	264	846	1126	247	556	0	0	522	0	0
Stage 1	588	588	-	510	510	-	-	-	-	-	-	-
Stage 2	278	538	-	336	616	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.62	6.96	7.54	6.58	6.94	4.2	-	-	4.16	-	-
Critical Hdwy Stg 1	6.58	5.62	-	6.54	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.62	-	6.54	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.06	3.33	3.52	4.04	3.32	2.25	-	-	2.23	-	-
Pot Cap-1 Maneuver	244	197	731	256	200	753	990	-	-	1034	-	-
Stage 1	457	484	-	514	531	-	-	-	-	-	-	-
Stage 2	699	511	-	652	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	206	190	731	231	193	753	990	-	-	1034	-	-
Mov Cap-2 Maneuver	324	303	-	353	310	-	-	-	-	-	-	-
Stage 1	453	470	-	510	527	-	-	-	-	-	-	-
Stage 2	613	507	-	593	461	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	17.6	16	0.1	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	990	-	-	436	349	1034	-	-
HCM Lane V/C Ratio	0.008	-	-	0.25	0.181	0.029	-	-
HCM Control Delay (s)	8.7	-	-	16	17.6	8.6	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1	0.7	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	54	0	0	60	0	252	102	0	399	41
Future Vol, veh/h	0	0	54	0	0	60	0	252	102	0	399	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	300	-	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	3	6	4	2	20	3	1	20	5
Mvmt Flow	0	0	60	0	0	67	0	280	113	0	443	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	222	-	-	140	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.98	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.34	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	782	0	0	876	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	782	-	-	876	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	10	9.4	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SELn1	SWT	SWR
Capacity (veh/h)	-	-	876	782	-	-
HCM Lane V/C Ratio	-	-	0.076	0.077	-	-
HCM Control Delay (s)	-	-	9.4	10	-	-
HCM Lane LOS	-	-	A	B	-	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-	-

Lane Group	SEL	SER	NEU	NEL	NET	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	0	0	57	0	255	383	0
Future Volume (vph)	0	0	57	0	255	383	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		700			0
Storage Lanes	0	0		1			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt							
Flt Protected			0.950				
Satd. Flow (prot)	0	0	1770	0	3539	3539	0
Flt Permitted			0.950				
Satd. Flow (perm)	0	0	1770	0	3539	3539	0
Link Speed (mph)	30				30	30	
Link Distance (ft)	292				919	914	
Travel Time (s)	6.6				20.9	20.8	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	63	0	283	426	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	63	0	283	426	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	0				12	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Sign Control	Stop				Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NWL	NWR	NET	NER	SWU	SWL	SWT
Lane Configurations			↑↑		↓		↑↑
Traffic Volume (vph)	0	0	262	0	92	0	361
Future Volume (vph)	0	0	262	0	92	0	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		700	
Storage Lanes	0	0		0		1	
Taper Length (ft)	25					25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00	0.95
Frt							
Flt Protected					0.950		
Satd. Flow (prot)	0	0	3539	0	1770	0	3539
Flt Permitted					0.950		
Satd. Flow (perm)	0	0	3539	0	1770	0	3539
Link Speed (mph)	30		30				30
Link Distance (ft)	384		944				967
Travel Time (s)	8.7		21.5				22.0
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	291	0	102	0	401
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	291	0	102	0	401
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	0		12				12
Link Offset(ft)	0		0				0
Crosswalk Width(ft)	16		16				16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	9	15	
Sign Control	Free		Free				Yield

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	39	0	0	65	0	404	56	0	416	44
Future Vol, veh/h	0	0	39	0	0	65	0	404	56	0	416	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	300	-	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	3	6	4	2	20	3	1	20	5
Mvmt Flow	0	0	43	0	0	72	0	449	62	0	462	49

