

Date: August 1, 2022

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

The Indiana Department of Transportation (INDOT), in partnership with the Federal Highway Administration (FHWA), is developing a federal-aid project along US 31 beginning approximately at the southern terminus of Franklin, approximately 1.25 miles south of Jefferson St (SR 44/SR 144), and will extend to the northern terminus of Franklin, approximately 4.45 miles north of Jefferson St., City of Franklin, Johnson County, Indiana (Des. Nos. 1800082, 2001610, and 1800272). The purpose of this project is to reduce congestion, improve traffic flow, and improve the overall safety of the US 31 corridor included in this project by minimizing the number of intersections with a level of service (LOS) E or F during at least 1 of the peak traffic hours and by reducing the potential points of conflict between vehicles in busy intersections. An additional purpose of this project is to improve the non-motorized connectivity in the City of Franklin. For the structure carrying US 31 over Canary Ditch, the purpose of the project is to provide a structure with a condition rating of at least 7 (good) out of 9. SJCA, Inc. is under contract with the INDOT to advance the environmental documentation for the referenced project.

There are several ways your comments may be presented concerning this project. You may submit comments in the following manner:

- 1. **Complete** a comment form and return it to SJCA, Inc. Comment forms are available for download at INDOT Seymour District website Seymour.indot.in.gov. Comment forms will also be available at the public hearing.
- 2. **Participate** as speaker during the verbal comment session during the public hearing
- 3. **E-mail** comments to Victoria Veach at SJCA at <u>vveach@sjcainc.com</u>.
- 4. **Mail** comments to Victoria Veach at SJCA, Inc. at 1028 Virginia Ave., Suite 201 Indianapolis IN 46203.
- 5. **Questions?** Contact Victoria Veach of SJCA, Inc. at (317) 566-0629 or <u>vveach@sjcainc.com</u> or INDOT Customer Service at 1-855-INDOT4U. <u>INDOT@indot.in.gov</u>.

**Submit** comments (or have comments postmarked by) <u>August 16, 2022.</u> Comments will be reviewed and considered as part of the INDOT decision making process. 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 comment process and describe project decisions reached following careful consideration of the views and concerns of the public.

The draft environmental document is available for public review and inspection at the following locations, dependent upon operating hours:

- INDOT Seymour District Office, 185 Agrico Lane, Seymour IN 47274
- INDOT Seymour District webpage: <u>https://www.in.gov/indot/2706.htm</u>
- Johnson County Public Library, 401 State Street, Franklin IN 46131

## The US 31 Corridor Improvement Project Team thanks you for your participation in this project.

## **Project Description**

INDOT, in partnership with the Federal Highway Administration (FHWA), is developing a federal-aid project along US 31 beginning approximately at the southern terminus of Franklin, approximately 1.25 miles south of Jefferson St (SR 44/SR 144), and will extend to the northern terminus of Franklin, approximately 4.45 miles north of Jefferson St., City of Franklin, Johnson County, Indiana (Des. Nos. 1800082, 2001610, and 1800272).

The need for this project arises from a decrease in functionality and safety on the US 31 corridor passing through the City of Franklin, a lack of consistent pedestrian and non-motorized infrastructure along the corridor, and the deterioration of the structure carrying US 31 over Canary Ditch within the identified project area.

The purpose of this project is to reduce congestion, improve traffic flow, and improve the overall safety of the US 31 corridor included in this project by minimizing the number of intersections with a level of service (LOS) E or F during at least 1 of the peak traffic hours and by reducing the potential points of conflict between vehicles in busy intersections. An additional purpose of this project is to improve the non-motorized connectivity in the City of Franklin. For the structure carrying US 31 over Canary Ditch, the purpose of the project is to provide a structure with a condition rating of at least 7 (good) out of 9.

The current preferred alternative is to construct reduced conflict intersections (RCIs), including restricted crossing U-turn (R-CUT) and median U-turn (MUT) intersections, throughout the section of US 31 included in this project. One signalized green-T style intersection will be constructed at S. Main St. At this intersection, S. Main St and northbound US 31 will be controlled by a traffic signal while southbound US 31 flows freely. An acceleration/merge lane will be constructed on southbound US 31 for traffic turning left from S. Main St. RCIs are intersections that rely on U-turns located in medians past the intersection to complete certain left turn and through movements. In R-CUT intersections, left turns will be allowed from US 31 to cross streets, but traffic from cross streets will only be allowed to turn right onto US 31. Left turns onto US 31 and continuing on the same cross street by traveling through the intersection will be restricted by a concrete median. R-CUT intersections will be constructed at Nineveh Rd, Franklin Lakes Blvd/South St, King St, Mallory Pkwy, Westview Dr/N Main St, Earlywood Dr, and Christian Blvd/Oakville Blvd. Two intersections, Jefferson St and Commerce Dr, will allow left turns from the cross street to US 31, but left turns from US 31 will be restricted. In MUT intersections, left turns from all approaches of the intersection will be restricted by a vegetated median. MUT intersections will be constructed at all other intersections in the project. Traffic loons will be constructed opposite each dedicated U-turn location. A traffic loon is pavement that is constructed outside of normal traffic lanes to allow for larger vehicles to safely make a U-tun on a divided roadway. New curb and gutter will be installed along the roadway throughout the entire project. Roadside drainage will collect in new gutters and curbside inlets adjacent to the roadway, then collect in a combination of shallow ditching and storm sewers.

