

APPENDIX G

Public Involvement



Strand Associates, Inc.®

629 Washington Street

Columbus, IN 47201

(P) 812-372-9911

NOTICE OF SURVEY

June 26, 2017

SAMPLE NOTICE OF SURVEY LETTER

Owner Name, Address, City, State, Zip

Re: Location Control Route Survey for Indiana Department of Transportation
U.S. 6 & S.R. 13
Elkhart County, Indiana
Des. No. 1383238

Dear Property Owner:

Our information indicates that property is occupied and/or owned by you near this proposed intersection improvement project. Our employees will conduct a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by law as stated in Indiana Code IC 8-23-7-26 and IC 25-21.5-9-7. They will show you their identification, if you are available, before coming on your property. If you have sold this property, or it is occupied by someone else, please provide any known name and/or address changes of the new owner or current occupant so that we may contact them about the survey.

The survey work will include mapping the location of features such as trees, buildings, fences, driveways, sidewalks, and utilities. The survey is needed for proper planning and design of this intersection improvement project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey.

At this stage we generally do not know what affect, if any, this project may eventually have on your property. If it is determined at a later time that your property will be affected, you will be contacted at that time with additional information. If any problems occur, please contact our field crew or myself at 812-372-9911, or write to the address given above. Thank you for your cooperation.

Sincerely,

STRAND ASSOCIATES, INC.®

A handwritten signature in black ink, appearing to read 'Jacob E. Fitzsimmons', written over a light blue horizontal line.

Jacob E. Fitzsimmons, P.L.S.

JEF:\Is\strand.com\projects\COL4000--4099\4060\403\Data\Survey\Letter\NOTICE OF SURVEY.docx

NOS letters were mailed to the following adjacent property owners on June 26, 2017:

Syracuse Redevelopment Commission, 310 N. Huntington St, Syracuse, IN 46567

Mennonite Mutual Land Trustee Corp, 1040 4th Road, Bremen, IN 46506

Syracuse Storage, LLC, PO Box 583, Winona Lake, IN 46590

Mercantile National Bank, PO Box 117, Columbus, OH 43216

John L. and Sharon S. Miller, 71901 CR 33, Syracuse, IN 46567

David J. and Shannon E. Baker, 71750 CR 33, Syracuse, IN 46567

Alma J. Ousley & Julie Fay Powers, 71860 CR 33, Syracuse, IN 46567

Johanna E. Simmons, 71940 CR 33, Syracuse, IN 46567

Chester D. & Sandra K. Elder, PO Box 432, Syracuse, IN 46567

Kenneth K. Kegerreis, PO Box 1602, South Bend, IN 46634



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
EMAIL: rclark@indot.in.gov

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Wednesday, August 29, 2018

Dear Local Resident, Interested Citizen, and Elected / Local Public Official:

Welcome to the Indiana Department of Transportation's (INDOT) public hearing regarding proposed U.S. 6 / S.R. 13 / C.R. 33 intersection improvement in Elkhart County.

The purpose of this public hearing is to offer all interested persons an opportunity to comment on current design plans and the environmental document for this project.

There are several ways your comments may be presented this evening and following tonight's public hearing. You may submit comments in the following manner:

1. **Complete** a comment form and return it to an INDOT representative attending the public hearing. Comment forms are available at the sign-in table and also included in your information packet.
2. **Participate** as speaker during the comment session following tonight's presentation.
3. **E-mail** comments to the INDOT Office of Public Involvement at rclark@indot.in.gov.
4. **Mail** comments to the INDOT Office of Public Involvement, 100 North Senate Avenue, Room N642, Indianapolis, Indiana 46204.
5. **Visit** the Fort Wayne District webpage to learn more about this project <https://www.in.gov/indot/2703.htm>.
6. **Submit** comments (or have comments postmarked by) **Friday, September 14, 2018**. Comments will be reviewed and considered as part of the INDOT decision making process.
7. **Questions?** Contact INDOT Customer Service at 1-855-INDOT-4-U (1-855-463-6848) INDOT@indot.in.gov.

The Fort Wayne District is responsible for maintaining 4,799 lane miles of state roads, 525 lane miles of interstate, 1,238 large culverts, 742 state bridges, 143 snow routes, 459 traffic signals, 217 flashers, 60,000 road signs, and 1,200 panel signs.

There are four sub-districts (Bluffton, Elkhart, Fort Wayne and Wabash) and 17 counties (Adams, Allen, DeKalb, Elkhart, Grant, Huntington, Kosciusko, LaGrange, Miami, Noble, Steuben, Wabash, Wells, Whitley and parts of Blackford, Fulton, and Jay) within the Northeast District.



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100 North Senate Avenue
Room N642
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PHONE: (317) 232-6601
EMAIL: rclark@indot.in.gov

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Public Hearing Agenda

- Meeting Called to Order
- Formal presentation
- Public Comment Session
- Project Open House

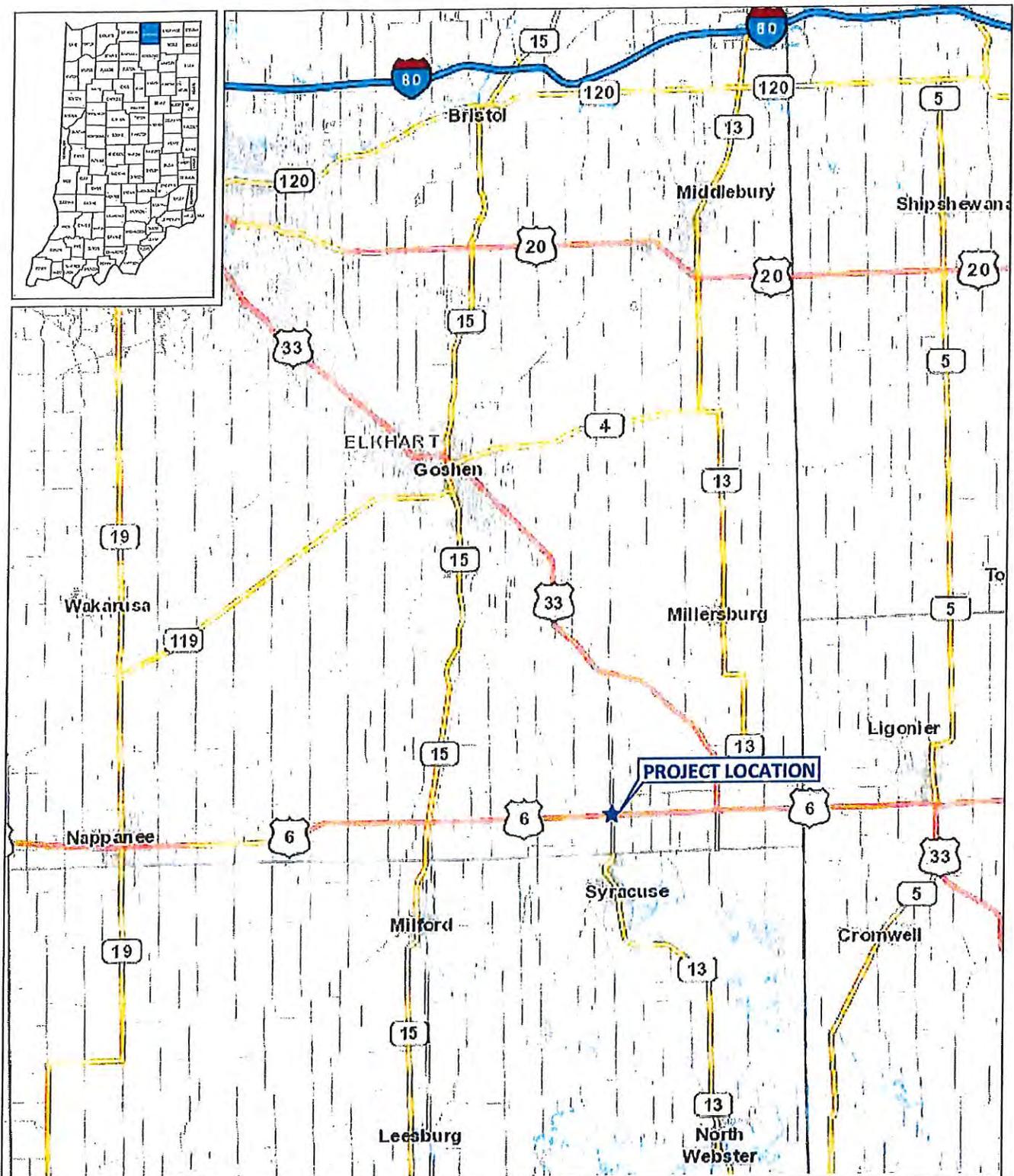
All substantive comments received will be evaluated and responded to in writing within subsequent project documentation. The documentation will address concerns presented during the public hearing process and describe project decisions reached following careful consideration of the views and concerns of the public.

The project team will be available in the display area to explain project details and address questions prior to and following the public hearing.

The draft environmental document is available for public review and inspection at the following locations:

- Syracuse Public Library, 115 East Main Street, Syracuse, IN 46567; PHONE# (574) 457-3022
- INDOT Fort Wayne District Office, 5333 Hatfield Road, Fort Wayne, IN
- INDOT Office of Public Involvement, 100 North Senate Avenue, Room N642, Indianapolis, IN
- Fort Wayne District Webpage <https://www.in.gov/indot/2703.htm>
- Questions: Contact INDOT Customer Service 1-855-463-6848 (1-855-INDOT4U)
INDOT@indot.in.gov

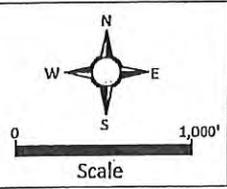
Thank you for attending tonight's public hearing.



Source: <http://maps.indiana.edu/>

Location Map
 U.S. 6 and S.R. 13 W
 Intersection Improvements
 Elkhart County, Indiana
 Des. No. 1383238
 Project #16-0108 - T2

All locations approximate



5

Intersection Improvement U.S. 6 / S.R. 13 / C.R. 33 in Elkhart County

Indiana Department of Transportation
Wednesday, Aug. 29, 2018
6 p.m.



Project Stakeholders

- Indiana Department of Transportation
- Indiana Division Federal Highway Administration
- Elkhart and Kosciusko Counties
- Elected & local officials
- Residents and citizens
- Commuters
- Businesses
- Emergency services
- Schools
- Churches
- Community Organizations



Welcome

- Purpose/explanation of public hearing
- Public hearing format
- Visit our sign-in table
- Informational handouts
- Participate during public comment session
- Submit written public comments
- Project display area



Project Development




U.S. 6 / S.R. 13 / C.R. 33 Intersection Improvement

- **Introduction of INDOT Project Team**
 - Fort Wayne District – INDOT Regional Office
 - Project Management
 - Communications
 - Environmental Services
 - Public Involvement Team
- **Strand Associates, Metric Environmental**
 - Engineering, Design & Environmental Analysis
- **Recognition of elected and local public officials**
 - Sign-in at attendance table to be added to project mailing list
 - Legal notice of public hearing was published in the Goshen News 8/14 & 8/21
 - A notice of the public hearing was mailed to known property owners within project area
 - Announcement of this hearing was posted to INDOT website; media release issued
 - A copy of presentation and project documentation are available for review on-line via INDOT website



Environmental Analysis Phase

National Environmental Policy Act (NEPA)

- Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments
- NEPA is a decision-making process
 - Purpose and Need
 - Alternatives Screening
 - Preferred Alternative
- Impacts are analyzed, evaluated and described in an environmental document
 - What are the impacts this project might have on the community?
 - How can impacts be avoided?
 - Can impacts be minimized?
 - Mitigation for impacts?