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	231	-	-	225	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.98	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.34	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	771	0	0	772	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	771	-	-	772	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	9.9	10.1	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SELn1	SWT	SWR
Capacity (veh/h)	-	-	772	771	-	-
HCM Lane V/C Ratio	-	-	0.094	0.056	-	-
HCM Control Delay (s)	-	-	10.1	9.9	-	-
HCM Lane LOS	-	-	B	A	-	-
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-	-

Lane Group	SEL	SER	NEU	NEL	NET	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	0	0	43	0	426	417	0
Future Volume (vph)	0	0	43	0	426	417	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		700			0
Storage Lanes	0	0		1			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt							
Flt Protected			0.950				
Satd. Flow (prot)	0	0	1770	0	3539	3539	0
Flt Permitted			0.950				
Satd. Flow (perm)	0	0	1770	0	3539	3539	0
Link Speed (mph)	30				30	30	
Link Distance (ft)	292				919	914	
Travel Time (s)	6.6				20.9	20.8	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	48	0	473	463	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	48	0	473	463	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	0				12	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60	60			60
Sign Control	Free				Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NWL	NWR	NET	NER	SWU	SWL	SWT
Lane Configurations			↑↑		↓		↑↑
Traffic Volume (vph)	0	0	407	0	53	0	402
Future Volume (vph)	0	0	407	0	53	0	402
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		700	
Storage Lanes	0	0		0		1	
Taper Length (ft)	25					25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00	0.95
Frt							
Flt Protected					0.950		
Satd. Flow (prot)	0	0	3539	0	1770	0	3539
Flt Permitted					0.950		
Satd. Flow (perm)	0	0	3539	0	1770	0	3539
Link Speed (mph)	30		30				30
Link Distance (ft)	384		944				967
Travel Time (s)	8.7		21.5				22.0
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	452	0	59	0	447
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	452	0	59	0	447
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	0		12				12
Link Offset(ft)	0		0				0
Crosswalk Width(ft)	16		16				16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	60	
Sign Control	Free		Free				Yield

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	81	0	0	91	0	252	134	0	465	56
Future Vol, veh/h	0	0	81	0	0	91	0	252	134	0	465	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	300	-	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	3	6	4	2	20	3	1	20	5
Mvmt Flow	0	0	90	0	0	101	0	280	149	0	517	62

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	259	-	-	140	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.98	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.34	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	740	0	0	876	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	740	-	-	876	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	10.5	9.6	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SELn1	SWT	SWR
Capacity (veh/h)	-	-	876	740	-	-
HCM Lane V/C Ratio	-	-	0.115	0.122	-	-
HCM Control Delay (s)	-	-	9.6	10.5	-	-
HCM Lane LOS	-	-	A	B	-	-
HCM 95th %tile Q(veh)	-	-	0.4	0.4	-	-

Lane Group	SEL	SER	NEU	NEL	NET	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	0	0	37	0	306	484	0
Future Volume (vph)	0	0	37	0	306	484	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		700			0
Storage Lanes	0	0		1			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt							
Flt Protected			0.950				
Satd. Flow (prot)	0	0	1770	0	3539	3539	0
Flt Permitted			0.950				
Satd. Flow (perm)	0	0	1770	0	3539	3539	0
Link Speed (mph)	30				30	30	
Link Distance (ft)	292				919	914	
Travel Time (s)	6.6				20.9	20.8	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	41	0	340	538	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	41	0	340	538	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	0				12	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Sign Control	Stop				Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	23.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NWL	NWR	NET	NER	SWU	SWL	SWT
Lane Configurations			↑↑		↓		↑↑
Traffic Volume (vph)	0	0	306	0	80	0	466
Future Volume (vph)	0	0	306	0	80	0	466
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		700	
Storage Lanes	0	0		0		1	
Taper Length (ft)	25					25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00	0.95
Frt							
Flt Protected					0.950		
Satd. Flow (prot)	0	0	3539	0	1770	0	3539
Flt Permitted					0.950		
Satd. Flow (perm)	0	0	3539	0	1770	0	3539
Link Speed (mph)	30		30				30
Link Distance (ft)	384		944				967
Travel Time (s)	8.7		21.5				22.0
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	340	0	89	0	518
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	340	0	89	0	518
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	0		12				12
Link Offset(ft)	0		0				0
Crosswalk Width(ft)	16		16				16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	9	15	
Sign Control	Free		Free				Yield

