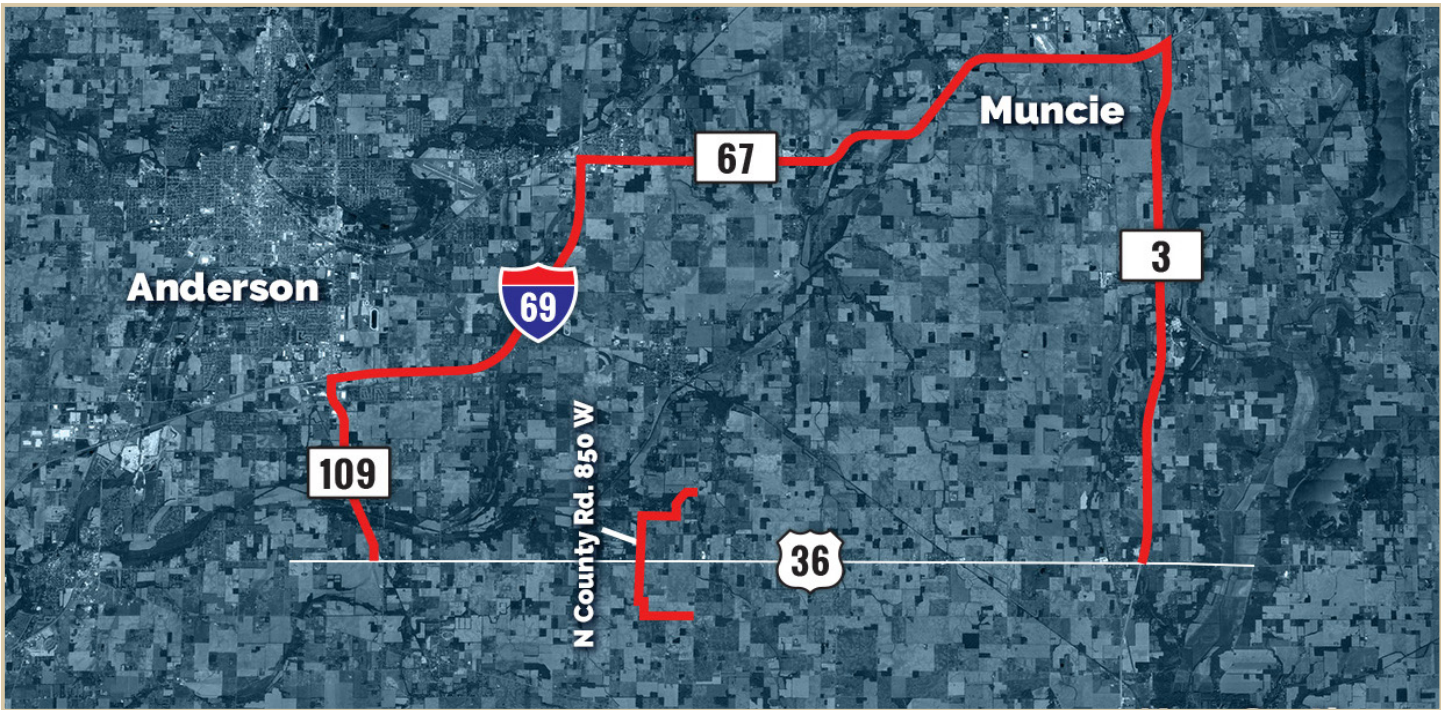


Maintenance of Traffic

Construction of the roundabout will require the intersection to be closed to through traffic for approximately eight weeks during the summer of 2025 when school is not in session. Local access will be available to properties adjacent to the intersection. Detours will be necessary for all other traffic.



Project Schedule

This hearing signals the final phases of the environmental study. The environmental studies process will wrap in spring when the environmental document is complete. Right of way acquisition is anticipated to begin in summer of 2024. Project letting is projected for Spring of 2025. Finally, construction will take place in summer of 2025.



Provide a Comment

A comment form is included as a separate sheet in this handout.

To have your comment included in the project record, please return it by the end of the comment period on **February 2, 2024.**

You can drop your comment in a comment box this evening.