Examples of Items Evaluated in Analysis

- Right-of-Way
- Streams, Wetlands, and Other Waters
- Floodplains
- Endangered Species
- Farmland
- Cultural Resources (Historic/Archaeological)
- Parks and Recreational Lands (Trails)
- Air Quality
- Noise
- Impact to residential and commercial properties
- Environmental Justice
- Hazardous Materials
- Permits
- Mitigation



Intersection Improvement – Purpose and Need

- **Purpose**
 - Enhance safety and efficiency at intersection
- **Need**
 - Reduce number of high-speed, high-impact traffic accidents at this location



Environmental Analysis Phase

- **Notice of Entry for Survey – June 2017**
 - Letters mailed to properties within general area
 - Describing early project proposal
 - Project personnel in area, may need to enter properties
 - Gather data for environmental analysis
- **Section 106 of National Historic Preservation Act – early 2018**
 - Take into account proposal's impact to historic & archaeological properties
 - The public and consulting parties afforded an opportunity to comment
 - Public notice issued with 30-day comment period
 - Ekhart Truth
 - **"No historic properties affected"** finding issued by INDOT Cultural Resources Office (CRO) acting on behalf of the Federal Highway Administration (FHWA)
- **Draft environmental document released for public involvement – August 2018**
 - Available for review at project resource locations



Crash Data

Crash Data for U.S. 6 / S.R. 13 / C.R. 33 Intersection										
YEAR	'09	'10	'11	'12	'13	'14	'15	'16	'17	Total
Crash with no Injury	4	2	5	5	6	5	4	10	7	48
Non-Incapacitating Injury (# of ppl)	6	1	1	0	2	0	4	0	1	15
Incapacitating Injury	0	0	0	0	0	2	3	3	0	8
Fatal	0	0	0	0	0	0	1	0	0	1



Project Resource Locations

- **INDOT Fort Wayne District Office**
 - 5338 Hatfield Road, Fort Wayne, Indiana 46838
 - Planning, Project Development/Delivery, Construction, Maintenance for Northeast Indiana
 - <http://www.in.gov/indot/2703.htm>
- **Syracuse Public Library**
 - 115 East Main Street, Syracuse, IN 46567
 - Phone: (574) 457-3022
- **INDOT Office of Public Involvement**
 - 100 North Senate Avenue, Room N642, Indianapolis, IN 46204
 - Phone: (317) 232-4601
 - rtclark@indot.in.gov

Transportation Services Call Center
 Provides citizens and business customers with a single point-of-contact to request transportation services, obtain information, or provide feedback through multiple channels of communications.
 855-463-6648 • INDOT4U.com • INDOT@indot.in.gov





Alternatives Considered

- **No Build**
 - Baseline for comparison for build alternatives
 - Does not meet purpose and need, does not enhance safety at intersection
- **Signalized intersection**
 - Requires extensive geometric changes due to the design speeds of the roadways
 - Enhances safety
 - Additional right-of-way required
 - Vehicles would spend more time at intersection (vehicle idling)
 - Wetland impacts
- **Reconfigure intersection into a roundabout**
 - Enhances safety at the intersection
 - Provides significant reduction in number of traffic accidents and in the severity of accidents
 - Enhances mobility within corridor



Existing Intersection



McGraw Hill

Intersection Comparison



U.S. 6 S. 13 South
05/03/17
07:18 EST

ST RD 19 & 119
05/09/17
07:26 EST

McGraw Hill

Preferred Alternative – Roundabout



McGraw Hill

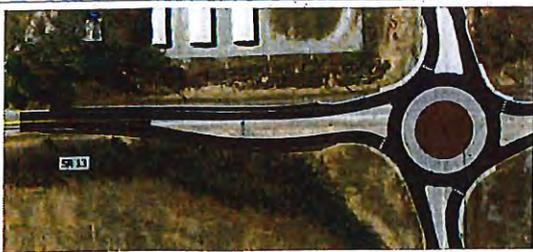
Maintenance of Traffic – Runaround



- C.R. 33 and S.R. 13 closed during runaround phase
- U.S. 6 will not include a stop condition
- Posted speed limit of 25 mph
- Detour routes to be determined
- C.R. 29 connector road will be open

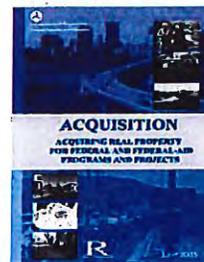
McGraw Hill

Preferred Alternative – Single Leg



McGraw Hill

Real Estate



McGraw Hill

8

Real Estate Acquisition Process

- "Uniform Act of 1970"
 - All federal, state and local governments must comply
 - Requires an offer for just compensation
- Acquisition Process
 - Appraisals
 - Review Appraisals
 - Negotiations
- INDOT Real Estate Team to work with impacted property owners
- Right-of-Way
 - Permanent ROW: 0.4 acre
 - Permanent ROW is land, once purchased by INDOT from legal land owner, becomes ROW owned by INDOT
 - Temporary ROW: 0.3 acre
 - Temporary ROW is land required during the construction of a project and is used for the purposes of construction-related activity
 - INDOT pays legal land owner a fee for land use during construction and/or as part of construction-related activities



Next Steps

- Public and project stakeholder input
 - Submit comments via options described on page 1 of information packet
- INDOT review and evaluation
 - All comments given full consideration during decision-making process
 - Finalize/approve environmental document, complete project design
- Communicate a decision
 - INDOT will notify project stakeholders of decision
 - Work through local media, social media outlets, paid legal notice
 - Make project documents accessible via repositories
- Questions? Contact Public Involvement Team