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	19.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	58	0	0	98	0	479	73	0	531	59
Future Vol, veh/h	0	0	58	0	0	98	0	479	73	0	531	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	300	-	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	3	6	4	2	20	3	1	20	5
Mvmt Flow	0	0	64	0	0	109	0	532	81	0	590	66

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	295	-	-	266	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.98	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.34	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	701	0	0	726	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	701	-	-	726	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	10.7	10.8	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SELn1	SWT	SWR
Capacity (veh/h)	-	-	726	701	-	-
HCM Lane V/C Ratio	-	-	0.15	0.092	-	-
HCM Control Delay (s)	-	-	10.8	10.7	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0.5	0.3	-	-

Lane Group	SEL	SER	NEU	NEL	NET	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	0	0	63	0	514	527	0
Future Volume (vph)	0	0	63	0	514	527	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		700			0
Storage Lanes	0	0		1			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt							
Flt Protected			0.950				
Satd. Flow (prot)	0	0	1770	0	3539	3539	0
Flt Permitted			0.950				
Satd. Flow (perm)	0	0	1770	0	3539	3539	0
Link Speed (mph)	30				30	30	
Link Distance (ft)	292				919	914	
Travel Time (s)	6.6				20.9	20.8	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	70	0	571	586	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	70	0	571	586	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	0				12	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60	60			60
Sign Control	Free				Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	24.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NWL	NWR	NET	NER	SWU	SWL	SWT
Lane Configurations			↑↑		↓		↑↑
Traffic Volume (vph)	0	0	477	0	75	0	514
Future Volume (vph)	0	0	477	0	75	0	514
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		700	
Storage Lanes	0	0		0		1	
Taper Length (ft)	25					25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00	0.95
Frt							
Flt Protected					0.950		
Satd. Flow (prot)	0	0	3539	0	1770	0	3539
Flt Permitted					0.950		
Satd. Flow (perm)	0	0	3539	0	1770	0	3539
Link Speed (mph)	30		30				30
Link Distance (ft)	384		944				967
Travel Time (s)	8.7		21.5				22.0
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	530	0	83	0	571
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	530	0	83	0	571
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	0		12				12
Link Offset(ft)	0		0				0
Crosswalk Width(ft)	16		16				16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	60	
Sign Control	Free		Free				Yield

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection: 1: US 24 & Wabash Street/CR 150 W

Movement	SE	NW
Directions Served	R	R
Maximum Queue (ft)	66	56
Average Queue (ft)	24	25
95th Queue (ft)	44	43
Link Distance (ft)	373	410
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: US 24 & EB U-Turn

Movement	NE
Directions Served	U
Maximum Queue (ft)	46
Average Queue (ft)	14
95th Queue (ft)	41
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: US 24 & WB U-Turn

Movement	SW
Directions Served	U
Maximum Queue (ft)	57
Average Queue (ft)	22
95th Queue (ft)	50
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: US 24 & Wabash Street/CR 150 W

Movement	SE	NW
Directions Served	R	R
Maximum Queue (ft)	30	40
Average Queue (ft)	19	26
95th Queue (ft)	36	50
Link Distance (ft)	373	410
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: US 24 & EB U-Turn

Movement	NE
Directions Served	U
Maximum Queue (ft)	39
Average Queue (ft)	16
95th Queue (ft)	46
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: US 24 & WB U-Turn