Improvements to non-motorized and pedestrian infrastructure in the project area will be made by adding new infrastructure that ties into the existing network of multi-use trails and sidewalks. On the east side of US 31, a 10-foot-wide multi-use trail will be constructed beginning at the terminus of an existing trail on the north side of S. Main St. On the west side of US 31, a 10-foot-wide multi-use trail will be constructed starting in the northwest corner of the US 31 and Nineveh Rd intersection. Both trails will extend north to the end of the project area. New ADA compliant curb ramps will be constructed at all intersections throughout the project. Pedestrian handrails will be installed to the outside of the multi-use trails along areas where steep roadside embankments exist or where the trails will cross waterways. A total of 4 structures carrying US 31 over waterways will be widened or lengthened in order to accommodate the trails.

At the structure carrying US 31 over Youngs Creek (Structure No. 031-41-07875, Des 2001610), this project will remove the outside portions of the existing bridge superstructure and will install a new portion of concrete deck with sidewalk and concrete railing with new aluminum guardrail mounted on top. The travel lane widths will remain the same, and a concrete median will remain. The shoulders crossing the bridge will be narrowed to 2 feet wide, and 8-foot-wide concrete sidewalks elevated from the travel lanes by an 8-inch curb will be placed on each side of the bridge. Riprap will be installed as needed for erosion control.

At the structure carrying US 31 over Canary Ditch (Structure No. 031-41-03534, Des 1800272), this project will replace the existing structure with a new 3-sided concrete structure with a height of 16 feet, a width of 23 feet, and a length of 164 feet. New wingwalls will be constructed in all corners of the structure. Riprap will be installed as needed for erosion control.

## **Description of Right-of-Way**

The project will require the purchase of right-of-way. For more information see the pamphlet distributed at the public hearing posted on the project website (<u>www.structurepointpublic.com/sr7</u>): ACQUISITION – "Acquiring Real Property for Federal and Federal-Aid Programs and Projects." Acquisition information can also be viewed at <u>http://www.fhwa.dot.gov/real\_estate/</u>.

The proposed project requires a total of approximately 6.8 acres of new permanent right-of-way (ROW) in order to construct traffic loons and the multi-use trails and to make improvements to the storm drainage system. A total of 6.37 acres of temporary ROW will be required to grade roadside ditches to ensure positive drainage and to reconstruct cross street approaches. No relocations will be required for the proposed project.

	Amount (acres)		
Land Use Impacts	Use Impacts Permanent Tem		
Residential	0.22	0.10	
Commercial	2.11	5.63	
Agricultural	4.23	0.37	
Forest	0.24	0.27	
Wetlands	n/a	n/a	
Other:	n/a	n/a	
TOTAL	6.80	6.37	

#### Maintenance of Traffic (MOT)

For local traffic, US 31 will remain open for the duration of construction. Construction will take place in phases with a total of 6 phases planned. Construction is expected to begin in March 2023 and extend until August of 2025. Safety signage will be placed along the route and provisions will be made for access by local traffic and will be posted. An alternate detour route using I-65 and I-465 will be used for through traffic on US 31. Signs indicating the alternate detour route will be placed at the US 31 and I-65 interchange located approximately 14 miles south of SR 44/SR 144 (Jefferson St) and at the US 31 will remain open for the duration of construction and phased construction will be used. A total of 6 phases will be used; each phase will consist of 2 sub-phases.

Phase 1 of construction will replace the structure carrying US 31 over Canary Ditch. Crossovers will be constructed north and south of the structure, beginning at Ransdell Dr and Schoolhouse Rd, respectively, and 1 lane of traffic in each direction will be maintained while the structure is replaced. During the first sub-phase (Phase 1), all traffic will be shifted to the northbound side of US 31 while the west half of the new structure is constructed. During the second sub-phase (Phase 1A), all traffic will be shifted to the southbound side of US 31 while the eastern half of the structure is constructed. Phases 1 and 1A are expected to take place between June 2023 and November 2023. construction. The construction timing of this phase will overlap with Phases 2 and 3.

The MOT for Phase 2 will end at Jefferson St, and the MOT for Phase 3 will end approximately 400 feet south of the start of the MOT for Phase 1; therefore, there will be no conflicts in the MOT for Phases 1, 2, and 3. All work associated with reconstructing US 31 and rehabilitating the structure carrying US 31 over Youngs Creek will happen during Phases 2-6. One (1) lane of traffic will be maintained in each direction for the duration of construction. During the first sub-phase of all remaining phases (Phases 2, 3, 4, 5, 6), the inside travel lanes in each direction will remain open while the outside lanes, loons, curb and gutters, trails and sidewalks, curb ramps, cross street approaches, and the drainage improvements are constructed. During the second sub-phase of all remaining phases (Phases 2A, 3A, 4A, 5A, 6A), the outside travel lanes in each direction will remain open while the inside lanes, concrete center islands, and medians are constructed. Phases 2 and 2A will construct US 31 from S Main St to the south side of the structure carrying US 31 over Youngs Creek. Phases 2 and 2A are expected to take place between March 2023 and August 2023.

Phases 3 and 3A will construct US 31 from the south end of the structure carrying US 31 over Youngs Creek to approximately 190 feet north of Lemley St. The superstructure of the bridge carrying US 31 over Youngs Creek will be widened during Phase 3. Phases 3 and 3A are expected to take place between August 2023 and March 2024. Phases 4 and 4A will construct US 31 from approximately 190 feet north of Lemley St to approximately 1,000 feet north of Commerce Dr. Phases 4 and 4A are expected to take place between March 2024 and August 2024.