Project Schedule

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    graph LR
      A[Public Hearing  
Public comment period  
Prepare Public Hearing Materials  
AUGUST 2018] --> B[Prepare Public Hearing Materials  
Continue work on preliminary design and environmental document  
FALL 2018]
      B --> C[Finalize Environmental Document  
Communicate Project Decision  
FALL 2018]
      C --> D[Complete Design  
Real Estate Acquisition  
Utilities Construction  
2019]
      D --> E[Project Letting  
Construction  
2019]
  
```



Thank You

- Please visit with the design team and INDOT project officials following the presentation and Q & A.
- Project Open House
 - Project maps, displays, INDOT project team and informal Q & A
 - INDOT Fort Wayne District page: <http://www.in.gov/indot/2703.htm>



Submit Public Comments

- Submit public comments using the options described in first page of information packet:
 - Public Comment Form
 - Via e-mail
 - Participate during public comment session following formal presentation
- INDOT respectfully requests that comments be submitted by Friday, September 14, 2018
- All comments submitted will become included in an official public hearings transcript and made part of the public record
- Comments will be reviewed, evaluated and given full consideration during decision-making process



Project Resource Locations

- INDOT Fort Wayne District Office
 - 5333 Hatfield Road, Fort Wayne, Indiana 46808
 - Planning, Project Development/Delivery, Construction, Maintenance & Northeast Indiana
 - <http://www.in.gov/indot/2703.htm>
- Syracuse Public Library
 - 115 East Main Street, Syracuse, IN 46587
 - Phone: (574) 457-3022
- INDOT Office of Public Involvement
 - 100 North Senate Avenue, Room N642, Indianapolis, IN 46204
 - Phone: (317) 232-6601
 - riturk@indot.in.gov

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Maintenance of Traffic – Runaround

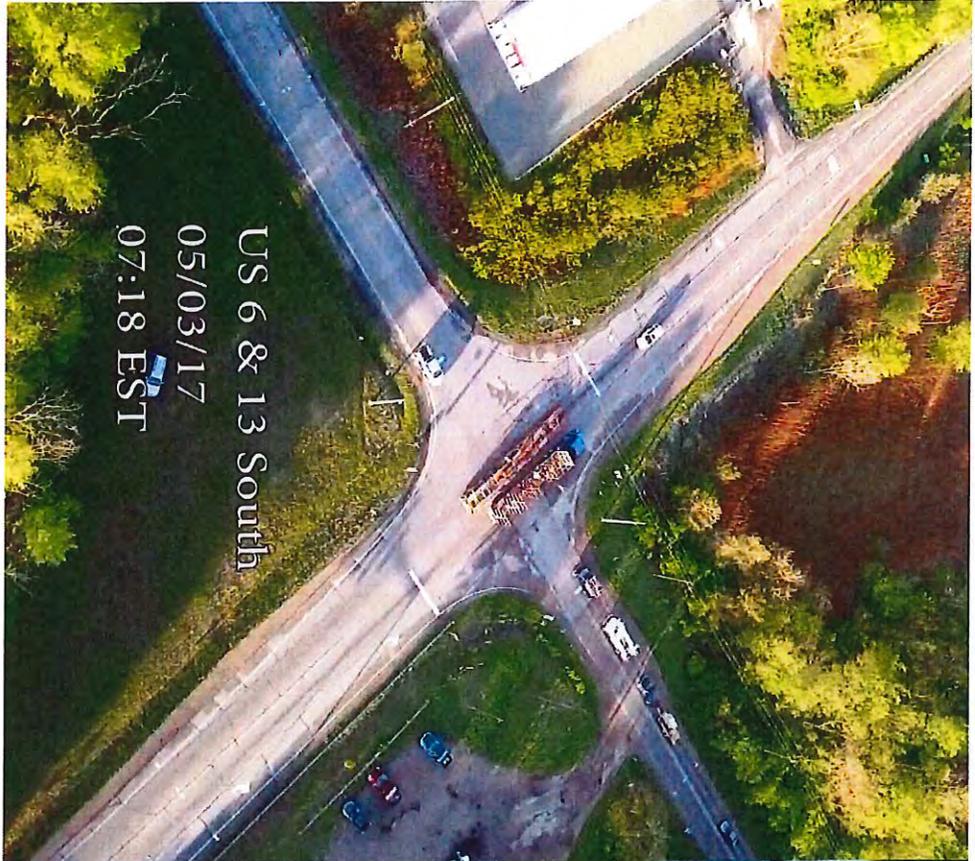


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Preferred Alternative – Roundabout



Intersection Comparison



US 6 & 13 South
05/03/17
07:18 EST



ST RD 19 & 119
05/09/17
07:26 EST



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-0796
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

DES# 1383238

LEGAL NOTICE OF PUBLIC HEARING

The Indiana Department of Transportation (INDOT) will hold a public hearing on **Wednesday, August 29, 2018 at 6:00 p.m. at the Wawasee High School Cafeteria, #1 Warrior Path, Building 1, (Enter Door 1), Syracuse, IN 46567.**

The purpose of the public hearing is to offer all interested persons an opportunity to comment on current design plans for a proposed intersection improvement at the United States (US) 6/Grand Army of the Republic Highway and State Road (SR) 13 west junction and County Road (CR) 33 intersection, located in Elkhart County, Indiana. The doors will be open at 5:30 p.m. in order to view displays and talk to the representatives prior to the start of the hearing.

The preferred alternative is to reconfigure the intersection into a roundabout including replacement or updating storm water structures and modify existing ditches. The roundabout will have a 174-ft inscribed circle diameter with a 20-ft wide circulating lane, an 18-ft wide truck apron, combined curb and gutter, and 6-ft to 8-ft outside shoulders. Three driveways will be reconstructed. Other improvements will include, but not limited to, luminaires, storm water manholes and inlets will be modified or replaced, as well as pavement markings, signage, and guardrail will be placed throughout the project as required. The project will require the acquisition of approximately 0.36 acre of new right-of-way and approximately 0.27 of temporary right-of-way.

The maintenance of traffic will be conducted in phases or stages, utilizing a combination of a temporary run-around, flaggers, detours, temporary pavement markings, and lane closures. The maintenance of traffic specific to US 6 will use a temporary run-around parallel to the south side of the existing US 6 and will be removed upon completion of the project. The maintenance of traffic specific to SR 13 and CR 33 will be determined in the final design, however during construction local roads may be used by local traffic. Access would be maintained to all properties and school corporations and emergency services will be notified prior to any construction that would block or limit access.

The environmental document and preliminary design plans are available to view prior to the public hearing at the following locations:

1. Syracuse Public Library, 115 E. Main St., Syracuse, IN 46567 Phone # (574) 457-3022
2. INDOT Fort Wayne Dist. Office, 5333 Hatfield Rd., Ft. Wayne, IN Phone # (855) 463-6848
3. Hearings Examiner, Indiana Government Center North, N642, 100 N. Senate Ave., Indianapolis, IN 46204-2216, Phone # (317) 234-0796

www.in.gov/dot/
An Equal Opportunity Employer



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. Verbal comments may be restricted to time limitations based on the number of speakers. Written comments in regard to the project may be submitted prior to the public hearing and within the comment period to: INDOT Public Hearings, IGCN Room N642, 100 N. Senate Ave., Indianapolis, IN 46204.

With advance notice, INDOT can provide special accommodation for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodation be needed please contact Rickie Clark, Office of Public Involvement at (317) 232-6601, or email rclark@indot.in.gov preferably by Wednesday, August 22, 2018.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "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.", approved by the Federal Highway Administration, U.S. Department of Transportation on August 16, 2012. INDOT, Mary Wright, Public Hearings Examiner, Phone # (317) 234-0796, E-Mail: mwright@indot.IN.gov

14

AFFIDAVIT OF PUBLICATION

STATE OF INDIANA
County of Elkhart
City of Goshen
Goshen News Fed ID # 31-1498625

ad# 1470318

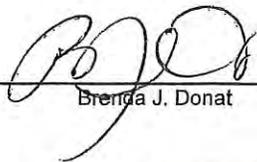
ISSUED:

The subscriber, being duly sworn, deposes and says that she is the said Brenda Donat of THE GOSHEN NEWS and that the foregoing notice for

Des #1383238

was published in said newspaper in two editions of said newspaper issued between 08/14/18 and 08/21/18

Cost: \$ 99.95


Brenda J. Donat

LEGAL NOTICE OF PUBLIC HEARING

SUBSCRIBED AND SWORN BE


Notary Public

My Commission Expires Mar

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2. INDOT Fort Wayne Dist. Office, 5333 Hatfield Rd., Ft. Wayne, IN Phone # (855) 463-6848
3. Hearings Examiner, Indiana Government Center North, N642, 100 N. Senate Ave., Indianapolis, IN 46204-2216, Phone # (317) 234-0796



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August 14, 21 hspaxlp

15

Wright, Mary

From: INDIANA MEDIA GROUP <angie.kulczar@goshennews.com>
Sent: Monday, August 06, 2018 11:24 AM
To: Wright, Mary
Cc: angie.kulczar@goshennews.com
Subject: Confirmation: Ad 1470318 for MARY WRIGHT IN DEPT OF TRANSPORTATION
Attachments: AD1470318_jnl.pdf

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. **** _____

Good morning, Mary:

Attached is the Order Confirmation for the Legal Notice of Public Hearing (DES #1383238), which is scheduled for publication on August 14 & 21, 2018.

Thank you very much,
Angie Kulczar
The Goshen News
114 S. Main Street
Goshen, IN 46526
1-800-487-2151 ext. 345

16

INDIANA MEDIA GROUP
PO BOX 607
GREENSBURG IN 47240-0607
(877) 253-7755

ORDER CONFIRMATION

Salesperson: ANGIE KULCZAR

Printed at 08/06/18 11:20 by akulc

Acct #: 180823

Ad #: 1470318

Status: N

MARY WRIGHT IN DEPT OF TRANSPORTATION
100 N SENATE AVE RM N642
INDIANAPOLIS IN 46204

Start: 08/14/2018 Stop: 08/21/2018
Times Ord: 2 Times Run: ***
LEG 3.00 X 47.00 Words: 676
Total LEG 141.00
Class: 105 PUBLIC NOTICES
Rate: LGOVT Cost: 99.95

Contact:

Phone: (317) 234-0796

Fax#:

Email: ap@indot.IN.gov

Agency:

Ad Descrpt: DES #1383238

Given by: *

Created: akulc 08/06/18 11:06

Last Changed: akulc 08/06/18 11:17

PUB	ZONE	EDT	TP	START	INS	STOP	SMTWTFS
NEWS	NEW	95	S	08/14,21			
NEOL	NEW	95	S	08/14,21			

AUTHORIZATION

Under this agreement rates are subject to change with 30 days notice. In the event of a cancellation before schedule completion, I understand that the rate charged will be based upon the rate for the number of insertions used.

Name (print or type)

Name (signature)

(CONTINUED ON NEXT PAGE)

INDIANA MEDIA GROUP
PO BOX 607
GREENSBURG IN 47240-0607
(877) 253-7755

ORDER CONFIRMATION (CONTINUED)

Salesperson: ANGIE KULCZAR

Printed at 08/06/18 11:20 by akulc

Acct #: 180823

Ad #: 1470318

Status: N

LEGAL NOTICE
OF PUBLIC HEARING

The Indiana Department of Transportation (INDOT) will hold a public hearing on Wednesday, August 29, 2018 at 6:00 p.m. at the Wawasee High School Cafeteria, #1 Warrior Path, Building 1, (Enter Door 1), Syracuse, IN 46567. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current design plans for a proposed intersection improvement at the United States (US) 6/Grand Army of the Republic Highway and State Road (SR) 13 west junction and County Road (CR) 33 intersection, located in Elkhart County, Indiana. The doors will be open at 5:30 p.m. in order to view displays and talk to the representatives prior to the start of the hearing. The preferred alternative is to reconfigure the intersection into a roundabout including replacement or updating storm water structures and modify existing ditches. The roundabout will have a 174-ft inscribed circle diameter with a 20-ft wide circulating lane, an 18-ft wide truck apron, combined curb and gutter, and 6-ft to 8-ft outside shoulders. Three driveways will be reconstructed. Other improvements will include, but not limited to, luminaires, storm water manholes and inlets will be modified or replaced, as well as pavement markings, signage, and guardrail will be placed throughout the project as required. The project will require the acquisition of approximately 0.36 acre of new right-of-way and approximately 0.27 of temporary right-of-way. The maintenance of traffic will be conducted in phases or stages, utilizing a combination of a temporary run-around, flaggers, detours, temporary pavement markings, and lane closures. The maintenance of traffic specific to US 6 will use a temporary run-around parallel to the south side of the existing US 6 and will be removed upon completion of the project. The maintenance of traffic specific to SR 13 and CR 33 will be determined in the final design, however during construction local roads may be used by local traffic. Access would be maintained to all properties and school corporations and emergency services will be notified prior to any construction that would block or limit access. The environmental document and preliminary design plans are available to view prior to the public hearing at the following locations:

1. Syracuse Public Library, 115 E. Main St., Syracuse, IN 46567 Phone # (574) 457-3022
2. INDOT Fort Wayne Dist. Office, 5333 Hatfield Rd., Ft. Wayne, IN Phone # (855) 463-6848
3. Hearings Examiner, Indiana Government Center North, N642, 100 N. Senate Ave., Indianapolis, IN 46204-2216, Phone # (317) 234-0796

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. Verbal comments may be restricted to time limitations based on the number of speakers. Written comments in regard to the project may be submitted prior to the public hearing and within the comment period to: INDOT Public Hearings, IGCN Room N642, 100 N. Senate Ave., Indianapolis, IN 46204. With advance notice, INDOT can provide special accommodation for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodation be needed please contact Rickie Clark, Office of Public Involvement at (317) 232-6601, or email rclark@indot.in.gov preferably by Wednesday, August 22, 2018. This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1)) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "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.", approved by the Federal Highway Administration, U.S. Department of Transportation on August 16, 2012. INDOT, Mary Wright, Public Hearings Examiner, Phone # (317) 234-0796, E-Mail: mwright@indot.IN.gov.

August 14, 21 hspaxlp

Wright, Mary

From: Wright, Mary
Sent: Monday, August 06, 2018 9:28 AM
To: 'angie.kulczar@goshennews.com'
Subject: RE: 1383238 Legal Notice of Public Hearing
Attachments: 1383238 GOSHEN NEWS NEWSPAPER LEGAL ADD BILLING.doc; 1383238 NOTICE OF PUBLIC HEARING WO LTRHD.doc

Goshen News

The first attachment includes billing information as well as the publishing dates of:

Tuesday, August 14, 2018 and Tuesday, August 21, 2018

The second attachment is the legal advertisement.

Please respond that you have received this request as exact publication dates are critical to the advancement of the project.

Thanks,
Mary Wright
INDOT Public Hearings
317-234-0796

19



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-0796
FAX: (317) 232-5349

Eric Holcomb, Governor
Joe McGuiness, Commissioner

DES #: 1383238

August 6, 2018

Goshen News
Legal Ad Department
Angie.kulczar@goshennews.com

Angie Kulczar 574-533-2151 X 345

To Whom It May Concern:

Please insert the enclosed legal advertisement of Notice of Public Hearing only in the above newspaper issues of:

Tuesday, August 14, 2018

Tuesday, August 21, 2018

For necessary payment, you are to complete two (2) copies of the Publisher's Claim Forms prescribed by the State Board of Accounts (General form No. 99P (Rev 1967)) be sure to include your full address and Federal I.D. Number (F.I.N.) in the upper right hand corner of the form, and send to:

Mary Wright
Public Hearing Examiner
Indiana Department of Transportation
Planning & Production Division, Room N642
100 North Senate Avenue
Indianapolis, IN 46204-2216

If there should be any questions regarding this request, please contact the writer at (317) 234-0796.

Sincerely,
Mary Wright
Public Hearing Examiner
E-Mail: mwright@indot.in.gov

MDW:mw
Enclosure

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SIGN-IN SHEET

PLEASE PRINT

DATE: 8-29-18

Before including your address, phone number, e-mail address, or other personal identifying information on the meeting Sign-In Sheet or on your comment submittal, be advised that your comment ~ including your personal identifying information ~ may be made publicly available at any time. While you can ask us to withhold personal identifying information from public review, we cannot guarantee that we will be able to do so.

NAME	ADDRESS	EMAIL- OPTIONAL
John & Gail Litter	8006 E. Cherokee	
DANNA KATHLEEN JOHNSON	1117 E. NORTHBORKE DR	
Don + Erma Mishler	68454 Peregrine Perch Goshen	
John Beverly Carhart	68906 C.R. 33 Goshen	
JONATHAN MISHLER	4330 DUFFY DR SYRACUSE	


www.in.gov/indot

SIGN-IN SHEET

PLEASE PRINT

DATE:

8-29-18

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NAME	ADDRESS	EMAIL- OPTIONAL
Larry Remberg	9020 N 500 E Syracuse IN 46567	
Harry Smith	68906 CR33 Goshen	
Larry Martindale	311 N MAIN, SYRACUSE	
Teresa Brito	Po Box 342, Milford, IN	
Becky Richardson	6037 E. Pickwick Rd Syracuse	
KENT SCHUMACHER	618 SPARKY AVE, GOSHEN	KSCHUMACHER@ERKCO.Hwy.org
Shirley Coblentz	8061 E. 1290 N. Syracuse	