You are welcome to email comments to: **Nicole.Minton@lochgroup.com**



Eastcentral.indot.in.gov



Project team:
Nicole.Minton@lochgroup.com

INDOT Greenfield District: INDOT4U.com



Project team:
812-228-9744

INDOT Greenfield District:
855-INDOT4U (463-6848)



Raider Road Roundabout



The Indiana Department of Transportation welcomes you to the Public Hearing for the U.S. 36 and Raider Road Roundabout; a road construction project to improve safety at the intersection.

About This Evening

5:30 p.m. – Doors open and project team is available for questions

6:00 p.m. – Formal presentation, followed immediately by the public comment session

At the conclusion of the presentation and the comment session, team members will be available for questions in the display area.

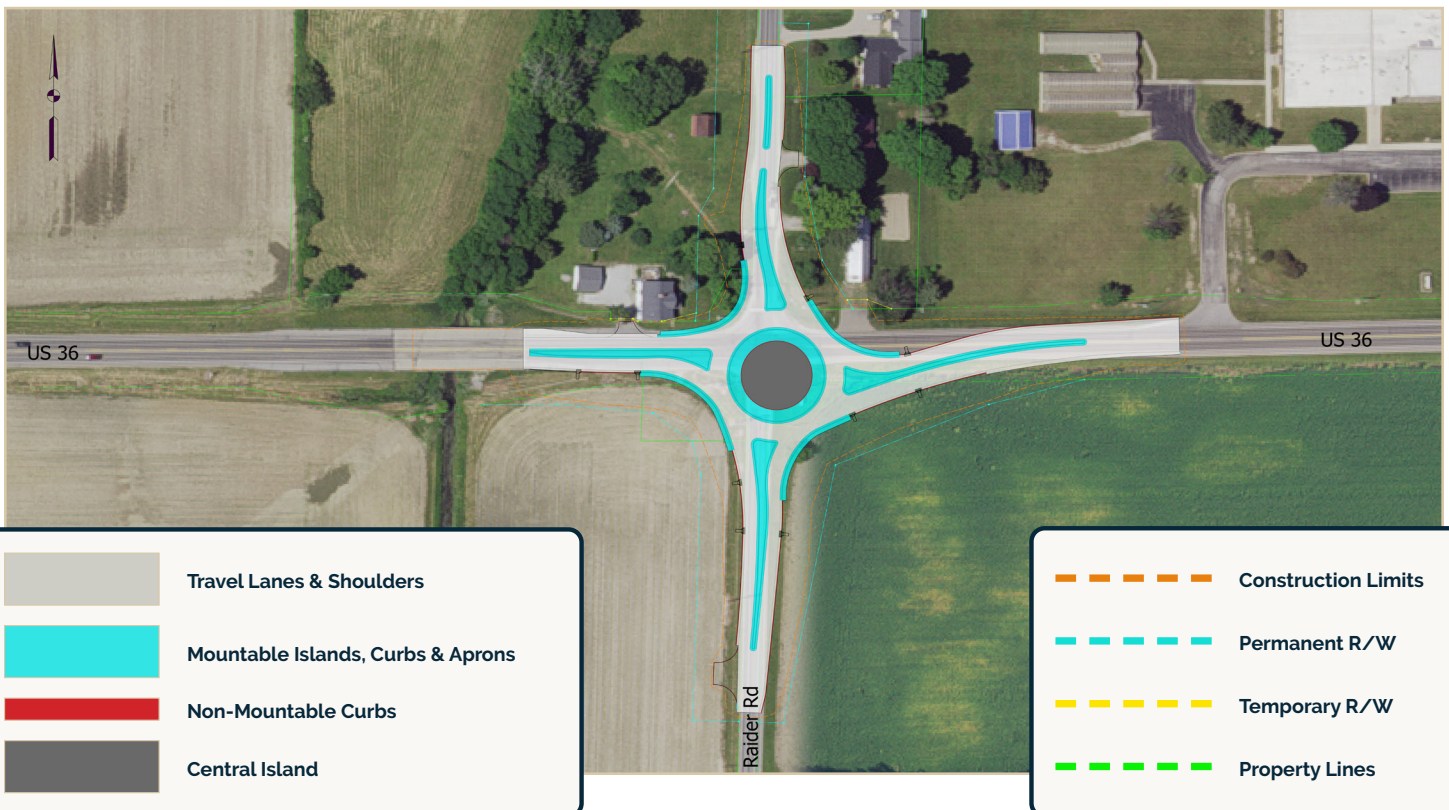
Inside the folded handout is a comment sheet. Please feel free to fill out the comment form and drop it in a comment box tonight. The back of the handout shares other ways to provide your comment.