Phases 5 and 5A will construct US 31 from approximately 1,000 feet north of Commerce Dr to approximately 2,100 feet north of Lancer Dr/Sloan Dr. Phases 5 and 5A are expected to take place between August 2024 and March 2025. Phases 6 and 6A will construct US 31 from approximately 2,100 feet north of Lancer Dr/Sloan Dr to the northern terminus of the project. Phases 6 and 6A are expected to take place between March 2025 and August 2025.

## **Project Schedule**

Milestone	Expected Dates
Categorical Exclusion Released for Public Involvement	July 1, 2022
Public Comment Opportunity	July 16, 2022 –
	August 16, 2022
Real Estate Acquisition	Begin Early 2022
Begin Proposed Construction	Anticipated Spring 2023

#### **Estimated Project Cost Summary**

The total cost estimate for the project, including construction, right-of-way, and engineering, is currently \$50,137,974. Both federal and state funding will be used. The project is included in the 2020-2024 Statewide Transportation Improvement Program.

## **Environmental Documentation**

The INDOT and FHWA have reviewed the Categorical Exclusion (CE) Document prepared by SJCA, Inc. for this project and released the document for public involvement on July 1, 2022. The CE evaluates the impact of the US 31 corridor improvement project on the natural and human environment. No significant adverse impacts to the human and natural environment were found during the creation of this environmental document.

#### Water Resources

A *Waters of the U.S. Determination/Wetland Delineation Report* was approved by the INDOT Ecology and Waterway Permitting Office on October 13, 2021. It was determined that 4 wetlands are likely Waters of the US and jurisdictional under the U.S. Army Corps of Engineers (USACE) and that 11 wetlands are not likely Waters of the US and not likely jurisdictional under the USACE. It was determined that 3 streams, Youngs Creek, UNT 1 to Youngs Creek, and Canary Ditch, are present in the investigated area. Youngs Creek, UNT 1 to Youngs Creek, and Canary Ditch were determined to be likely jurisdictional under the USACE due to their eventual connectivity to the East Fork White River, a traditionally navigable waterway. Powell Legal Drain did not exhibit a discernable bed or bank or an OHWM within the investigated area; therefore, it was determined to a be an ephemeral drainage feature and not likely jurisdictional under the USACE. The USACE makes all final determinations regarding jurisdiction. This project will permanently impact a total of 0.982 acre of wetlands and 220 linear feet of stream. These impacts have been minimized to the greatest amount possible. An Indiana Department of Natural Resources Construction in a Floodway (IDNR CIF) permit, USACE 404 permit and an IDEM 401 permit are anticipated. Mitigation is anticipated for impacts.

The proposed project will also require a Rule 5 Construction Sediment and Erosion Control Permit from IDEM as more than one acre of land will be disturbed.

## **Cultural Resources**

No archaeological sites were identified with in the project area as being eligible for listing on the National Register of Historic Places. A historic properties report was completed, and five historic resources was determined eligible for the National Register of Historic Places, including: The Greenlawn Cemetery, Lochry Addition No. 5 Historic District, Wishing Well Motel, Daily Journal Building, and the Tearman Motel. INDOT, acting on behalf of the Federal Highway Administration (FHWA), has determined a finding of "No Adverse Effect" is appropriate for the US 31 corridor improvement project. The State Historic Preservation Office (SHPO) concurred with the "No Adverse Effect" finding.

## **Endangered Species and Terrestrial Habitat**

A total of 74.46 acres of terrestrial habitat will be disturbed by this project. A total of 1.88 acres of trees will be removed for this project. The widening of the structure carrying US 31 of Youngs Creek (Des 2001610) will require 0.07 acre of tree removal. The replacement of the structure carrying US 31 over Canary Ditch (Des 1800272) will require 0.06 acre of tree removal. The corridor and intersection improvements on US 31 (Des 1800082) will require 1.75 acres of tree removal. Impacts cannot be avoided due to their location adjacent to the roadway. All tree clearing will take place within 100 feet of the roadway, culvert, and bridge, and tree removal will take place during the inactive season for bats. Mitigation for tree clearing is not expected to be required.

The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). The project was found to "*Not Likely to Adversely Affect*" the Indiana bat and/or the northern long-eared bat.

INDOT Bridge No. 031-41-07875 carrying US 31 over Youngs Creek has shown evidence of use (i.e., nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8-April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1-September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" Required Special Provision (RSP) #107-C-273. This firm commitment is included in the Environmental Commitments section of this document.

INDOT Bridge No. 031-41-07875 carrying US 31 over Youngs Creek and INDOT Bridge No. 031-41-03534 carrying US 31 over Canary Ditch and the project's surrounding habitat is conducive for use (i.e., nests) by a bird species protected under the MBTA. Prior to the start of the nesting season (May 1), the structure must be inspected for birds or signs of birds are found during the inspection, avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8- April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young should be screened or buffered from active construction.