LEONARD KLINE	405 W PICKWICK DR SYRACUSE	


www.in.gov/indot

SIGN-IN SHEET

PLEASE PRINT

DATE: 8-29-18

23

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NAME	ADDRESS	EMAIL- OPTIONAL
MICKEY & CINDY SCOTT	12137 N. WOODLAND ACRES DR.	mscott8138@yahoo.com
Tom Edngton	4538 E Fox Run Dr. Syracuse	tedngton@wawasee.k12.in.us
Willy Buck	16741 CR 46 New Paris	



24

SIGN-IN SHEET

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DATE:

8-29-18

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NAME	ADDRESS	EMAIL- OPTIONAL
CURT NISLY	2178E 1100N Milford 46542	
MIKE Snavley	12501 W. Kern Rd Wawasee Transportation	
BILL JONES		bill@rowjones.net
JOE HIBSCHMAN	71916 CR 133 SYRACUSE IN 46567	
ROGER KERN	72937 CR 133 SYRACUSE	
H. Jason Auvil	4230 Elkhart Rd. Goshen IN 46526	HJAuvil@elkhartcounty.com
Deb Patterson	209 Turkey Creek Dr Milford IN 46542	dpatterson@the-papers.com
Theresa Simmos	71940 CR 33 Syracuse 46567	
Jim & Loanne Cripe	72227 St Rd 13, Syracuse 46567	criperanch@centurylink.net



www.in.gov/indot

ELECTED PUBLIC OFFICIAL SPEAKERS SCHEDULE

	NAME	TITLE
1	Rep Knisley	
2	Sen. Doriot	
3		
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SPEAKERS SCHEDULE

ALL WISHING TO SPEAK PLEASE SIGN UP BELOW.

NAME	PLEASE PRINT
Larry Rensberger	

INDOT Public Hearing

US 6/SR13/CR33 Intersection Improvement

Wednesday, August 29, 2018

Wawasee High School, Syracuse, Indiana

6:00pm

Representative Curt Knisley: Hello everyone.....I'm State Representative Curt Knisley.....thanks for the opportunity to speak tonight.....I've definitely been hearing about this project throughout the community.....this is something that people are talking about.....so I'm from people that are in favor of it or at least ok with it.....and I've also heard from the people that are very opposed to it.....so I'm just going to talk from my own perspective here tonight.....not telling you what to think.....but more of what my thoughts are on this. I think that the proposed roundabout could work here in Syracuse.....I also think that a traffic signal could work here and so when we look at this.....I think the cost is one of the big things that I want to see considered. Now this is personal for me as I drive through this intersection several times a week.....we just moved into Kosciusko County in the middle of June.....so now.....almost daily I go through here when I go to my other job.....so I'm definitely interested here. I'm concerned about this.....if we have a roundabout here.....I don't think it will work to take a roundabout out of Carmel and just drop into Syracuse here.....I think there are a lot of other things we need to consider in this. Another thing is.....the roundabout over on 19 and 119 is also in my district and it does seem a little tight there.....a little small as we're going through and so when you're saying that it's the same size as that one.....I'm a little concerned about that. Here in this area.....there's a lot of special vehicles that I think we should be considering and I think you've mentioned some of those.....with lots of semis coming through.....the RV's which are made in the area here.....a lot of those coming through.....double-wides.....manufactured housing.....windmills, horse and buggies.....milk trucks, tractors and farm equipment.....so I was glad to hear that you have at least taken those into consideration. Another question that I would have here is.....in the entire cost.....we've heard numbers.....I'm not sure it's been spelled out tonight.....but who pays for that? Is any of that coming from the local communities? How much of that is state dollars and how much of that is federal dollars?

State Senator Blake Doriot: Hi everyone.....Blake Doriot.....County Road 50, Syracuse addressI was very skeptical years ago when we did 19 and 119.....I have talked to a lot of my friends from the Wakarusa area because I lived there 12 years ago and most of them are fairly pleased with the function of the roundabout.....the state at that time was going to make it smaller but the Farm Bureau and several of the representatives and senators got with them and they made it larger so it could handle the milk trucks and large vehicles. I do have concerns about northbound on 13.....wide loads going west....it's a tight turn.....or even small loads.....and again on westbound on 6 turning south on 13.....I have questions as to whether that can be made.....I believe you've look into that, I just want to make sure that our largest loads can get through here.....the largest loads typically use 6 because of the limited number of bridges they have to go over.....they're super heavy. I am glad to

see that the County Road 29 ramp is mentioned in this.....of course, I would be remiss if I didn't bring that up.....so that would be one that INDOT promised me during summer study committee that they would be putting a ramp on County Road 29.....a two-way ramp and I'm glad to see that's happening because there's been two accidents in that area.....I'm fairly glad with the design and I really.....the one thing that makes me for this is the low speed impact.....of cars.....we don't need more people dying at that intersection.....there's only be one in recent history.....that's too many so those are my comments.....thank you.

Larry Rensberger: I had no idea what to expect this evening.....I appreciate the presentation that was given.....I did type up some of my feelings that I'd like to pass out to the crowd tonight.....so if I could.....just take one and pass it around a bit.....there are misnomers on roundabouts that I see.....I travel throughout Michigan extensively and lived in Kalamazoo for a while.....and I do know that there are many deaths that have occurred over time a period of time, just like with any intersection.....you just can't get rid of the death.....it's unfortunate. On my paper, I mentioned Angola.....and Angola has had a couple of deaths in their roundabout on highway 6 in the past too.....I don't know that they've had any recently.....when I lived in Kalamazoo we had some.....at least one.....so they do occur and it doesn't slow up traffic if the truck driver is asleep.....and it's the worst accident going into the roundabout.....or can be the worst accident than any other type. So I hope you would look at thisI've been concerned with County Road 29.....and we didn't have access to make a left hand turn or west turn.....you are going to correct that and I appreciate that.....to me.....if we want a safe intersection, we should put the same kind of intersection we have for highway 6 and 13.....I'm sure it would cost a little more than a roundabout but not much more.....I'd be happy with a stoplight but a roundabout.....believe me.....is not the answer.....it creates problems that they're not talking about tonight.

John Littler: Thank you.....my name is John Littler and I live in Syracuse.....well not exactly in Syracuse proper but rather out in the county.....but yet not too far from this city.....my wife and I have lived here for about four and a half years.....we moved here from Arizona, having been there for ten years.....and during the period of.....at least our marriage, we have lived in many states.....in eight states.....and I've been involved in construction to a degree of pre-qualifying contractors who would bid on project such as this. My concern in coming here tonight was because of two things.....first, it's a pragmatic reason.....there's a problem and you've addressed it by proposing to do something about it.....and that is good because that is the first thing we were wondering.....when will a stop light go up because that would resolve the issue immediately. Secondly, the future is more cloudy.....for just in the last six months, I've seen the construction southbound from the intersection, on the right hand side, at one of the RV facilities.....of a huge warehouse.....brand new construction and that this afternoon.....I didn't notice it before but there is remodeling at a building just north of that where there seems to be a course of construction of RVs, that is going on.....not to mention the industrial park. The key question I have.....when I came here and talked to someone earlier.....who was very friendly, very helpful.....I can't remember his name.....how long have you really been traffic studying the intersection and purposely along those lines.....Goshen is mentioned as growing like it's growing.....with the economy and the state of the economy that we're experiencing today.....what does this intersection within a two mile radius going to look like in five years.....I think it's going to be substantially different.....and I

don't know if the plan has gone into this. Can somebody go into an estimate.....I mean I have a statement, but can somebody tell me if there is an estimated contract price for the construction of utility, drainage, road, excavation.....and completed contract, estimated contract.....is there one? Anyone have an idea of what it is? Is there one? Is it three million? Is it one million? Do we know? I'm just asking.....I'm not being critical. The comparison, with what I've learned tonight.....is that it would cost about one-hundred and thirty five thousand and it's probably more like fifty thousand to put a stoplight in that intersection. I have two nephews that have been in accidents in Indianapolis in roundabouts.....one, drives a school bus.....it wasn't his fault. The other one is a truck driver and he won't talk to me on the phone.....thank God.....when I text.....I just text him and just say call me.....he's a very safe driver. So there are elements here in our community that are different.....with respect to the diversity of those who live lives like us and those who don't such as the horse and buggy.....the horses that go through that intersection haven't seen anything like that unless they've been over at 19 and 119.....and you know, in my community alone, just beyond Eli Lilly where I live.....Eli Lilly Road on the Cherokee.....we've had some recent new members of the community who are Amish, who have bought houses there. I can't tell you how many in Oakwood Park have moved there but we're seeing a lot more of those people and welcome them into the community.....but we're seeing also.....a lot of that unexpected mindset that we cannot program.....and perhaps there's been some experiences lately in terms of horses reacting in ways due to the external environment.....I don't know. But the concern that we have is that a stoplight would overcome the result in this fast paced world. When you give consideration to the buggy, to the car or van, to the elongated RV, train.....whatever they call it on the six-wheeler truck or whatever.....coming from Nappanee or maybe going up the road and turning left.....in which it would be making a loop.....and or heading up to Goshen.....so I see the issue now, today and four years later, than when we first moved here.....as being an issue of boy.....that's really changed.....this area has really changed.....so in those four short years.....and if we're about two years away from an award date of 2020 for a bid.....that will be let to contractors.....that's a long time and a lot of things could change. We're making a sizable investment of somewhere from one-hundred and fifty thousand to maybe one million or more.....I don't know. Secondly, what is the road pattern and is it possible to look that far ahead.....beyond what you've done right now.....because you've look ahead back then in 14 or 15 I think.....when you started looking at the traffic.....if things have changed that much in the last four years, the last six months.....I'd strongly advise.....the thoughts of my wife and I join the host of others in wanting there to be further consideration of this plan. I thank you for the opportunity to present my position.....thank you.

Luanne Cripe: My name is Luanne Cripe and we live parallel to what used to be the orchard.....we have been to basically, all of the meetings and one of the first meetings we went to in Elkhart County, it was said that if that particular area developed into some kind of industry.....that DOT said there would have to be a regular stoplight at that corner before business opened. Unfortunately, there is a factory there that will be opening very soon and we're looking at 2020 before they even start anything? How putting a regular stoplight in and see how well it goes until then because it's going to increase for us.....it already has by putting that overpass on 29 (CR 29) and then across the road.....they're building a building over twice the size of their other one.....so that's going to bring a lot more

workers in the area too. So I don't know if you can go back to those minutes in some of those previous meetings.....I'm sure we could go back to find them as these were well attended meetings.....but we need to think about doing something at that intersection before more factories open.

Joe Hibschan: I'm Joe Hibschan, I'm on the Benton Township Advisory Board in Elkhart County.....and we have a farm within a mile of this intersection and it is a dangerous intersection.....there are times we can hear the wheels scream and the crash happens.....and you wonder.....I wonder what has happened now. I think the round up is the safest way but I was concerned when I saw that it was the same size as one at 19 and 119.....I've heard farmers say that it's not big enough around to get the semis around and some of their big farm equipment.....so I was hoping it would be a little bigger than that.....so that's the main concern I have.....but within the last year, I've pulled up to the stop and as I started to make my left hand turn to come into Syracusethere's a school bus coming from the west headed east.....it never slowed down, it never did anything.....and if at the last minute, I hadn't decided to stop, we would have been t-boned by a school bus.....and so I think a round up.....a roundabout will make people slow down.....they'll see that and they'll have to slow down.....but a stop sign or a stop light.....they're still going to run it.

Don Mishler: I'm Don Mishler.....I'm a land owner on the northwest corner of the intersection. It's low ground.....for years the run off of the highway has definitely affected wildlife and other things in that low ground. I'm wondering what kind of a change will make with increased traffic and if there would be any more of a slope for run off to go into that wetland.....I'm sure this is something you've thought about but I'm concerned about that.

Willy Buck: I'm Willy Buck.....16741 County Road 46, New Paris.....my first concern has probably already been addressed.....but I hadn't heard about it.....but with the approach where it's kind of curved one way and then the other.....how will that affect traffic when the roads are icy or snowy.....especially with semis. Are there more problems with intersections like roundabouts with large vehicles? Secondly, I'm skeptical of this proposal because of the high cost and wondering in terms of the main purpose.....is to prevent death. Is the death data due to a random occurrence or is that a long term statistical trend.....there should be a cost factor that should be considered as it's impossible to eliminate accidents everywhere.