The comment period ends February 2, 2024. To have your comment added to the project record, please return it by that date. If you would like to give a verbal comment during this evening's hearing, please return to the sign-in table to add your name to the list.

All comments received before, during and after the public hearing will be evaluated and addressed in the final environmental document. The response to comments will address concerns presented during the public hearing process and outline the decisions made with consideration of public views and concerns.

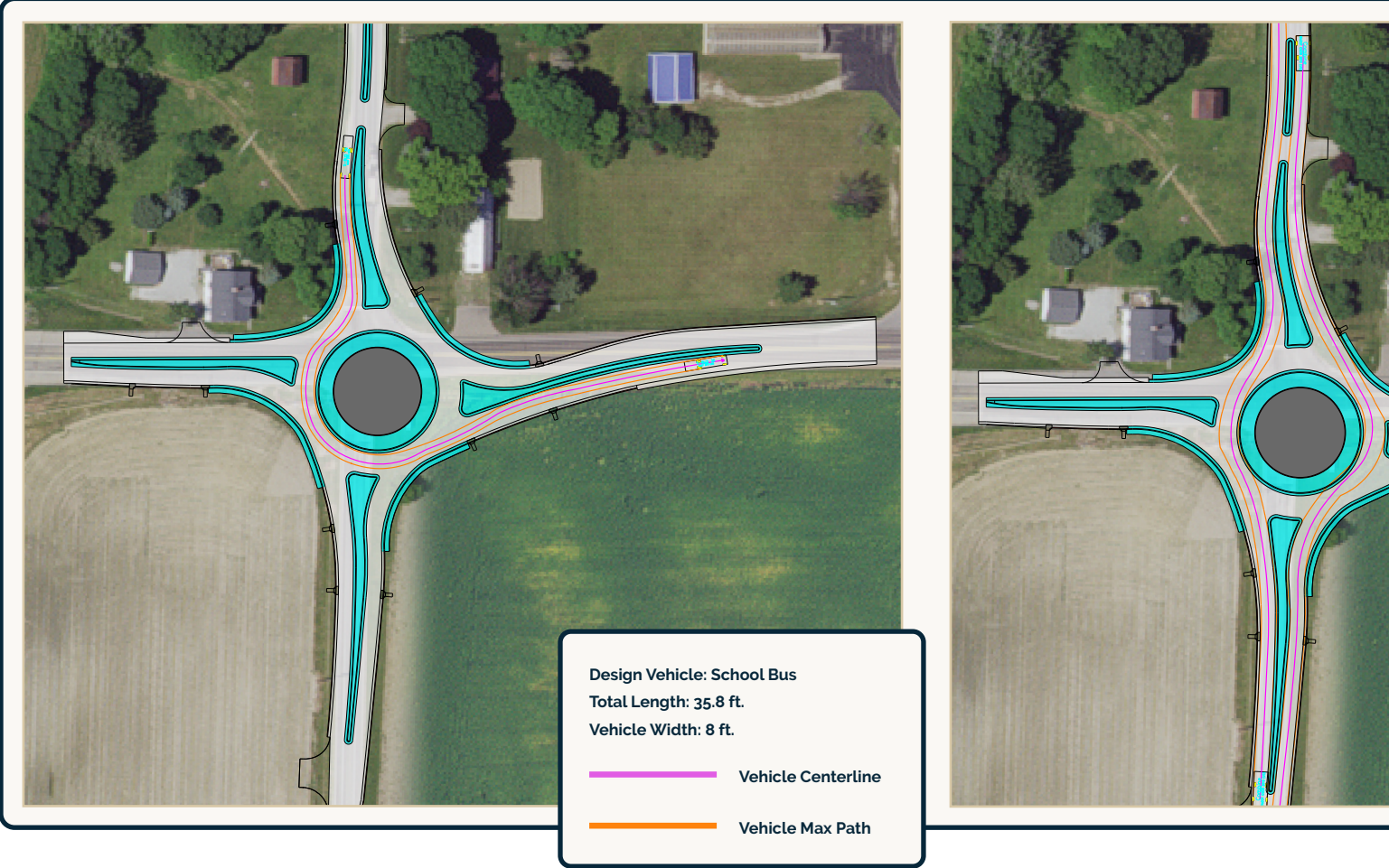
Preferred Alternative

A single lane roundabout is recommended to meet the unique needs of this community. The curved alignment of the approaches naturally slow traffic before it reaches the roundabout. The roundabout design removes conflict points and right angle turns that result in the most severe type of crash. **Inside the handout you can see how the unique features of this roundabout were chosen to accommodate larger vehicles like farm equipment and semi tractor-trailers.**



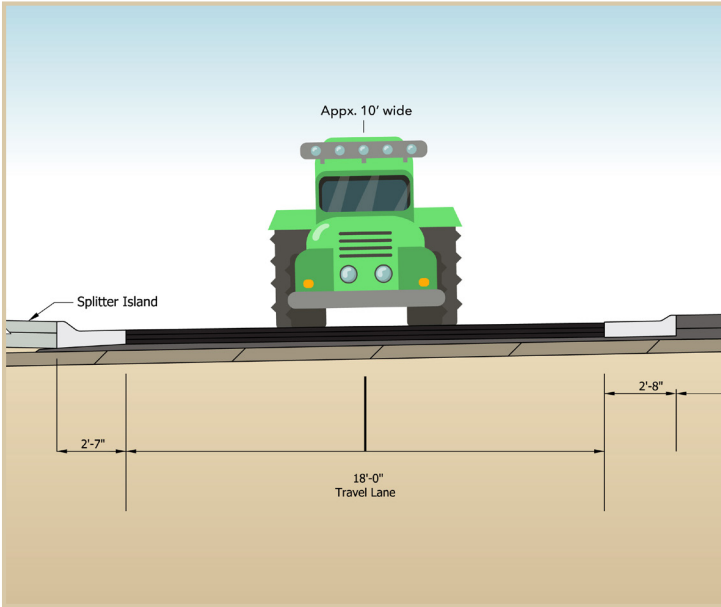
Special Rural Roundabout Design

To accommodate wider farm equipment and longer semi tractor-trailers, the Raider Road Roundabout was designed differently than most roundabouts. It features sloped curbs and wide truck aprons to meet the turning radius of these bigger vehicles. We've even adjusted the placement of signs to be sure they don't interfere with the vehicles that need a little extra space. All of the blue areas are mountable meaning big vehicles can drive on them if needed. In the examples, the pink line shows the centerline of the vehicle while the orange line depicts the maximum path. In all the examples, you can see that the mountable areas provide room for easy navigation of the roundabout.



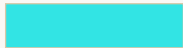
Typical Section

This cross-section view gives an idea of why this roundabout is easier for large vehicles to navigate. The travel lane within the roundabout is 18 feet wide. Add to that a 12-foot truck apron around the center island, plus more than five feet of sloped curbs, and you have 35 feet of width for even the biggest vehicles.