Movement	SW
Directions Served	U
Maximum Queue (ft)	40
Average Queue (ft)	27
95th Queue (ft)	53
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Intersection	
Int Delay, s/veh	1.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	54	0	0	60	8	244	52	50	349	33
Future Vol, veh/h	0	0	54	0	0	60	8	244	52	50	349	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	400	-	300	400	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	3	6	4	2	20	3	1	20	5
Mvmt Flow	0	0	60	0	0	67	9	271	58	56	388	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	194	-	-	136	425	0	0	329	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.98	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.34	2.22	-	-	2.21	-	-
Pot Cap-1 Maneuver	0	0	815	0	0	881	1131	-	-	1235	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	815	-	-	881	1131	-	-	1235	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	9.8	9.4	0.2	0.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1131	-	-	881	815	1235	-	-
HCM Lane V/C Ratio	0.008	-	-	0.076	0.074	0.045	-	-
HCM Control Delay (s)	8.2	-	-	9.4	9.8	8.1	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-	-

Lane Group	SEL	SER	NEU	NEL	NET	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	0	0	49	0	255	383	0
Future Volume (vph)	0	0	49	0	255	383	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		700			0
Storage Lanes	0	0		1			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt							
Flt Protected			0.950				
Satd. Flow (prot)	0	0	1770	0	3539	3539	0
Flt Permitted			0.950				
Satd. Flow (perm)	0	0	1770	0	3539	3539	0
Link Speed (mph)	30				30	30	
Link Distance (ft)	292				919	914	
Travel Time (s)	6.6				20.9	20.8	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	54	0	283	426	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	54	0	283	426	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	0				12	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Sign Control	Stop				Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NWL	NWR	NET	NER	SWU	SWL	SWT
Lane Configurations			↑↑		↓		↑↑
Traffic Volume (vph)	0	0	262	0	42	0	361
Future Volume (vph)	0	0	262	0	42	0	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		700	
Storage Lanes	0	0		0		1	
Taper Length (ft)	25					25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00	0.95
Frt							
Flt Protected					0.950		
Satd. Flow (prot)	0	0	3539	0	1770	0	3539
Flt Permitted					0.950		
Satd. Flow (perm)	0	0	3539	0	1770	0	3539
Link Speed (mph)	30		30				30
Link Distance (ft)	384		944				967
Travel Time (s)	8.7		21.5				22.0
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	291	0	47	0	401
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	291	0	47	0	401
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	0		12				12
Link Offset(ft)	0		0				0
Crosswalk Width(ft)	16		16				16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	9	15	
Sign Control	Free		Free				Yield

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	17.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	39	0	0	65	6	398	35	21	395	38
Future Vol, veh/h	0	0	39	0	0	65	6	398	35	21	395	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	400	-	300	400	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	3	6	4	2	20	3	1	20	5
Mvmt Flow	0	0	43	0	0	72	7	442	39	23	439	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	220	-	-	221	481	0	0	481	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.98	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.34	2.22	-	-	2.21	-	-
Pot Cap-1 Maneuver	0	0	784	0	0	777	1078	-	-	1085	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	784	-	-	777	1078	-	-	1085	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	9.9	10.1	0.1	0.4
HCM LOS	A	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1078	-	-	777	784	1085	-	-
HCM Lane V/C Ratio	0.006	-	-	0.093	0.055	0.022	-	-
HCM Control Delay (s)	8.4	-	-	10.1	9.9	8.4	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0.1	-	-

Lane Group	SEL	SER	NEU	NEL	NET	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	0	0	37	0	426	417	0
Future Volume (vph)	0	0	37	0	426	417	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		700			0
Storage Lanes	0	0		1			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt							
Flt Protected			0.950				
Satd. Flow (prot)	0	0	1770	0	3539	3539	0
Flt Permitted			0.950				
Satd. Flow (perm)	0	0	1770	0	3539	3539	0
Link Speed (mph)	30				30	30	
Link Distance (ft)	292				919	914	
Travel Time (s)	6.6				20.9	20.8	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	41	0	473	463	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	41	0	473	463	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	0				12	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60	60			60
Sign Control	Free				Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NWL	NWR	NET	NER	SWU	SWL	SWT
Lane Configurations			↑↑		↓		↑↑
Traffic Volume (vph)	0	0	407	0	32	0	402
Future Volume (vph)	0	0	407	0	32	0	402
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		700	
Storage Lanes	0	0		0		1	
Taper Length (ft)	25					25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00	0.95
Frt							
Flt Protected					0.950		
Satd. Flow (prot)	0	0	3539	0	1770	0	3539
Flt Permitted					0.950		
Satd. Flow (perm)	0	0	3539	0	1770	0	3539
Link Speed (mph)	30		30				30
Link Distance (ft)	384		944				967
Travel Time (s)	8.7		21.5				22.0
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	452	0	36	0	447
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	452	0	36	0	447
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	0		12				12
Link Offset(ft)	0		0				0
Crosswalk Width(ft)	16		16				16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	60	
Sign Control	Free		Free				Yield