## **Community Impacts**

The project complies with local and regional development plans for the area. The 2011 Johnson County Comprehensive Plan established goals to participate in regional planning efforts through the Indianapolis MPO, to support quality trails to connect recreational uses/land, to support walkable communities and efforts to develop a community trail system, and to provide for safe intersections. The City of Franklin's 2013 Comprehensive Plan identifies several goals related to transportation, including improving the functionality and access of the transportation network by including multiple modes of transportation in future planning and construction projects and to promote community connectivity and health by supporting the expansion of the local trail and sidewalk network. The City of Franklin's 2017 Thoroughfare Plan identifies 3 main goals: to provide a safe transportation network for motorists, bicyclists, and pedestrians; to maintain an efficient roadway network; and to create a transportation system that encourages other modes of transportation, such as walking, bicycling, and the use of public transit. The Thoroughfare Plan also identifies strategies to achieve pedestrian improvements along US 31 and to pursue improvements in partnership with INDOT, including congestion mitigation along US 31 within city limits and to improve capacity of several city streets along the US 31 corridor.

The project also complies with the Johnson County Trails Master Plan to improve conditions for pedestrians and bicyclists. The project also meets the Master Plan's goals to create connections between neighborhoods, parks, schools, businesses, and government facilities and to increase the quality of life of county residents. The proposed trails in this project also meet the goals of the 2020 City of Franklin Bicycle and Pedestrian Way Master Plan to connect areas of the city with bicycle and pedestrian facilities; to complete gaps within the existing greenway network; and to improve and expand bicycle and pedestrian facilities. The MOT for this project will negatively impact travel plans to facilities and events along and near the section of US 31 in this project in the form of lane closures and restricted access to cross streets. Road closures and traffic detours associated with this project may cause delays, but no adverse impacts are expected. The impacts will be temporary and limited to the time of construction, and warning signage of upcoming road construction will be in place north and south of the project area as shown in the MOT plan. Additional travel time to events will be required, but access will not be denied to any locations hosting known events. Pedestrian facilities in this project will be ADA-compliant per local and federal regulations. The proposed project will not result in the relocation of residences, businesses, or farms. The proposed project is not anticipated to negatively affect community cohesion. Minimal impacts are anticipated to the local tax base, property value, and community events.

## **Environmental Justice (EJ)**

The project will require 6.8 acres of new permanent right-of-way (ROW) and a total of 6.37 acres of temporary ROW and no relocations. Therefore, an EJ Analysis is required. Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Johnson County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is the City of Franklin. An AC has a

population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2015-2019 American Community Survey was obtained from the US Census Bureau Website. The City of Franklin was not identified as a low-income or minority population of EJ concern. The project will result in positive community-wide impacts in the form of improved traffic flow and pedestrian/bicycle connectivity to existing trails and sidewalk networks, regardless of minority or income status. The maintenance of traffic will impact all travelers regardless of income or ethnicity and will not impact EJ populations more than any other population. Once complete, the project will maintain access to all businesses and residences on both sides of the US 31 roadway using a combination of RCIs, median U-turn, green T, restricted crossing U-turn, and boulevard left intersection styles. Traffic turning into businesses and residences will not be denied. The EJ analysis conducted for this project was forwarded to INDOT ESD which responded, stating that "with the information provided, INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non-EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a".



Thank you for your participation in this project. Please submit comments by using the space provided below.

**PROJECT:** US 31 beginning approximately at the southern terminus of Franklin, approximately 1.25 miles south of Jefferson St (SR 44/SR 144), and will extend to the northern terminus of Franklin, approximately 4.45 miles north of Jefferson St., City of Franklin, Johnson County, Indiana (Des. Nos. 1800082, 2001610, and 1800272).

PUBLIC COMMENT PERIOD: July 16, 2022 - August 16, 2022

**SUBMISSION:** E-mail, or mail comments to <u>vveach@sjcainc.com</u> or Victoria Veach at SJCA, Inc. at 1028 Virginia Ave., Suite 201 Indianapolis IN 46203

Please submit comments by August 16, 2022 for inclusion into the public record:

NAME (PLEASE PRINT):

SIGNATURE:

## WHAT types of intersections are being installed along this corridor?

This project utilizes what are called Reduced Conflict Intersections (RCI)'s. The RCI is an alternative to traditional roadway intersections on a four-lane highway. Instead of motorists crossing fast-moving lanes of traffic to get to the opposing lanes, drivers at a RCI turn right in the same direction of traffic, merge into the left lane, and then make a U-turn in the direction they intend to travel. Although drivers will have to travel slightly further to get where they want to go, using RCIs can take the same or less time than trying to wait for a safe and appropriate gap to cross traffic. RCIs also are designed to fully accommodate the wide turning radius of tractor-trailer trucks and other large vehicles, such as school buses and tractor/trailer combinations.

The specific RCI's utilized on this project include the Green T intersection, Restricted Crossing U-Turn (RCUT) intersection, and Median U-Turn (MUT) intersections.

## WHY these types of intersections?

Safety! These type of intersections significantly reduce the risk of severe crashes in certain traffic and road conditions, and increase safety by reducing by half or more the number of possible conflicts and the points where two vehicle paths cross.

In a traditional intersection there are 42 different conflict points where an accident can occur. Of those, 24 conflict points can cause serious T-bone or right angle crashes – the crashes most responsible for fatalities and serious injuries at intersections. A MUT intersection can have no more than 29 possible conflict points and some MUT intersections can be designed so that there are zero crossing conflict points.

Reduced conflict intersections eliminate the need for motorists to cross the high-speed lanes of traffic to get to the opposing lanes. Nationwide, statistics show a more than 50% decline in crashes where RCIs are installed. Fatal crashes decline by as much as 85%.

In the RCIs installed in Indiana, INDOT has observed:

- Reduced fatal and injury crashes by an average of 81%.
- Reduced property-damage crashes by an average of 58%.
- Reduced crashes of any severity by an average of 68%.