Sherman Goldenberg: I'm Sherman Goldenberg.....Lake Wawasee resident.....30 year area resident. I drive through this intersection, just running errands and doing business, all of the time.....and it looks to me.....that at 6 and 13 is similar in certain ways to 19 and 119. I run that intersection all of the time and I never had any problems whatsoever.....the roundabout hasn't.....in my mind, at 19 and 119, really helped anything.....it just cost a whole bunch of money and it made it look very pretty. Now, looking at this intersection, again it looks to me to be a solution without a problem and as this guy here was saying.....a little bit of remodeling, a little bit of reinvention of 6 and 13 with a good and well-engineered stoplight would be better than your

proposal.....I'm not sure why all these funds are being forced into something that doesn't make much sense.

David Johnson: I'm David Johnson.....my concern is about a proposed connection off of 29. Prior to the bridge being built, there was a stop sign going north on 29 and one going south. Now we're going to put a connection on and there's going to be four stop signs.....two at the top and two at the bottom.....there's going to be people turning left across traffic.....and I guess I'm not certain as to why we went through the expense to eliminate accidents at 6 and 29 and now we're putting in a connection that has the potential to increase accidents again. I know people want that.....my other question is, why wasn't it done at the time the bridge was built? It seems to me that it would have been less expensive to do it then than to retrofit it now.....thank you.

Leonard Kline: I'm Leonard Kline.....I've lived in Syracuse all of my life.....you're talking about a stop sign on 6 and 13.....a stop light. You've got a stop light on 6 and 13.....if you put a stop and go light in. When you coming up with a truck and a light switches to yellow.....do you have time to stop? Not every time.....but if you got stoplight there that you can see two miles away in every direction, you've already got it done.....why put a stop and go light in when you've got something that everybody knows that they're going to have to stop?

Beverly Earnhart: I'm Beverly Earnhart and I live on County Road 33 and within the last year I've noticed increased traffic and more development coming so something needs to be done as the traffic will just continue to increase.....thank you.

Speaker didn't give his name: I'd just like to mention real quick.....the access over at Bremen.....highway 6.....and I think it's 31.....but that's the type of access that I envision for highway 29 here. I think it would be a lot better than what we have or did have. I'd like to see that myself at 13 and 6.....but that's one that I would relate to in terms of having a good access road.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
EMAIL: rclark@indot.in.gov

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Thank you for attending this evening's public hearing. Please submit comments by using the space provided below. INDOT appreciates your attendance and participation this evening.

TODAY'S DATE: Wednesday, August 29, 2018

Please submit comments by September 14, 2018 for inclusion into the public hearings transcript:

I BELIEVE A STOP LIGHT WOULD BE A BETTER DECISION THAN A ROUNDABOUT COST WISE AND ALSO FOR US GETTING OUT ON ST. RD. 13. IT WOULD GIVE US A BREAK TO GET OUT ON THE HIGHWAY WE LIVE ON ST RD 13.

WE DO NOT KNOW YET WHAT THE IMPACT OF THE NEW FACTORIES ARE GOING TO HAVE ON THIS PROJECT

There are also a fair number of Amish buggies that also use the intersection a 6 & 13.

SIGNATURE: *Jim R. Cripe* *James R Cripe*



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
EMAIL: rclark@indot.in.gov

Eric Holcomb, Governor
Joe McGuinness, Commissioner

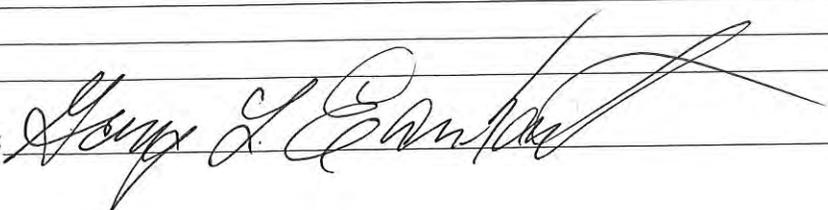
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2 CONCERNS:

1. Benton Twp. Fire Dept covers a small area between S.R. 6 & Syracuse - Has their access to this area been considered?
2. Is the design smaller than the S.R. 19 & 119 roundabout? If it is, I would expect that long wide loads that routinely travel SR 6 would find negotiating the roundabout difficult

SIGNATURE: 

34



INDIANA DEPARTMENT OF TRANSPORTATION

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Room N642
Indianapolis, Indiana 46204

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TODAY'S DATE: Wednesday, August 29, 2018

Please submit comments by September 14, 2018 for inclusion into the public hearings transcript:

With the high number of semi-trucks traveling on HWY 6, Please be aware that each truck that is passing straight thru this intersection, that truck must make a 1/2 circle to clear this obstacle. The truck must turn right and then left. As the rear end of the trailer passes this circle, it does not follow the same path as the tractor does, but cuts a shorter circle which can and will run over anything in the center of this circle. I know that people have been run over and killed in Angola, IN by a semi in the round-a-bout there.

I do not believe that roundabouts are safer, and they certainly do not save the driving public time. There is always someone that is to timid to enter. I see this happen every time I travel into Michigan. I also see the damage that semi's do to these roundabouts.

Any truck heading west that turns south will have quite a challenge, remember how the rear of the trailer cuts into the circle. Any truck heading north turning west will have the same problem. These are the two primary turns that semi's make at this intersection.

With the condition of the IN roads and bridges, how the IN officials tell us they do not have the money to repair these roads and bridges, to build this roundabout, or for that matter any roundabout is taking our tax dollars and not spending it where it is needed

This roundabout will add to the difficulty of all Syracuse people traveling to Nappanee, as we can no longer use the county road west of this junction since you have put in the overhead, without a connecting road.

Let's use common sense and save the money this will cost the IN taxpayer.

Submitted by;

Larry Rensberger
Syracuse, IN. 46567

9020N 500E
1-574-834-1842

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Submitted by;

Larry Rensberger
Syracuse,IN. 46567

36

July 2018

DAVID & SHANNON BAKER
71750 CR 33
SYRACUSE IN 46567

REP WES CULVER
2020 ELKHART RD
GOSHEN IN 46526

CHESTER & SANDRA ELDER
PO BOX 432
SYRACUSE IN 46567

SUE GLADIEUX
5464 N 850 E
NORTH WEBSTER IN 46555

KENNETH KEGERREIS
PO BOX 1602
SOUTH BEND IN 46634

JOHN & SHARON MILLER
71901 CR 33
SYRACUSE IN 46567

SEN RYAN MISHLER
2030 SR 331
BREMEN IN 46506

REP CURT NISLY
67258 FOXMOORE CT
GOSHEN IN 46526

ALMA OUSLEY
71860 CR 33
SYRACUSE IN 46567

JULIE POWERS
71860 CR 33
SYRACUSE IN 46567

JOHANNA SIMMONS
71940 CR 33
SYRACUSE IN 46567

SEN CARLIN YODER
200 W WASHINGTON ST
INDIANAPOLIS IN 46204

MEETING NOTICE
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FEDERAL HIGHWAY ADMINISTRATION
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RM 254
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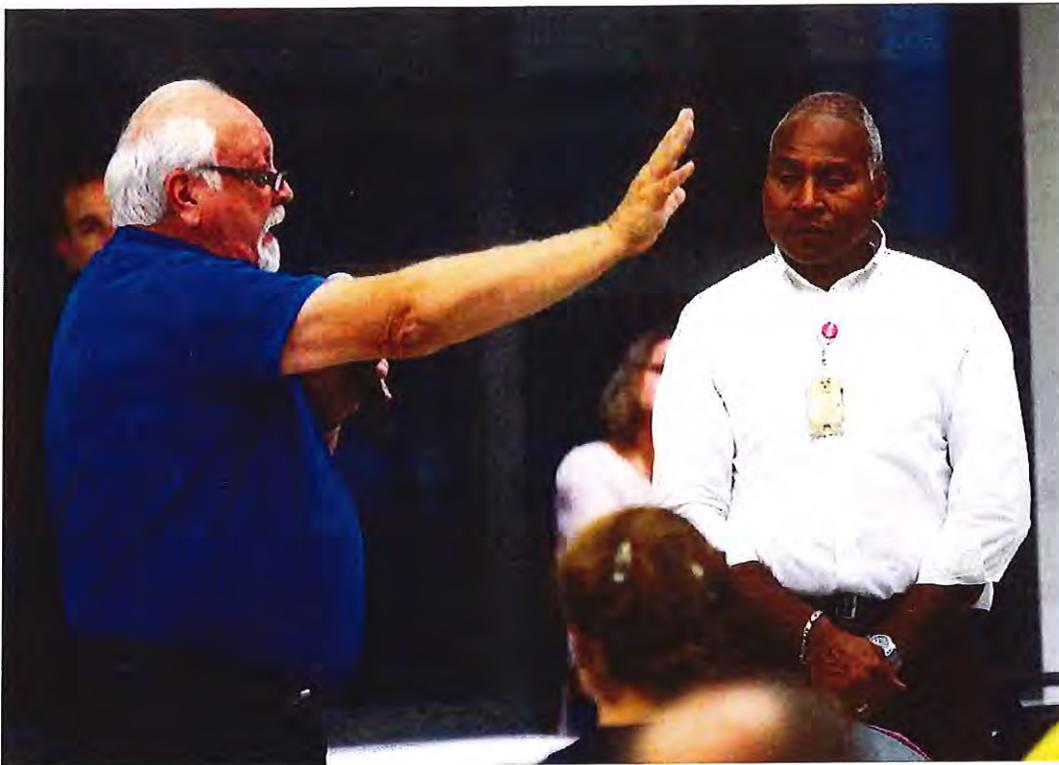
SYRACUSE TOWN COUNCIL
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http://www.goshennews.com/news/local_news/highway-change-could-come-in-a-roundabout-way/article_7ec4097a-71cb-5b79-95da-a456940b94f3.html

EDITOR'S PICK

Highway change could come in a roundabout way

GEOFF LESAR THE GOSHEN NEWS Aug 29, 2018 Updated 13 hrs ago



GEOFF LESAR | THE GOSHEN NEWS John Littler, left, who resides just outside Syracuse town limits, offers his opposition to the proposed roundabout at U.S. 6 and Ind. 13 as INDOT Public Involvement Director Rickie Clark looks on during Wednesday's INDOT-sponsored public meeting at Wawasee High School in Syracuse.

SYRACUSE — Construction of a proposed roundabout at the intersection of U.S. 6 and Ind. 13 could begin as soon as late 2020.

Indiana Department of Transportation officials presented their proposed plan for the roundabout Wednesday during a public meeting at Wawasee High School.



Implementation of the proposed roundabout plan could cost between \$1 million to \$3 million, with fluctuation possible on both sides of the estimate “depending on how the design is revised,” INDOT Media Relations Director Nichole Thomas said following the meeting.

Of the three alternatives offered for the intersection — no build, a signalized intersection and roundabout — the roundabout has been chosen as the preferred choice to enhance safety and efficiency at the intersection, in order to reduce the number of high-speed, high-impact traffic collisions at the location, officials said. INDOT information suggests about 5,000 vehicles travel through the intersection daily.

However, the comprehensive environmental analysis required for the proposal to advance has yet to be completed.

“I think the proposed roundabout could work here in Syracuse,” Indiana Rep. Curt Nisly said in his comments, adding he believes a signalized intersection could also work. “... The cost would be the big thing I would be considering.”

INDOT Public Involvement Director Rickie Clark assured Nisly federal funding would cover 80 percent of the cost, with 20 percent of funding to come from the state. No local funding would be used, Clark said.

Although hardware for a signalized intersection could cost roughly \$50,000, Thomas noted the additional costs associated with the alternative can bring total cost to figures of a roundabout construction. More land acquisition would be necessary for “much more right of way,” she said.

“We don’t need more people dying at that intersection,” Indiana Sen. Blake Doriot said during the public comment portion of the meeting, adding he likes the “low-speed impact” of the roundabout.

Thomas said 70-plus crashes have occurred at the intersection during the past 10 years.

“That’s a lot of crashes,” she said. “So that’s our primary goal is to address that.”

39

According to INDOT, roundabouts contribute to a 90 percent reduction in fatalities, a 76 percent reduction in injury crashes, a 30-40 percent reduction in pedestrian crashes and 75 percent fewer conflict points than four-way intersections.

The proposed plan also calls for 4/10 acre of permanent right of way to be acquired from land owners. In addition, 3/10 acre of temporary right of way would also be required, to be rented for use by INDOT to house such material as storage equipment, officials said. Rented land would be returned to the owner once construction is complete.

Not everyone in attendance was keen on the proposal.

Citing concern for the Amish population and its use of horses and buggies among other vehicles traveling roundabouts, Kosciusko County resident Beverly Earnhart wasn't completely sold.

"I was all for the roundabout when I walked in here, but now I'm not so sure," she said.

When presented with Earnhart's issue following the meeting, Thomas countered, citing the roundabout at Ind. 19 and Ind. 119 as a successful example of local roundabout implementation. That intersection has about 12,500 vehicles traveling through it daily.

"When you are a bike or a horse or a hauler, you're all 15 mph," she said, adding traffic flow is also improved, with multiple vehicles working the intersection at the same time.

Kosciusko County resident Sherman Goldenberg criticized the economics of the potential project.

"It's looks to me like a solution without a problem," he said. "... Not sure why all these funds need to be channeled into something of this nature."

The proposed plan states, during construction, C.R. 33 and Ind. 13 would be closed. U.S. 6 traffic would not be stopped. The posted speed limit would be 25 mph, with detour routes to be determined. C.R. 29 would be open.

INDOT is currently accepting public comment for review, and will do so through Sept. 14. Call 855-463-6848, visit INDOT4U.com or email INDOT@indot.in.gov for more information.

Geoff Lesar can be reached at geoff.lesar@goshennews.com or 574-533-2151, ext. 307.

1 comment

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2 people listening

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JohnLittler

9 hours ago

John Littler - After the hearing-meeting last evening, I had a chance to ask about the accident occurrence slide that appeared in the PowerPoint Presentation. My question was "how many occurrences were caused or influenced by impaired drivers, i.e. Alcohol or Drugs?" To which the IDOT Representative said that the slide did not include any of those occurrences in the four categories on the slide. When I heard that I wondered why they were not noted and how many accidents were left off the presentation. If you are going to present facts, present facts. Why would such an important statistic not include all accident occurrences at the Intersection. The disparity between \$135,000-\$150,000 and \$3,000,000 in cost calls for evaluation of 1) the speed at the crossing proposed by the Roundabout and 2) the change in Driver Focus to all traffic in entering and exiting the intersection versus coming to a stop with a proposed Stop Light.

In my comments from the floor last night, I mentioned the advent of a horse entering the Intersection having a strong possibility of occurring in our community. If Wilbur and Mister Ed were asked today about the Roundabout, they both might say "It looks like a 25 mile an hour Carousel and if we got on we might have to go round and around before we exit safely". Wilbur said he would settle for the Stop Light!!

Like Reply

41

Goshen News Events



Thu, Sep 13

Fri, Aug 31



2018 Elkhart County Sickle Cell Empowerment
Elkhart General Hospital,

Women's Tennis vs. Olivet College
The Goshen Theatre



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42

Clark, Rickie

From: Clark, Rickie
 Sent: Tuesday, August 07, 2018 4:46 PM
 To: Seanor, Sandra M; 'kmyers@elkcohw.org'; 'djohnson@elkcohw.org'; 'trushlow@elkcohw.org'; 'ofc@elkcohw.org'; 'mwatson@elkhartcounty.com'; 'hjauvil@elkhartcounty.com'; 'kwilliams@elkhartcounty.com'; 'jheiliger@elkhartcounty.com'; 'eng@elkcohw.org'; 'Ccommissioners@elkhartcounty.com'; 'cgroninger@kcgov.com'; 'brad@tljackson.com'; 'highway@kcgov.com'; 'atroyer@kcgov.com'; 'bholder@kcgov.com'; 'bconley@kcgov.com'; 'pjenkins@nappanee.org'; 'cityofnappanee@nappanee.org'; 'dlehman@nappanee.org'; 'hdejulia@syracusein.org'; 'Robin.Merchant@stservices.com'; 'sjudy@wawasee.k12.in.us'; 'tedington@wawasee.k12.in.us'; 'THutchinson@wawasee.k12.in.us'; 'jlackey@wawasee.k12.in.us'
 Cc: Mayo, Toni; Hachathomas, Nichole M; Mcnair, Bradly T
 Subject: INDOT to host public hearing regarding proposed intersection improvement at the U.S. 6, S.R. 13 (west junction) and C.R. 33 intersection in Elkhart County



INDIANA DEPARTMENT OF TRANSPORTATION