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	2.3

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	81	0	0	91	9	243	71	63	402	47
Future Vol, veh/h	0	0	81	0	0	91	9	243	71	63	402	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	400	-	300	400	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	3	6	4	2	20	3	1	20	5
Mvmt Flow	0	0	90	0	0	101	10	270	79	70	447	52

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	224	-	-	135	499	0	0	349	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.98	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.34	2.22	-	-	2.21	-	-
Pot Cap-1 Maneuver	0	0	779	0	0	883	1061	-	-	1214	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	779	-	-	883	1061	-	-	1214	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	10.2	9.6	0.2	1
HCM LOS	B	A		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1061	-	-	883	779	1214	-	-
HCM Lane V/C Ratio	0.009	-	-	0.115	0.116	0.058	-	-
HCM Control Delay (s)	8.4	-	-	9.6	10.2	8.1	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0.2	-	-

Lane Group	SEL	SER	NEU	NEL	NET	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	0	0	28	0	306	484	0
Future Volume (vph)	0	0	28	0	306	484	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		700			0
Storage Lanes	0	0		1			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt							
Flt Protected			0.950				
Satd. Flow (prot)	0	0	1770	0	3539	3539	0
Flt Permitted			0.950				
Satd. Flow (perm)	0	0	1770	0	3539	3539	0
Link Speed (mph)	30				30	30	
Link Distance (ft)	292				919	914	
Travel Time (s)	6.6				20.9	20.8	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	31	0	340	538	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	31	0	340	538	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	0				12	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Sign Control	Stop				Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	23.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NWL	NWR	NET	NER	SWU	SWL	SWT
Lane Configurations			↑↑		↓		↑↑
Traffic Volume (vph)	0	0	306	0	17	0	466
Future Volume (vph)	0	0	306	0	17	0	466
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		700	
Storage Lanes	0	0		0		1	
Taper Length (ft)	25					25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00	0.95
Frt							
Flt Protected					0.950		
Satd. Flow (prot)	0	0	3539	0	1770	0	3539
Flt Permitted					0.950		
Satd. Flow (perm)	0	0	3539	0	1770	0	3539
Link Speed (mph)	30		30				30
Link Distance (ft)	384		944				967
Travel Time (s)	8.7		21.5				22.0
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	340	0	19	0	518
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	340	0	19	0	518
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	0		12				12
Link Offset(ft)	0		0				0
Crosswalk Width(ft)	16		16				16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	9	15	
Sign Control	Free		Free				Yield

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	17.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	58	0	0	98	7	472	46	27	504	52
Future Vol, veh/h	0	0	58	0	0	98	7	472	46	27	504	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	400	-	300	400	-	300
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	3	6	4	2	20	3	1	20	5
Mvmt Flow	0	0	64	0	0	109	8	524	51	30	560	58

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	280	-	-	262	618	0	0	575	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.98	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.34	2.22	-	-	2.21	-	-
Pot Cap-1 Maneuver	0	0	717	0	0	731	958	-	-	1001	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	717	-	-	731	958	-	-	1001	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	10.5	10.8	0.1	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	958	-	-	731	717	1001	-	-
HCM Lane V/C Ratio	0.008	-	-	0.149	0.09	0.03	-	-
HCM Control Delay (s)	8.8	-	-	10.8	10.5	8.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0.1	-	-