INDOT's analysis showed a dramatic reduction in fatal and injury vehicle crashes at each RCI:

- Fatal and injury crashes at each intersection declined between 64% and 100%.
- Property-damage crashes at each intersection ranged from No Change to 100% reduction.
- All crashes of any severity at each intersection declined between 38% and 100%.

Efficiency! In the no build scenario in the future design year vehicles have trouble finding adequate gaps in traffic, and long queues will form, backing up upstream intersections. The proposed project provides significant improvement over the no build for all queueing.

For the future design year, the proposed project would cut corridor travel time up to half (peak is PM southbound average).

FHWA research has shown a 20% - 50% improvement in intersection efficiency for various lane configurations as a result of implementing the MUT design.

## **WHERE** are these types of intersections located?

Examples in Indiana are located at the following locations:

Green T: IN 11 / IN 46 in Bartholomew Co. Green T: I-465 and IN 67 in Marion Co.

US 30 and IN 101 in Allen Co. US 30 and CR S 500 E in Whitley Co. US 41 and IN 114 in Newton Co. US 231 and SR 68 in Spencer Co. US 231 and IN 62 in Spencer Co.

Intersections of this type are common and have performed successfully in other states, notably Georgia, Maryland, Michigan, Minnesota, Missouri, and North Carolina:

SR 44 (N/S) on the east side of Grand Rapids, MI

Rivertown Parkway (E/W) on the south side of Grandville, MI

SR 45 (E/W) in Allendale, MI

US 15 Corridor in Fredrick County, MD

SR 55 Bypass in Holly Springs, NC

US 17 Corridor in Wilmington/Leland, NC

Michigan Ave. at S. Harrison Rd, East Lansing, MI

Woodward Ave. at E. Maple Road, Birmingham, MI

## HOW can I learn more?

Both INDOT and FHWA have several websites with additional information, how to videos, and more!

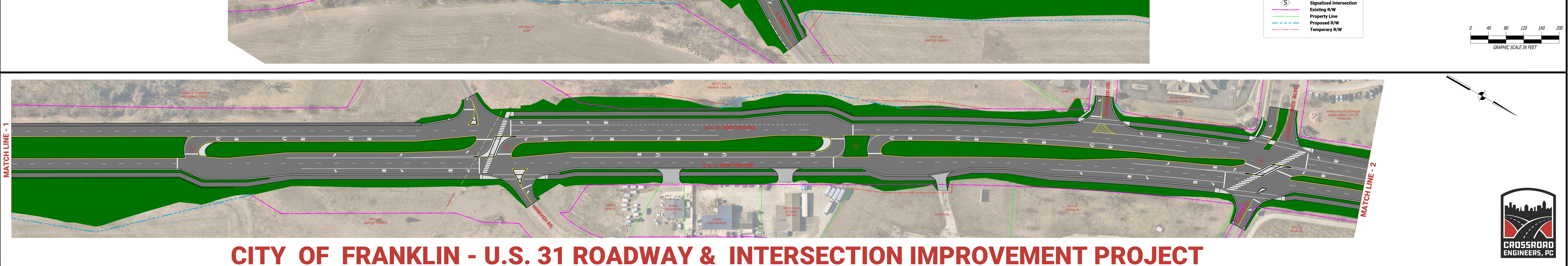
https://www.in.gov/indot/traffic-operations/median-u-turns/

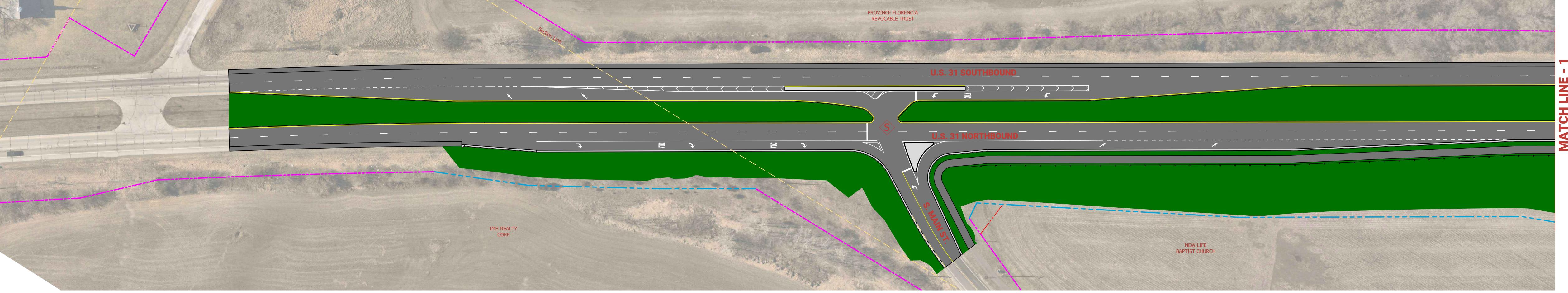
https://safety.fhwa.dot.gov/intersection/innovative/uturn/