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The preferred alternative is to reconfigure the intersection into a roundabout including the replacement/modification of storm water structures and existing ditches. The roundabout is proposed to include a 174- foot inscribed circle diameter with a 20- foot wide circulating lane, an 18- foot wide truck apron, combined curb and gutter with 6 - foot to 8 - foot outside shoulders. Three driveways are proposed for reconstruction. In addition, improvements will include modification or replacement of storm water manholes and inlets as well as pavement markings, signage, and guardrail will be placed throughout the project as required. The project is anticipated to require the acquisition of approximately 0.4 acre of new right-of-way and approximately 0.3 of temporary right-of-way.



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The maintenance of traffic will be conducted in phases or stages, utilizing a combination of a temporary run-around, flaggers, detours, temporary pavement markings, and lane closures. The maintenance of traffic specific to US 6 will use a temporary run-around parallel to the south side of the existing U.S. 6 and will be removed upon completion of the project. The maintenance of traffic specific to S.R. 13 and C.R. 33 will be determined during final design, however during construction, local roads may be used by local traffic. Access will be maintained to all properties during construction. School corporations, emergency services and key stakeholders will be notified prior to any construction that would block or limit access.

Beginning next week the environmental document and preliminary design plans **will be** available to view at the following locations:

1. Syracuse Public Library, 115 E. Main St., Syracuse, IN 46567 Phone # (574) 457-3022
2. INDOT Fort Wayne Dist. Office, 5333 Hatfield Rd., Ft. Wayne, IN Phone # (855) 463-6848
3. Hearings Examiner, Indiana Government Center North, N642, 100 N. Senate Ave., Indianapolis, IN 46204-2216, Phone # (317) 234-0796

Prior to the public hearing, project information will be posted to the Fort Wayne District webpage <https://www.in.gov/indot/2703.htm>.

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Rickie Clark, MBA Indiana Department of Transportation
Office of Public Involvement / Communications
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204
Phone: (317) 232-6601 Email: rclark@indot.in.gov



44

Clark, Rickie

From: Clark, Rickie
Sent: Tuesday, August 07, 2018 4:06 PM
To: House District 29; House District 22; House District 48; House District 82; House District 21; Senate District 9; Senate District 12; Senate District 11; House District 18; Senate District 18
Cc: Johnson, Todd H; Alderman, Robert; Neuenschwander, Charles; Mayo, Toni; Mcnair, Bradley T; Burgess, Doug; Kaiser, Jason; Hachathomas, Nichole M
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Office of Public Involvement / Communications
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204
Phone: (317) 232-6601 Email: rclark@indot.in.gov



NextLevel

Clark, Rickie

From: Clark, Rickie
 Sent: Friday, August 17, 2018 11:36 AM
 To: House District 29; House District 22; House District 48; House District 82; House District 21; Senate District 9; Senate District 12; Senate District 11; House District 18; Senate District 18
 Cc: Johnson, Todd H; Alderman, Robert; Neuenschwander, Charles; Mayo, Toni; Mcnair, Bradly T; Burgess, Doug; Kaiser, Jason; Hachathomas, Nichole M
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Rickie Clark, MBA Indiana Department of Transportation
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100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204
Phone: (317) 232-6601 Email: rclark@indot.in.gov

The logo for NextLevel, featuring the word "NextLevel" in a bold, sans-serif font. The "N" is significantly larger and more prominent than the other letters.

Clark, Rickie

From: Clark, Rickie
 Sent: Friday, August 17, 2018 11:48 AM
 To: Seanor, Sandra M; 'kmyers@elkcohw.org'; 'djohnson@elkcohw.org'; 'trushlow@elkcohw.org'; 'ofc@elkcohw.org'; 'mwatson@elkhartcounty.com'; 'hjauvil@elkhartcounty.com'; 'kwilliams@elkhartcounty.com'; 'jheiliger@elkhartcounty.com'; 'eng@elkcohw.org'; 'Ccommissioners@elkhartcounty.com'; 'cgroninger@kcgov.com'; 'brad@tljackson.com'; 'highway@kcgov.com'; 'atroyer@kcgov.com'; 'bholder@kcgov.com'; 'bconley@kcgov.com'; 'pjenkins@nappanee.org'; 'cityofnappanee@nappanee.org'; 'dlehman@nappanee.org'; 'hdejulia@syracusein.org'; 'Robin.Merchant@stservices.com'; 'sjudy@wawasee.k12.in.us'; 'tedington@wawasee.k12.in.us'; 'THutchinson@wawasee.k12.in.us'; 'jjackey@wawasee.k12.in.us'; 'jtaylor@elkcohw.org'; 'kmyers@elkcohw.org'; 'knarf65@aol.com'; 'mikeyoder@maplenet.net'; 'sweirick@elkcohw.org'; 'trushlow@elkcohw.org'; 'highway@kcgov.com'; 'bconley@kcgov.com'; 'rtruex@kcgov.com'; 'brad.jackson@tljackson.com'; 'stilden@kcgov.com'
 Cc: Mayo, Toni; Hachathomas, Nichole M; McNair, Bradly T
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Phone: (317) 232-6601 **Email:** rclark@indot.in.gov



Clark, Rickie

From: Clark, Rickie
Sent: Friday, August 24, 2018 4:00 PM
To: Seanor, Sandra M; 'kmyers@elkcohw.org'; 'djohnson@elkcohw.org'; 'trushlow@elkcohw.org'; 'ofc@elkcohw.org'; 'mwatson@elkhartcounty.com'; 'hjauvil@elkhartcounty.com'; 'kwilliams@elkhartcounty.com'; 'jheiliger@elkhartcounty.com'; 'eng@elkcohw.org'; 'Ccommissioners@elkhartcounty.com'; 'cgroninger@kcgov.com'; 'brad@tljackson.com'; 'highway@kcgov.com'; 'atroyer@kcgov.com'; 'bholder@kcgov.com'; 'bconley@kcgov.com'; 'pjenkins@nappanee.org'; 'cityofnappanee@nappanee.org'; 'dlehman@nappanee.org'; 'hdejulia@syracusein.org'; 'Robin.Merchant@stservices.com'; 'sjudy@wawasee.k12.in.us'; 'tedington@wawasee.k12.in.us'; 'THutchinson@wawasee.k12.in.us'; 'jjackey@wawasee.k12.in.us'; 'jtaylor@elkcohw.org'; 'kmyers@elkcohw.org'; 'knarf65@aol.com'; 'mikeyoder@maplenet.net'; 'sweirick@elkcohw.org'; 'trushlow@elkcohw.org'; 'highway@kcgov.com'; 'bconley@kcgov.com'; 'rtruex@kcgov.com'; 'brad.jackson@tljackson.com'; 'stilden@kcgov.com'
Cc: Mayo, Toni; Hachathomas, Nichole M; Mcnair, Bradly T
Subject: INDOT to host public hearing regarding proposed intersection improvement at the U.S. 6, S.R. 13 (west junction) and C.R. 33 intersection in Elkhart County



INDIANA DEPARTMENT OF TRANSPORTATION

The Indiana Department of Transportation (INDOT) will host a public hearing on **Wednesday, August 29, 2018 at 6:00 p.m. at the Wawasee High School Cafeteria, #1 Warrior Path, Building 1, (Enter Door 1), Syracuse, IN 46567.**

The purpose of the public hearing is to offer all interested persons an opportunity to comment on preliminary design plans for a proposed improvement project at the U.S. 6 and S.R. 13 (west junction) and C.R. 33 intersection, located in Elkhart County, Indiana.

The preferred alternative is to reconfigure the intersection into a roundabout including the replacement/modification of storm water structures and existing ditches. The roundabout is proposed to include a 174- foot inscribed circle diameter with a 20- foot wide circulating lane, an 18- foot wide truck apron, combined curb and gutter with 6 - foot to 8 - foot outside shoulders. Three driveways are proposed for reconstruction. In addition, improvements will include modification or replacement of storm water manholes and inlets as well as pavement markings, signage, and guardrail will be placed throughout the project as required. The project is anticipated to require the acquisition of approximately 0.4 acre of new right-of-way and approximately 0.3 of temporary right-of-way.



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The maintenance of traffic will be conducted in phases or stages, utilizing a combination of a temporary run-around, flaggers, detours, temporary pavement markings, and lane closures. The maintenance of traffic specific to US 6 will use a temporary run-around parallel to the south side of the existing U.S. 6 and will be removed upon completion of the project. The maintenance of traffic specific to S.R. 13 and C.R. 33 will be determined

during final design, however during construction, local roads may be used by local traffic. Access will be maintained to all properties during construction. School corporations, emergency services and key stakeholders will be notified prior to any construction that would block or limit access.

Beginning next week the environmental document and preliminary design plans **will be** available to view at the following locations:

1. Syracuse Public Library, 115 E. Main St., Syracuse, IN 46567 Phone # (574) 457-3022
2. INDOT Fort Wayne District Office, 5333 Hatfield Rd., Ft. Wayne, IN; Customer Service Phone # (855) 463-6848
3. Hearings Examiner, Indiana Government Center North, N642, 100 N. Senate Ave., Indianapolis, IN 46204-2216, Phone # (317) 234-0796

Prior to the public hearing, project information will be posted to the Fort Wayne District webpage <https://www.in.gov/indot/2703.htm>.

Public statements for the record will be accepted as part of the public hearing process. 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 in regard to the project may be submitted prior to the public hearing and within the comment period to: INDOT Office of Public Involvement, IGCN Room N642, 100 N. Senate Ave., Indianapolis, IN 46204.

With advance notice, INDOT will provide accommodation for persons with disabilities requiring auxiliary services including sign language interpretation, large print materials and/or materials in alternative formats. In addition, persons of Limited English Proficiency (LEP) requiring auxiliary services such as language interpretation and document conversion are encouraged to contact the INDOT Office of Public Involvement at (317) 232-6601, or email rclark@indot.in.gov.

Rickie Clark, MBA Indiana Department of Transportation
Office of Public Involvement / Communications
100 North Senate Avenue, Room N642
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52

Clark, Rickie

From: Clark, Rickie
Sent: Friday, August 24, 2018 3:59 PM
To: House District 29; House District 22; House District 48; House District 82; House District 21; Senate District 9; Senate District 12; Senate District 11; House District 18; Senate District 18
Cc: Johnson, Todd H; Alderman, Robert; Neuenschwander, Charles; Mayo, Toni; Mcnair, Bradly T; Burgess, Doug; Kaiser, Jason; Hachathomas, Nichole M
Subject: INDOT to host public hearing regarding proposed intersection improvement at the U.S. 6, S.R. 13 (west junction) and C.R. 33 intersection in Elkhart County



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 Office of Public Involvement / Communications
 100 North Senate Avenue, Room N642
 Indianapolis, Indiana 46204
Phone: (317) 232-6601 **Email:** rclark@indot.in.gov



NextLevel

Speaker:	Representative Curt Knisley
Comment:	<p>Hello everyone. I'm State Representative Curt Knisley. Thanks for the opportunity to speak tonight. I've definitely been hearing about this project throughout the community. This is something that people are talking about, some from people that are in favor of it or at least ok with it. And I've also heard from the people that are very opposed to it so I'm just going to talk from my own perspective here tonight, not telling you what to think but more of what my thoughts are on this. <i>I think that the proposed roundabout could work here in Syracuse. I also think that a traffic signal could work here. And so when we look at this, I think the cost is one of the big things that I want to see considered.</i> Now this is personal for me as I drive through this intersection several times a week. We just moved into Kosciusko County in the middle of June, so now, almost daily, I go through here when I go to my other job. So I'm definitely interested here. I'm concerned about this. <i>If we have a roundabout here I don't think it will work to take a roundabout out of Carmel and just drop it into Syracuse here.</i> I think there are a lot of other things we need to consider in this. Another thing is the roundabout over on 19 and 119 is also in my district and it does seem a little tight there. A little small as we're going through and so when you're saying that it's the same size and that one I'm a little concerned about that. <i>Here in this area there's a lot of special vehicles that I think we should be considering</i> and I think you've mentioned some of those. With lots of semis coming through, the RVs which are made in the area here (a lot of those coming through), double-wides, manufactured housing, windmills, horse and buggies, milk trucks, tractors and farm equipment... so I was glad to hear that you have at least taken those into consideration. Another questions that I would have here is in the entire cost. We've heard numbers. <i>I'm not sure it's been spelled out tonight, but who pays for that? Is any of that coming from the local communities? How much of that is state dollars and how much of that is federal dollars?</i></p>
Response:	<p><i>Roundabout versus Signal:</i> Both a signal and roundabout were assessed as a part of early scoping for this project. While there were not significant differences in the level of service or control delay for the signal and roundabout, the primary difference between the alternatives was the safety analysis. The roundabout alternative has a much higher crash savings per year and is more cost-effective at reducing crashes. Per analysis results, a roundabout is expected to reduce crashes by approximately 74 percent more than a signal. Additionally, crashes that occur in the roundabout have a higher probability of being low-impact compared to crashes at a signalized intersection. The roundabout was chosen as the recommended alternative because it most adequately addresses the primary problem at this intersection: safety.</p> <p>Additional benefits the roundabout alternative presents includes shortened project limits resulting from the removal of left-turn lanes that would otherwise be required with a signalized intersection, as well as less impact to the environmentally sensitive areas in the northwest quadrant of this intersection.</p> <p><i>Cost Comparison:</i> A signal alternate for this project was estimated to cost \$1.6 million in comparison to the roundabout at \$2.2 million.</p> <p>In order to select the most cost-effective alternative, an analysis of safety and mobility was performed. More detail regarding this analysis can be found in INDOT's <i>Intersection Decision Guide</i>. While this analysis did not highlight significant differences in the level of service or control delay for the signal and roundabout, the primary difference between the alternatives was the safety analysis. The roundabout alternative was found to have a much higher crash savings per year and is more cost-effective at reducing crashes.</p> <p><i>Roundabout Design / Size:</i> This roundabout is designed for rural high-speed conditions. Long splitter islands designed to separate traffic, multiple horizontal curves designed to slow vehicles over an extended length of roadway, signage, lighting, and a large truck apron are provided to alert rural drivers of the upcoming change in the roadway geometry</p>