Lane Group	SEL	SER	NEU	NEL	NET	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	0	0	56	0	514	527	0
Future Volume (vph)	0	0	56	0	514	527	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		700			0
Storage Lanes	0	0		1			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt							
Flt Protected			0.950				
Satd. Flow (prot)	0	0	1770	0	3539	3539	0
Flt Permitted			0.950				
Satd. Flow (perm)	0	0	1770	0	3539	3539	0
Link Speed (mph)	30				30	30	
Link Distance (ft)	292				919	914	
Travel Time (s)	6.6				20.9	20.8	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	62	0	571	586	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	62	0	571	586	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	0				12	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60	60			60
Sign Control	Free				Yield	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	24.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	NWL	NWR	NET	NER	SWU	SWL	SWT
Lane Configurations			↑↑		↓		↑↑
Traffic Volume (vph)	0	0	477	0	48	0	514
Future Volume (vph)	0	0	477	0	48	0	514
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		700	
Storage Lanes	0	0		0		1	
Taper Length (ft)	25					25	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00	0.95
Frt							
Flt Protected					0.950		
Satd. Flow (prot)	0	0	3539	0	1770	0	3539
Flt Permitted					0.950		
Satd. Flow (perm)	0	0	3539	0	1770	0	3539
Link Speed (mph)	30		30				30
Link Distance (ft)	384		944				967
Travel Time (s)	8.7		21.5				22.0
Peak Hour Factor	0.92	0.92	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	530	0	53	0	571
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	530	0	53	0	571
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	0		12				12
Link Offset(ft)	0		0				0
Crosswalk Width(ft)	16		16				16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	60	
Sign Control	Free		Free				Yield

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection: 1: US 24 & Wabash Street/CR 150 W

Movement	SE	NW	NE	NE	SW
Directions Served	R	R	L	R	L
Maximum Queue (ft)	37	47	12	4	31
Average Queue (ft)	25	26	4	1	17
95th Queue (ft)	43	47	20	8	41
Link Distance (ft)	373	410			
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			400	300	400
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: US 24 & EB U-Turn

Movement	NE
Directions Served	U
Maximum Queue (ft)	30
Average Queue (ft)	16
95th Queue (ft)	40
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: US 24 & WB U-Turn

Movement	SW
Directions Served	U
Maximum Queue (ft)	17
Average Queue (ft)	6
95th Queue (ft)	24
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: US 24 & Wabash Street/CR 150 W

Movement	SE	NW	NE	NE	SW
Directions Served	R	R	L	R	L
Maximum Queue (ft)	53	71	31	4	39
Average Queue (ft)	21	29	3	0	10
95th Queue (ft)	38	55	19	3	33
Link Distance (ft)	373	410			
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			400	300	400
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: US 24 & EB U-Turn

Movement	NE
Directions Served	U
Maximum Queue (ft)	49
Average Queue (ft)	20
95th Queue (ft)	48
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: US 24 & WB U-Turn