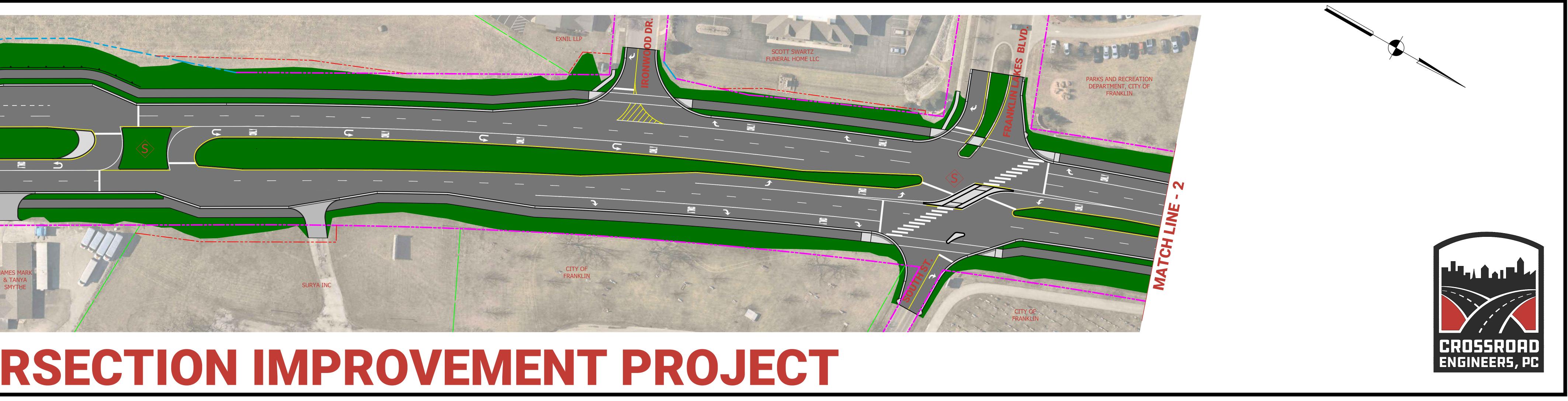
https://www.fhwa.dot.gov/publications/research/safety/09057/

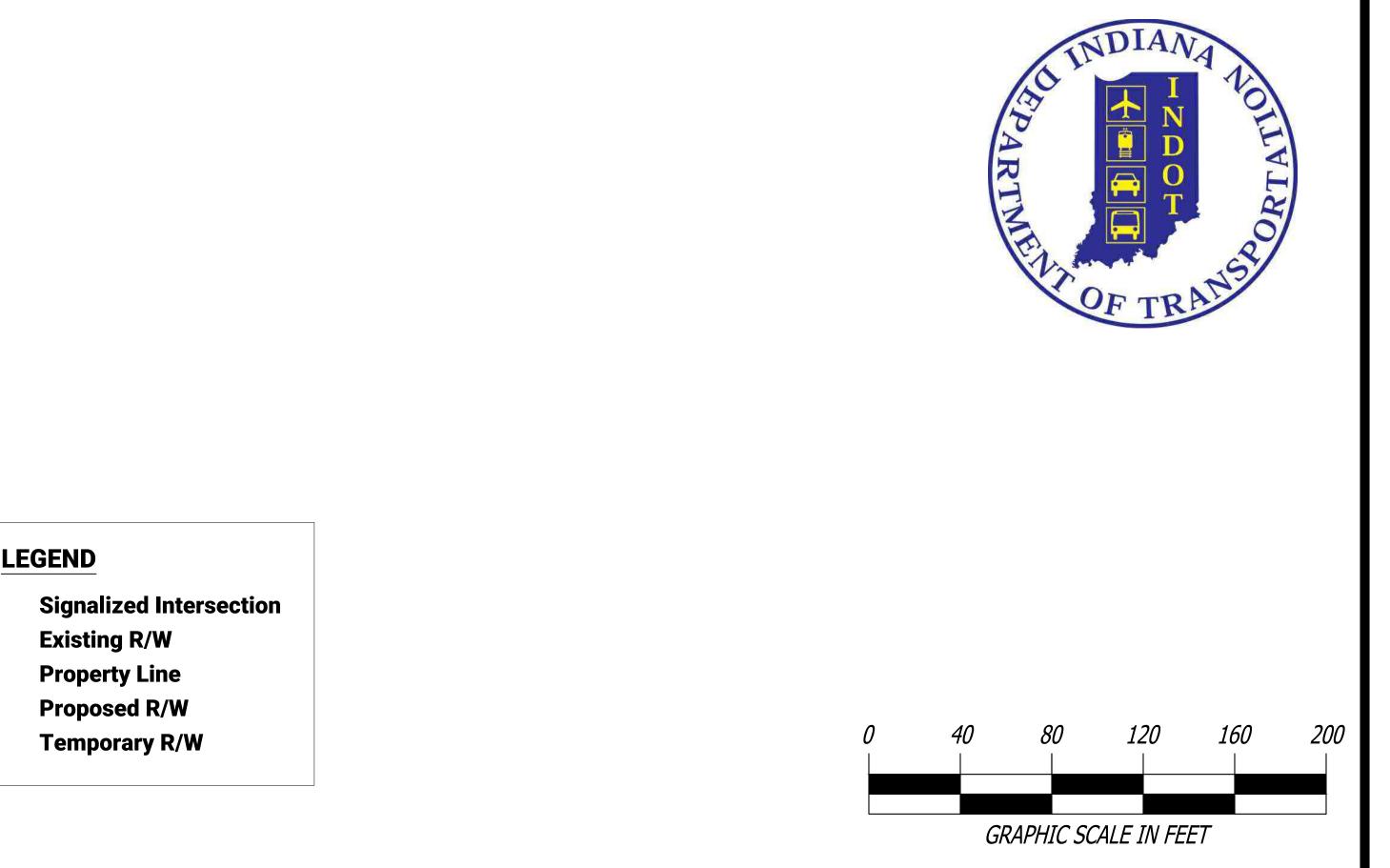
Green T intersection: <u>https://www.youtube.com/watch?v=bz53KPlbAVw&t=83s</u>