Travel Lanes & Shoulders



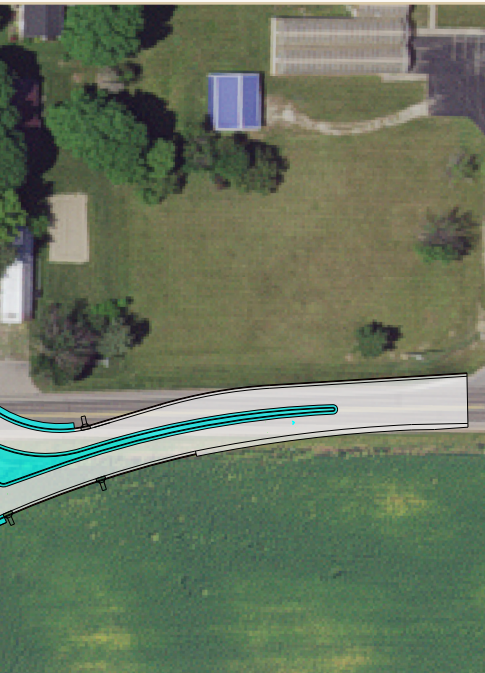
Mountable Islands, Curbs & Aprons



Non-Mountable Curbs

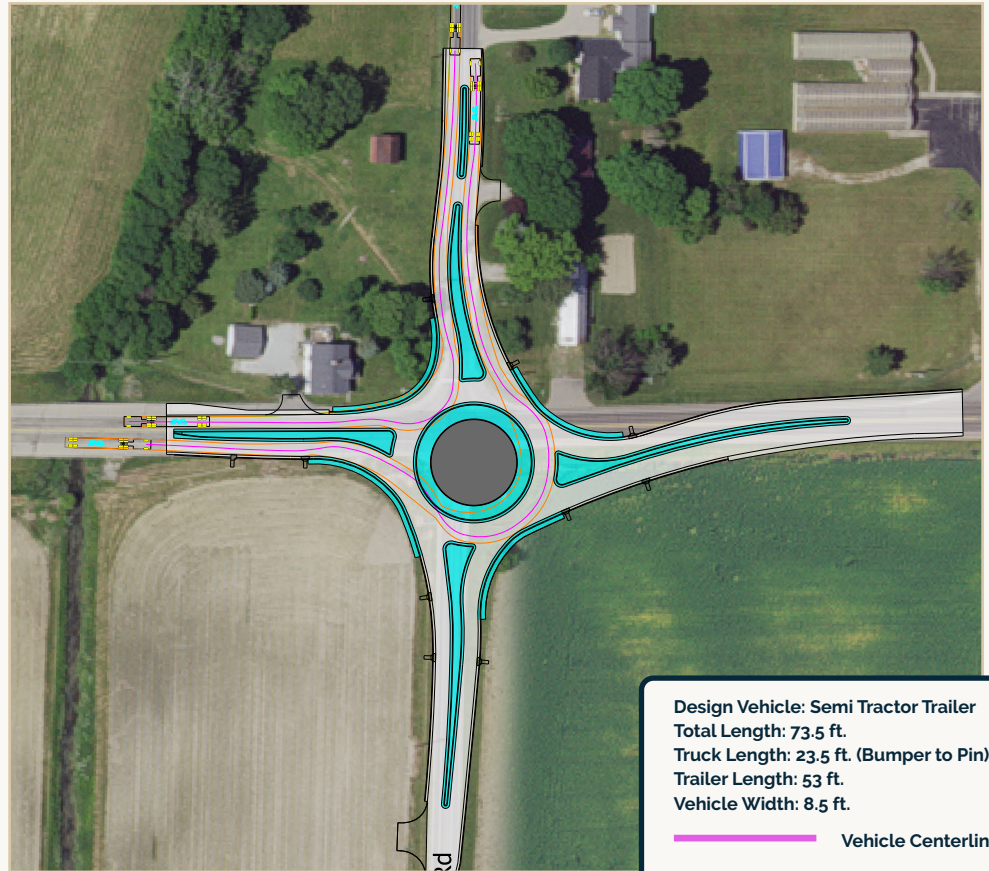


Central Island



Design Vehicle: Combine
Total Length: 28.8 ft.
Vehicle Width: 11.8 ft.

Vehicle Centerline
Vehicle Max Path



Design Vehicle: Semi Tractor Trailer
Total Length: 73.5 ft.
Truck Length: 23.5 ft. (Bumper to Pin)
Trailer Length: 53 ft.
Vehicle Width: 8.5 ft.

Vehicle Centerline
Vehicle Max Path