Movement	SW
Directions Served	U
Maximum Queue (ft)	48
Average Queue (ft)	14
95th Queue (ft)	41
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	700
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	10	32	12	27	22	11	8	234	20	50	322	11
Future Volume (veh/h)	10	32	12	27	22	11	8	234	20	50	322	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1811	1856	1870	1841	1870	1826	1604	1885	1856	1604	1870
Adj Flow Rate, veh/h	11	36	13	30	24	12	9	260	22	56	358	12
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	6	3	2	4	2	5	20	1	3	20	2
Cap, veh/h	208	236	75	310	174	60	488	667	350	568	827	430
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.01	0.22	0.22	0.06	0.27	0.27
Sat Flow, veh/h	167	1153	365	466	853	293	1739	3047	1598	1767	3047	1585
Grp Volume(v), veh/h	60	0	0	66	0	0	9	260	22	56	358	12
Grp Sat Flow(s),veh/h/ln	1685	0	0	1611	0	0	1739	1523	1598	1767	1523	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.8	0.3	0.6	2.4	0.1
Cycle Q Clear(g_c), s	0.7	0.0	0.0	0.7	0.0	0.0	0.1	1.8	0.3	0.6	2.4	0.1
Prop In Lane	0.18		0.22	0.45		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	519	0	0	544	0	0	488	667	350	568	827	430
V/C Ratio(X)	0.12	0.00	0.00	0.12	0.00	0.00	0.02	0.39	0.06	0.10	0.43	0.03
Avail Cap(c_a), veh/h	1190	0	0	1169	0	0	1143	2868	1504	1141	2868	1492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.0	0.0	0.0	8.0	0.0	0.0	7.3	8.1	7.6	6.5	7.3	6.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.4	0.1	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.4	0.1	0.1	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	0.0	0.0	8.1	0.0	0.0	7.3	8.5	7.6	6.6	7.7	6.6
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		60			66			291			426	
Approach Delay, s/veh		8.1			8.1			8.4			7.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.0	6.1	9.3		9.0	4.8	10.6				
Change Period (Y+Rc), s		4.0	4.5	4.0		4.0	4.5	4.0				
Max Green Setting (Gmax), s		15.0	9.5	23.0		15.0	9.5	23.0				
Max Q Clear Time (g_c+I1), s		2.7	2.6	3.8		2.7	2.1	4.4				
Green Ext Time (p_c), s		0.2	0.0	1.6		0.2	0.0	2.3				

Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	18	14	7	19	18	28	6	380	21	21	376	20
Future Volume (veh/h)	18	14	7	19	18	28	6	380	21	21	376	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1811	1856	1870	1841	1870	1826	1604	1885	1856	1604	1870
Adj Flow Rate, veh/h	20	15	8	21	20	31	7	422	23	23	418	22
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	6	3	2	4	2	5	20	1	3	20	2
Cap, veh/h	297	169	59	241	126	138	494	901	472	509	962	500
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.01	0.30	0.30	0.03	0.32	0.32
Sat Flow, veh/h	443	851	296	286	635	696	1739	3047	1598	1767	3047	1585
Grp Volume(v), veh/h	43	0	0	72	0	0	7	422	23	23	418	22
Grp Sat Flow(s),veh/h/ln	1589	0	0	1616	0	0	1739	1523	1598	1767	1523	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	2.9	0.3	0.2	2.7	0.2
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.9	0.0	0.0	0.1	2.9	0.3	0.2	2.7	0.2
Prop In Lane	0.47		0.19	0.29		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	525	0	0	505	0	0	494	901	472	509	962	500
V/C Ratio(X)	0.08	0.00	0.00	0.14	0.00	0.00	0.01	0.47	0.05	0.05	0.43	0.04
Avail Cap(c_a), veh/h	1475	0	0	1497	0	0	892	2540	1332	878	2540	1321
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.3	0.0	0.0	8.4	0.0	0.0	6.2	7.3	6.3	6.0	6.8	6.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.5	0.1	0.0	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	0.0	0.0	8.6	0.0	0.0	6.2	7.6	6.4	6.0	7.1	6.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		43			72			452			463	
Approach Delay, s/veh		8.4			8.6			7.5			7.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.0	4.7	11.4		9.0	4.2	12.0				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		21.0	6.0	21.0		21.0	6.0	21.0				
Max Q Clear Time (g_c+I1), s		2.9	2.2	4.9		2.5	2.1	4.7				
Green Ext Time (p_c), s		0.3	0.0	2.6		0.1	0.0	2.6				