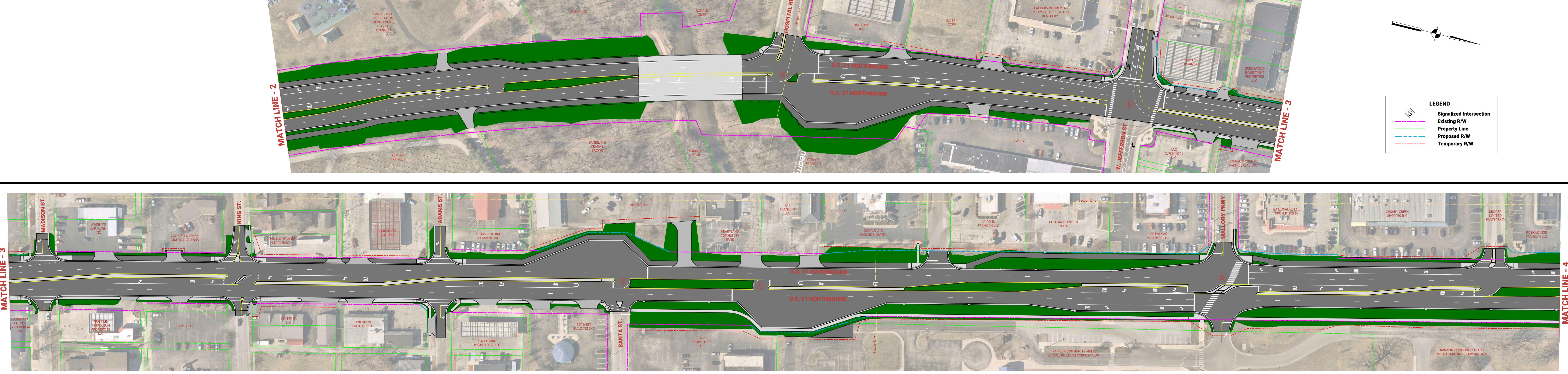
RCUT Intersection: https://www.youtube.com/watch?v=nzpdTdXDfRw