	<p>and help them navigate the roundabout safely. Through early stakeholder meetings, the trucking industry raised concerns about load shift within roundabouts. In order to alleviate their concerns this roundabout's design crowns the interior of the roundabout to help prevent load shift. In a traditional roundabout the entire roundabout slopes outward at 2%, but for large trucks this causes load shift to occur. By crowning the interior, as well as modifying interior curbing, we reduce the effects of the load shift. Additionally, as a result of early stakeholder feedback, this roundabout's radius was increased from the initial 140' to 175' in order to match the SR 19 roundabout constructed and in operation today.</p> <p>Turning movements for the variety of vehicle types identified in this area have been checked. The WB-65 and WB-67 design vehicle, which includes your typical interstate semitrailer, can complete all movements with the use of the mountable interior concrete truck apron. RV's, horse & buggies, and milk trucks are all smaller than the design vehicle and will have no complications navigating the roundabout without the use of the truck apron. The manufactured housing truck has also been checked and can complete all roundabout movements with the use of the truck apron. Oversize/overweight (OSOW) vehicles, such as the low boy and wind turbine trucks, are restricted to the US 6 through movement. Tractors and farm equipment may need to use the truck apron, dependent on the size of the equipment.</p> <p>Project Funding: Funding for this project is a mix of federal and state dollars. There is no local participation, but state tax dollars will fund a portion of this project. The current funding split is 80% federal and 20% state.</p>
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Speaker:	State Senator Blake Doriot
Comment:	<p>Hi everyone. Blake Doriot. County Road 50, Syracuse address. I was very skeptical years ago when we did 19 and 119. I have talked to a lot of my friends from the Wakarusa area because I lived there 12 years ago and most of them are fairly pleased with the function of the roundabout. The state at that time was going to make it smaller but the Farm Bureau and several of the representatives and senators got with them and they made it larger so it could handle the milk trucks and large vehicles. <i>I do have concerns about northbound on 13... Wide loads going west. It's a tight turn for even small loads. And again on westbound on 6 turning south on 13... I have questions as to whether that can be made.</i> I believe you've looked into that. I just want to make sure that our largest loads can get through here. The largest loads typically use 6 because of the limited number of bridges they have to go over. They're super heavy. I am glad to see that the County Road 29 ramp is mentioned in this. Of course I would be remiss if I didn't bring that up. So that would be one that INDOT promised me during summer study committee. That they would be putting a ramp on County Road 29... A two-way ramp. And I'm glad to see that's happening because there's been two accidents in that area. I'm fairly glad with the design. And I really... the one thing that makes me for this is the low speed impact of cars. We don't need more people dying at that intersection. There's only been one in recent history. That's too many. So those are my comments. Thank you.</p>
Response:	<p>Ability for wide-loads to turn onto and off of US 6: Please see the response to Representative Knisley. Oversize/overweight (OSOW) vehicles, such as the low boy and wind turbine trucks, are restricted to the US 6 through movement.</p> <p>CR 29 Connector Project: The US 6 at CR 29 connector project (DES 1600520) is scheduled to let under the same contract as the US 6 at SR 13/CR 33 intersection improvement project (DES 1383238) and be constructed in 2020. The CR involves a new roadway connection from south of the overpass bridge on CR 29 over US 6 down to US 6 on the east side of CR 29. More information regarding this project will be provided at a later date.</p>

Speaker:	Larry Rensberger
Comment:	I had no idea what to expect this evening. I appreciate the presentation that was given. I did type up some of my feelings that I'd like to pass out to the crowd tonight. So if I could, just take one and pass it around a bit. There are misnomers on roundabouts that I see. I travel throughout Michigan extensively and lived in Kalamazoo for a while. And I do know that there are many deaths that have occurred over a period of time, just like with any intersection. You just can't get rid of the death. It's unfortunate. On my paper, I mentioned Angola. And Angola has had a couple of deaths in their roundabout on Highway 6 in the past too. I don't know that they've had any recently. When I lived in Kalamazoo we had some... at least one. So they do occur and it doesn't slow up traffic if the truck driver is asleep. And it's the worst accident going into the roundabout. Or can be the worst accident than any other type. So I hope you would look at this. I've been concerned with County Road 29 . And we didn't have access to make a left hand turn or west turn. You are going to correct that and I appreciate that. To me, if we want a safe intersection, we should put the same kind of intersection new have for Highway 6 and 13. I'm sure it would cost a little more than a roundabout but not much more. I'd be happy with a stoplight but a roundabout, believe me, is not the answer. It creates problems that they're not talking about tonight.
Response:	Roundabout Safety: Studies by the (Federal Highway Administration) FHWA and the Insurance Institute for Highway Safety have shown that roundabouts reduce the amount and severity of crashes in comparison to traditional intersections. A traditional intersection has 32 conflict points, and a roundabout reduces those conflict points to 8. The remaining conflict points in a roundabout intersection are low-speed, low-angle, low-energy (low-impact) meaning crashes that do occur are less severe. CR 29 Connector Project: Please see the response to State Senator Blake Doriot. Roundabout versus Signal: Please see the response to Representative Knisley.

Speaker:	John Littler
Comment:	Thank you. My name is John Littler and I live in Syracuse. Well not exactly in Syracuse proper but rather out in the county, but yet not too far from this city. My wife and I have lived here for about four and a half years. We moved here from Arizona, having been there for ten years. And during the period of at least our marriage we have lived in many states... in eight states. And I've been involved in construction to a degree of pre-qualifying contractors who would bid on projects such as this. My concern in coming here tonight was because of two things. First, it's a pragmatic reason. There's a problem and you've addressed it by proposing to do something about it. And that is good because that is the first thing we were wondering. When will a stop light go up because that would resolve the issue immediately? Secondly, in the future is more cloudy. For just in the last six months, I've seen the construction southbound from the intersection, on the right hand side at one of the RV facilities, of a huge warehouse... Brand new construction and that this afternoon. I didn't notice it before but there is remodeling at a building just north of that where there seems to be a course of construction of RVs that is going on. Not to mention the industrial park. The key question I have when I came here and talked to someone earlier who was very friendly, very helpful... I can't remember his name... How long have you really been traffic studying the intersection? And purposely along those lines? Goshen is mentioned as growing like its growing. With the economy and the state of the economy that we're experiencing today, what does this intersection within a two mile radius going to look like in five years? I think it's going to be substantially different. And I don't know if the plan has gone into this. Can somebody go into an estimate? I mean I have a statement, but can somebody tell me if there is an estimated contract price for the construction of utility, drainage, road, excavation? A completed contract? Estimated Contract? Is there one? Anyone have an idea of what it is? Is there one? Is it three million? It is one million? Do we know? I'm just asking. I'm not being critical. The comparison, with what I've learned tonight, is that it would cost about one-hundred and thirty-five thousand and it's probably more like fifty thousand to put a stoplight in that intersection. I have two nephews that have been

	<p>in accidents in Indianapolis in roundabouts. One drives a school bus. It wasn't his fault. The other one is a truck driver and he won't talk to me on the phone, thank God. When I text... I just text him and just say call me. He's a very safe driver. So there are elements here in our community that are different. With respect to the diversity of those who live lives like us and those who don't, such as the horse and buggy. The horses that go through that intersection haven't seen anything like that unless they've been over at 19 and 119. And you know, in my community alone, just beyond Eli Lilly where I live, Eli Lilly Road on the Cherokee, we've had some recent new members of the community who are Amish who have bought houses there. I can't tell you how many in Oakwood Park have moved there but we're seeing a lot more of those people and welcome them into the community. But we're seeing also a lot of that unexpected mindset that we cannot program. And perhaps there's been some experiences lately in terms of horses reacting in ways due to the external environment, I don't know. But the concern that we have is that a stoplight would overcome the result in this fast paced world. When you give consideration to the buggy, to the car or van, to the elongated RV, train, whatever they call it on the six-wheeler truck or whatever, coming from Nappanee or maybe going up the road and turning left in which it would be making a loop and or heading up to Goshen. So I see the issue now, today and four years later than when we first moved here as being an issue of, boy that's really changed. This area has really changed. So in those four short years, and if we're about two years away from an award date of 2020 for a bid that will be let to contractors. That's a long time and a lot of things could change. We're making a sizeable investment of somewhere from one-hundred and fifty-thousand to maybe one million or more, I don't know. Secondly, what is the road pattern and is it possible to look that far ahead? Beyond what you've done right now. Because you've looked ahead back then in 14 or 15 when you started looking at the traffic. If things have changed that much in the last four years, the last six months, I'd strongly advise... the thoughts of my wife and I join the host of others in wanting there to be further consideration of this plan. I thank you for the opportunity to present my position. Thank you.</p>
<p>Response:</p>	<p>Project Cost: Please refer to the response to Representative Knisley.</p> <p>Future Development / Growth Considerations: The improvement proposed at this intersection has been designed with future growth in mind. Existing traffic volume data was documented in 2016. Annual growth rates have been applied to produce a 20-year traffic projection on this roadway improvement project, therefore with construction expected to occur in 2020, the traffic information used to design this project is the 2040 average annual daily traffic projection.</p> <p>Horse and Buggy Use: The geometry of the roundabout is intentionally designed to slow vehicles down. The driver of the horse and buggy will be able to navigate the roundabout as any other motorist would, with an advisory speed limit in the roundabout of 20 mph. There is 20' of pavement in the roundabout, and at minimum 18' of pavement at entries and exits of the roundabout that allow for the safe navigation of it by horse and buggy. An advantage of a roundabout versus a traditional signalized intersection is that Amish buggies are typically not able to be detected by traditional signal loop detectors, meaning they must sit at an actuated signal until another vehicle arrives. A roundabout will allow the buggies to merge into traffic without prolonged waiting times.</p> <p>Education on How to Use a Roundabout: Onsite visual cues, such as signage and pavement markings, will be utilized in order to notify approaching traffic of upcoming movements to help them safely maneuver the intersection. Educational materials on the topic of roundabouts and how they function were made available at the August 29, 2018 public hearing. Additional information can be found at https://www.in.gov/indot/3249.htm.</p>

Speaker:	Luanne Cripe
Comment:	My name is Luanne Cripe and we live parallel to what used to be the orchard. We have been to basically all of the meetings and in one of the first meetings we went to in Elkhart County it was said that if that particular area developed into some kind of industry that DOT said there would have to be a regular stoplight at that corner before business opened. Unfortunately there is a factory there that will be opening very soon and we're looking at 2020 before they even start anything? How about putting a regular stoplight in and see how well it goes until then because it's going to increase for us. It already has by putting that overpass on 29 (CR 29) and then across the road they're building a building over twice the size of their other one. So that's going to bring a lot more workers in the area too. So I don't know if you can go back to those minutes in some of those previous meetings. I'm sure we could go back to find them as these were well attended meetings. But we need to think about doing something at that intersection before more factories open.
Response:	Signal Alternative: Unfortunately, replacing the flashing beacon with a stoplight does not solve the safety issue at the intersection. Please see the response to Representative Knisley. Future Development / Growth Considerations: Please see the response to John Littler.

Speaker:	Joe Hibschan
Comment:	I'm Joe Hibschan. I'm on the Benton Township Advisory Board in Elkhart County and we have a farm within a mile of this intersection and it's a dangerous intersection. There are times we can hear the wheels scream and the crash happens. And you wonder... I wonder what has happened now. I think the roundabout is the safest way but I was concerned when I saw that it was the same size as the one at 19 and 119. I've heard farmers say that it's not big enough around to get the semi around and some of their big farm equipment. So I was hoping it would be a little bigger than that. So that's the main concern I have. But within the last year, I've pulled up to the stop and as I started to make my left hand turn to come to Syracuse, there's a school bus coming from the west headed east. It never slowed down. It never did anything. And if at the last minute I hadn't decided to stop, we would have been t-boned by a school bus. And so I think a round up... a roundabout will make people slow down. They'll see that and they'll have to slow down. But a stop sign or a stop light, they're still going to run it.