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	15	48	18	41	33	17	9	274	23	63	407	14
Future Volume (veh/h)	15	48	18	41	33	17	9	274	23	63	407	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1811	1856	1870	1841	1870	1826	1604	1885	1856	1604	1870
Adj Flow Rate, veh/h	17	53	20	46	37	19	10	304	26	70	452	16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	6	3	2	4	2	5	20	1	3	20	2
Cap, veh/h	201	216	72	301	150	57	473	752	394	584	944	491
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.01	0.25	0.25	0.08	0.31	0.31
Sat Flow, veh/h	186	1115	372	510	775	294	1739	3047	1598	1767	3047	1585
Grp Volume(v), veh/h	90	0	0	102	0	0	10	304	26	70	452	16
Grp Sat Flow(s),veh/h/ln	1672	0	0	1579	0	0	1739	1523	1598	1767	1523	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	2.2	0.3	0.7	3.1	0.2
Cycle Q Clear(g_c), s	1.1	0.0	0.0	1.3	0.0	0.0	0.1	2.2	0.3	0.7	3.1	0.2
Prop In Lane	0.19		0.22	0.45		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	489	0	0	507	0	0	473	752	394	584	944	491
V/C Ratio(X)	0.18	0.00	0.00	0.20	0.00	0.00	0.02	0.40	0.07	0.12	0.48	0.03
Avail Cap(c_a), veh/h	1118	0	0	1092	0	0	1089	2710	1421	1098	2710	1410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.9	0.0	0.0	8.9	0.0	0.0	7.2	8.1	7.5	6.3	7.2	6.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.4	0.1	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.5	0.1	0.2	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.0	0.0	9.1	0.0	0.0	7.2	8.5	7.5	6.4	7.6	6.2
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		90			102			340			538	
Approach Delay, s/veh		9.0			9.1			8.4			7.4	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.0	6.5	10.4		9.0	4.8	12.0				
Change Period (Y+Rc), s		4.0	4.5	4.0		4.0	4.5	4.0				
Max Green Setting (Gmax), s		15.0	9.5	23.0		15.0	9.5	23.0				
Max Q Clear Time (g_c+I1), s		3.3	2.7	4.2		3.1	2.1	5.1				
Green Ext Time (p_c), s		0.3	0.1	1.9		0.3	0.0	2.9				

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	27	21	10	29	27	42	7	445	25	27	475	25
Future Volume (veh/h)	27	21	10	29	27	42	7	445	25	27	475	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1811	1856	1870	1841	1870	1826	1604	1885	1856	1604	1870
Adj Flow Rate, veh/h	29	23	11	32	30	47	8	494	28	30	528	28
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	6	3	2	4	2	5	20	1	3	20	2
Cap, veh/h	285	157	52	235	112	130	467	982	515	504	1063	553
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.01	0.32	0.32	0.04	0.35	0.35
Sat Flow, veh/h	463	833	274	316	595	691	1739	3047	1598	1767	3047	1585
Grp Volume(v), veh/h	63	0	0	109	0	0	8	494	28	30	528	28
Grp Sat Flow(s),veh/h/ln	1570	0	0	1602	0	0	1739	1523	1598	1767	1523	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	3.5	0.3	0.3	3.6	0.3
Cycle Q Clear(g_c), s	0.8	0.0	0.0	1.5	0.0	0.0	0.1	3.5	0.3	0.3	3.6	0.3
Prop In Lane	0.46		0.17	0.29		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	494	0	0	477	0	0	467	982	515	504	1063	553
V/C Ratio(X)	0.13	0.00	0.00	0.23	0.00	0.00	0.02	0.50	0.05	0.06	0.50	0.05
Avail Cap(c_a), veh/h	1387	0	0	1415	0	0	841	2411	1264	837	2411	1254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	0.0	9.3	0.0	0.0	6.1	7.3	6.2	5.8	6.8	5.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.4	0.0	0.0	0.0	0.7	0.1	0.1	0.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.0	0.0	9.6	0.0	0.0	6.1	7.7	6.3	5.8	7.2	5.8
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		63			109			530			586	
Approach Delay, s/veh		9.2			9.6			7.6			7.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.0	5.0	12.6		9.0	4.3	13.3				
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0				
Max Green Setting (Gmax), s		21.0	6.0	21.0		21.0	6.0	21.0				
Max Q Clear Time (g_c+I1), s		3.5	2.3	5.5		2.8	2.1	5.6				
Green Ext Time (p_c), s		0.5	0.0	3.1		0.2	0.0	3.3				

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A