Response:	Roundabout Size: Turning movements have been checked and the roundabout is adequate to allow movement of semis and farm equipment in all directions. Please see the response to Representative Knisley.

Speaker:	Don Mishler
Comment:	I'm Don Mishler. I'm a land owner on the northwest corner of the intersection. It's low ground. For years the run off of the highway has definitely affected wildlife and other things in that low ground. I'm wondering what kind of a change will make with increased traffic and if there would be any more of a slope for run off to go into that wetland. I'm sure this is something you've thought about but I'm concerned about that.
Response:	Runoff: In the existing condition runoff leaves the roadway and travels via ditches and three cross pipes to the northwest quadrant. Following construction, runoff will be captured within the roundabout via a system of curb, gutter and storm inlets and outlet to the northwest quadrant. All existing pipe culverts (15", 18" & 24") located within the construction limits of this project will be removed and replaced (18", 24" & 30"), with one new storm sewer system to be placed and discharged in the northwest quadrant of the intersection. Regarding ditch slopes, the proposed condition does not vary significantly from the existing condition, with a maximum slope of 6.60%. Existing ditch lines will be relocated due to the widened roadway, but won't change existing drainage patterns in that the design will not be rerouting any significant flow to a different location than it currently flows.

Speaker:	Willy Buck
Comment:	I'm Willy Buck. 16741 County Road 46, New Paris. My first concern has probably already been addressed, but I haven't heard about it. But with the approach where it's kind of curved one way and then the other, how will that affect traffic when the roads are icy or snowy, especially semis? Are there more problems with intersections like roundabouts with large vehicles? Secondly, I'm skeptical of this proposal because of the high cost and wondering in terms of the main purpose is to prevent death. Is the death data due to a random occurrence or is that a long term statistical trend? There should a cost factor that should be considered as it's impossible to eliminate accidents everywhere.
Response:	<p>Icy/Snowy Conditions: Winter conditions in a roundabout are treated the same as traditional roadways; INDOT will treat the roadway in preparation for hazardous weather conditions. As with any other roadway, vehicles are encouraged to navigate the roundabout in a safe and cautious manner with reduced speeds and increased space between vehicles. A benefit to the roundabout option is that it requires a reduction in speed in order to navigate and therefore approaching vehicles should already be traveling in a manner that is advantageous to inclement weather conditions.</p> <p>Project Purpose: The purpose of this project is to improve safety and mobility as this intersection continues to experience a higher than normal crash rate. Not only are fatalities considered during the safety analysis but property damage and injuries as well.</p> <p>Fatality / Crash Data: INDOT collects crash data from the ARIES database which houses all state, county and local crash data. The data is then analyzed to determine project needs and priorities. Crash data obtained for this intersection encompassed 2009-2013. Over that time, zero fatalities occurred as a result of a crash in the intersection. The result of the crash analysis, including cost associated with reduced crashes, was included as a part of the engineering report for this project. Results showed a higher than average crash rate at the intersection, and that was used as one reason to justify the recommendation of a roundabout as the solution at this intersection. Supplemental crash data encompassing 2014-2017 has since been provided. One fatality occurred as a result of a crash in the intersection. Please note that any occurrences where an impairment is noted as the cause of the crash was not included in this analysis as it was the impaired drivers inability to make sound judgments while operating a motor vehicle due to their condition that caused the crash, not a deficiency in the roadway they were driving on, and is therefore not applicable to the roadway analysis.</p> <p>Cost Factor: Please see the response to Representative Knisley for information regarding Roundabout versus Signal Cost Comparison.</p>

Speaker:	Sherman Goldenberg
Comment:	I'm Sherman Goldenberg. Lake Wawasee resident. 30 year area resident. I drive through this intersection just running errands and doing business all of the time and it looks to me that at 6 and 13 is similar in certain ways to 19 and 119. I run that intersection all of the time and I never had any problems whatsoever. The roundabout hasn't, in my mind, at 19 and 119, really helped anything. It just cost a whole bunch of money and it made it look very pretty. Now, looking at this intersection, again it looks to me to be a solution without a problem and as this guy here was saying, a little bit of remodeling, a little bit of reinvention of 6 and 13 with a good and well-engineered stoplight would be better than your proposal. I'm not sure why all these funds are being forced into something that doesn't make much sense.
Response:	Roundabout versus Signal: Please see the response to Representative Knisley. Total cost, annualized cost, crash analysis and cost per crash reduced, along with mobility were all factors in determining the roundabout as the recommended alternative.

Speaker:	David Johnson
Comment:	I'm David Johnson. My concern is about a proposed connection off of 29. Prior to the bridge being built, there was a stop sign going north on 29 and one going south. Now we're going to put a connection on and there's going to be four stop signs... two at the top and two at the bottom. There's going to be people turning left across traffic. And I guess I'm not certain as to why we went through the expense to eliminate accidents at 6 and 29 and now we're putting in a connection that has the potential to increase accidents again. I know people want that. My other question is, why wasn't it done at the time the bridge was built? It seems to me that it would have been less expensive to do it then than to retrofit it now. Thank you.
Response:	CR 29 Connector Project: The CR 29 connector project involves a new roadway connection from CR 29, south of the overpass bridge, to US 6, east side of CR 29. More information regarding this project will be provided at a later date.

Speaker:	Leonard Kline
Comment:	I'm Leonard Kline. I've lived in Syracuse all of my life. You're talking about a stop sign on 6 and 13... a stop light. You've got a stop light on 6 and 13 if you put a stop and go light in. When you're coming up with a truck and a light switches to yellow, do you have time to stop? Not every time. But if you've got a stoplight there that you can see two miles away in every direction, you've already got it done. Why put a stop and go light in when you've got something that everybody knows that they're going to have to stop?
Response:	Roundabout versus Signal: Please see the response to Representative Knisley.

Speaker:	Beverly Earnhart
Comment:	I'm Beverly Earnhart and I live on County Road 33. And within the last year I've noticed increased traffic and more development coming so something needs to be done as the traffic will just continue to increase. Thank you.
Response:	Future Development / Growth Considerations: Please see the response to John Littler. Options Considered: Three alternates were analyzed as a part of this project. Do nothing, a traffic signal and a roundabout. The do nothing alternate was rejected because it does not address the purpose and need of this project which is to enhance safety and efficiency at the intersection by reducing the number of high-speed, high-impact accidents. Please see the response to Representative Knisley for further information regarding the Roundabout and Signal alternates.

Speaker:	Speaker did not give his name.
Comment:	I'd just like to mention real quick, the access over at Bremen, Highway 6 and I think it's 31. But that's the type of access that I envision for Highway 29 here. I think it would be a lot better than what we have or did have. I'd like to see that myself at 13 and 6. But that's one that I would relate to in terms of having a good access road.
Response:	CR 29 Connector Project: The connector road at CR 29 matches closely in scope with what was constructed in Bremen between US 6 and CR 331. Please see the response to David Johnson.

Signatory:	Jim and Luanne Cripe
Comment:	I believe a stop light would be a better decision than a roundabout cost wise and also for us getting out on State Road 13. It would give us a break to get out on the highway. We live on State Road 13.highway. We do not know yet what the impact of the new factories are going to have on this project. There are also a fair number of Amish Buggies that also use the intersection at 6 & 13.

Response:	<p>Roundabout versus Signal Cost Comparison: Please see the response to Representative Knisley.</p> <p>Egress from homes: There is sufficient sight distance at all drive locations along US 6, SR 13, and CR 33 to allow vehicles to enter and exit the roadway.</p> <p>Future Development / Growth Considerations: Please see the response to John Littler.</p> <p>Horse and Buggy Use: Please see the response to John Littler.</p>
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Signatory:	(first name not distinguishable) L. Earnhart
Comment:	<p>2 Concerns:</p> <ol style="list-style-type: none"> 1. Benton Township Fire Dept. covers a small area between SR 6 and Syracuse. Has their access to this area been considered? 2. Is the design smaller than the SR 19 and 119 roundabout? If it is, I would expect that long/wide loads that routinely travel SR 6 would find negotiating the roundabout difficult.
Response:	<p>Fire Truck Access: Turning movements for emergency vehicles, including the fire truck, have been checked. All movements can be completed. Please see the response to Representative Knisley. During construction additional coordination will be required.</p> <p>Roundabout Size: The design of this roundabout is the same size as the SR 19 and SR 119 roundabout with a few modifications to help address the needs of the larger vehicles that utilize this intersection. For example, concrete aprons have been added on the outside of the roundabout to help OSOW vehicles navigate the US 6 through movement. In addition, the interior truck apron has been widened from the 15' width placed at SR 19 and SR 119 to 18', allowing more room on the interior for larger trucks to make their desired movement.</p>

Signatory:	Larry Rensberger
Comment:	<p>With the high number of semi-trucks traveling on HWY 6, Please be aware that each truck that is passing straight thru this intersection, that truck must make a ½ circle to clear this obstacle. The truck must turn right and then left. As the rear end of the trailer passes this circle, it does not follow the same path as the tractor does, but cuts a shorter circle which can and will run over anything in the center of this circle. I know that people have been run over and killed in Angola, IN by a semi in the round-a-bout there. I do not believe that roundabouts are safer, and they certainly do not save the driving public time. There is always someone that is too timid to enter. I see this happen every time I travel into Michigan. I also see the damage that semi's do to these roundabouts.</p> <p>Any truck heading west that turns south will have quite a challenge, remember how the rear of the trailer cuts into the circle. Any truck heading north turning west will have the same problem. These are the two primary turns that semi's make at this intersection. With the condition of the IN roads and bridges, how the IN officials tell us they do not have the money to repair these roads and bridges, to build this roundabout, or for that matter any roundabout is taking our tax dollars and not spending it where it is needed.</p> <p>This roundabout will add to the difficulty of all Syracuse people traveling to Nappanee, as we can no longer use the county road west of this junction since you have put in the overhead, without a connecting road.</p> <p>Let's use common sense and save the money this will cost the IN taxpayer.</p>
Response:	<p>Roundabout Design / Size: Please see the response to Representative Knisley.</p> <p>Pedestrian Safety within Center of Roundabout: The interior of the roundabout is not designed to allow pedestrian refuge, nor is the truck apron.</p> <p>Roundabout Safety: Please see the response to Larry Rensberger.</p> <p>Responsible Use of Funding: INDOT allocates funds for maintenance of existing roadways along with funds to make improvements on an annual basis. Please see the</p>

	<p>response to Representative Knisley for additional information regarding project alternatives and associated cost comparisons.</p> <p>CR 29 Connector Project: Please see the response to David Johnson.</p>
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Signatory:	John Littler (newspaper article comment)
Comment:	<p>After the hearing-meeting last evening, I had a chance to ask about the accident occurrence slide that appeared in the PowerPoint Presentation. My question was "how many occurrences were caused or influenced by impaired drivers, i.e. Alcohol or Drugs?" To which the INDOT Representative said that the slide did not include any of those occurrences in the four categories on the slide. When I heard that I wondered why they were not noted and how many accidents were left off the presentation. If you are going to present facts, present facts. Why would such an important statistic not include all accident occurrences at the intersection? The disparity between \$135,000-\$150,000 and \$3,000,000 in cost calls for evaluation of 1) the speed at the crossing proposed by the Roundabout and 2) the change in Driver Focus to all traffic in entering and exiting the intersection versus coming to a stop with a proposed Stop Light.</p> <p>In my comments from the floor last night, I mentioned the advent of a horse entering the intersection having a strong possibility of occurring in our community. If Wilbur and Mister Ed were asked today about the Roundabout, they both might say "It looks like a 25 mile an hour Carousel and if we got on we might have to go round and around before we exit safely". Wilbur said he would settle for the Stop Light!!</p>
Response:	<p>Crash / Fatality Data: Impaired accidents are not included in the crash analysis because state officials are looking for inadequacies in the roadway or existing geometric conditions. In the occurrences where an impairment is noted as the cause of the crash, it is the impaired driver's inability to make sound judgments while operating a motor vehicle due to their condition that caused the crash, not a deficiency in the roadway they were driving on, and is therefore not applicable to the roadway analysis.</p> <p>Horse and Buggy Use: Please see the response to John Littler.</p>