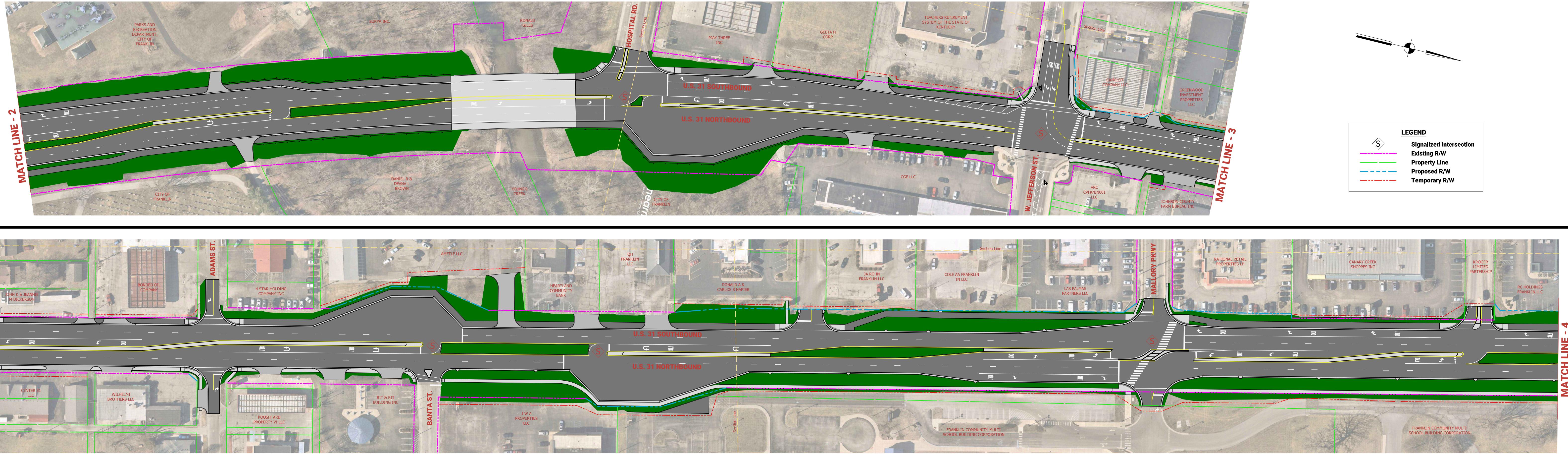




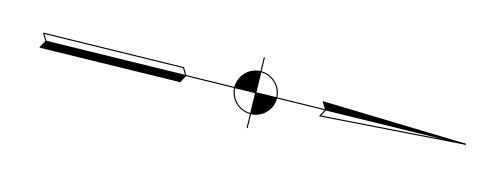




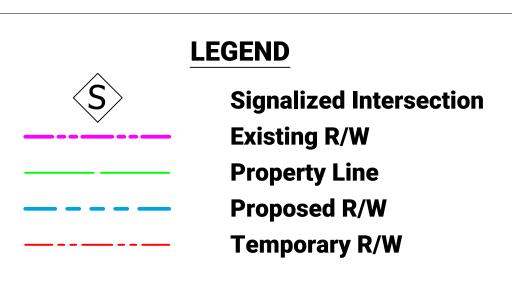


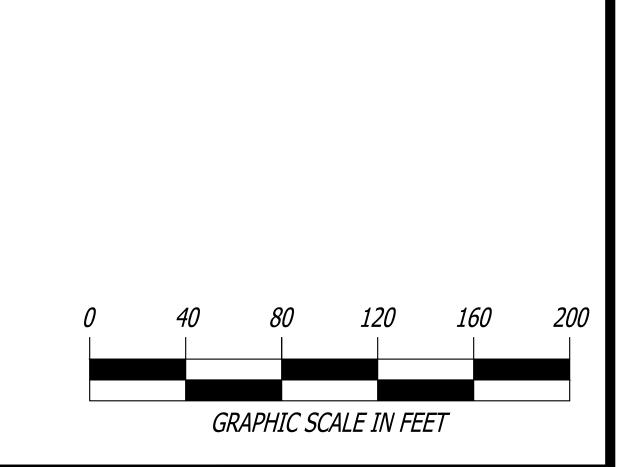


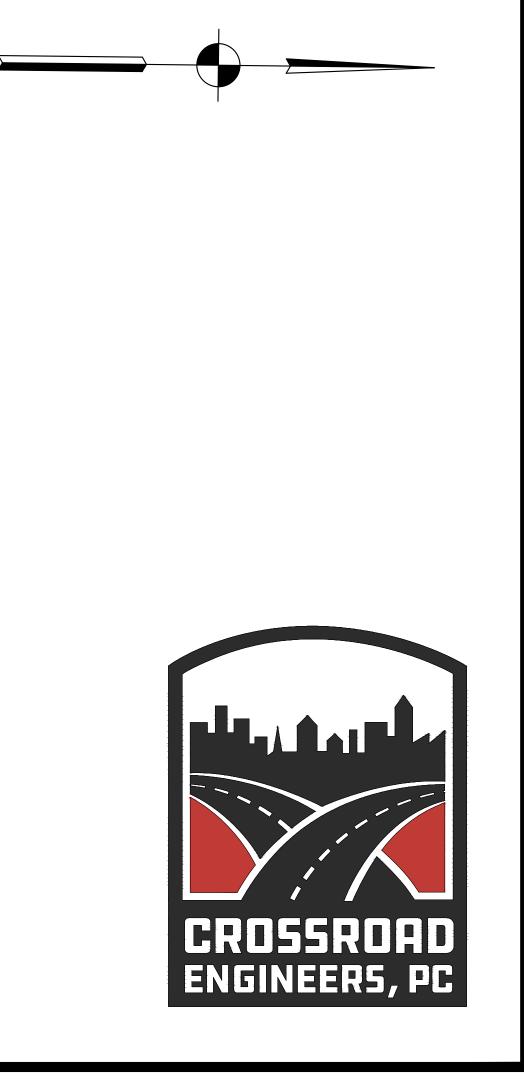




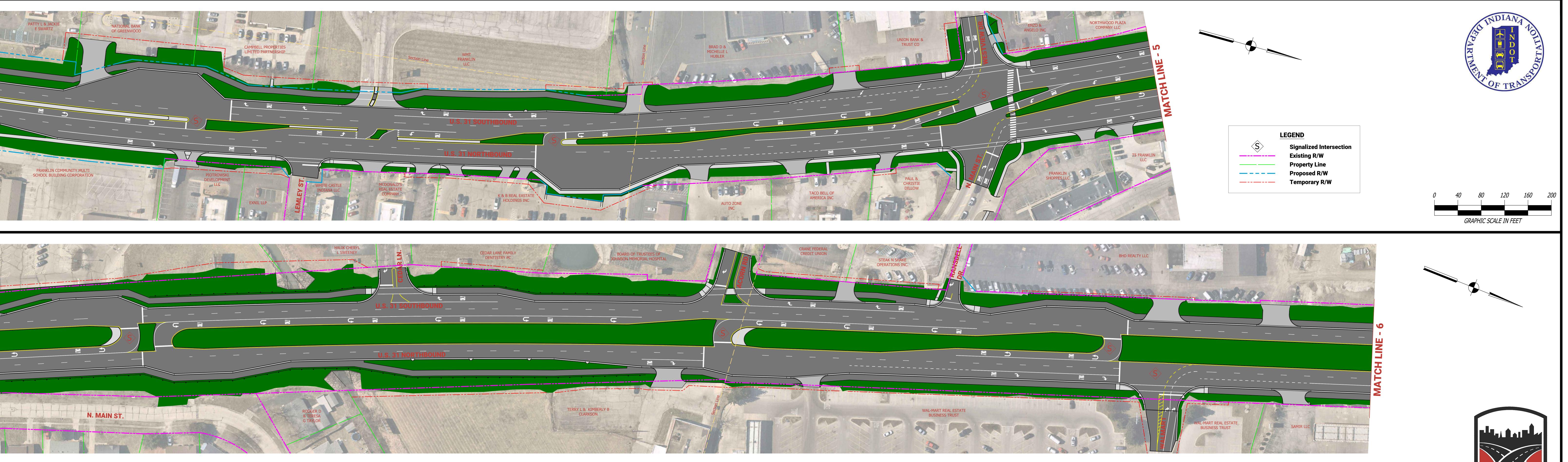


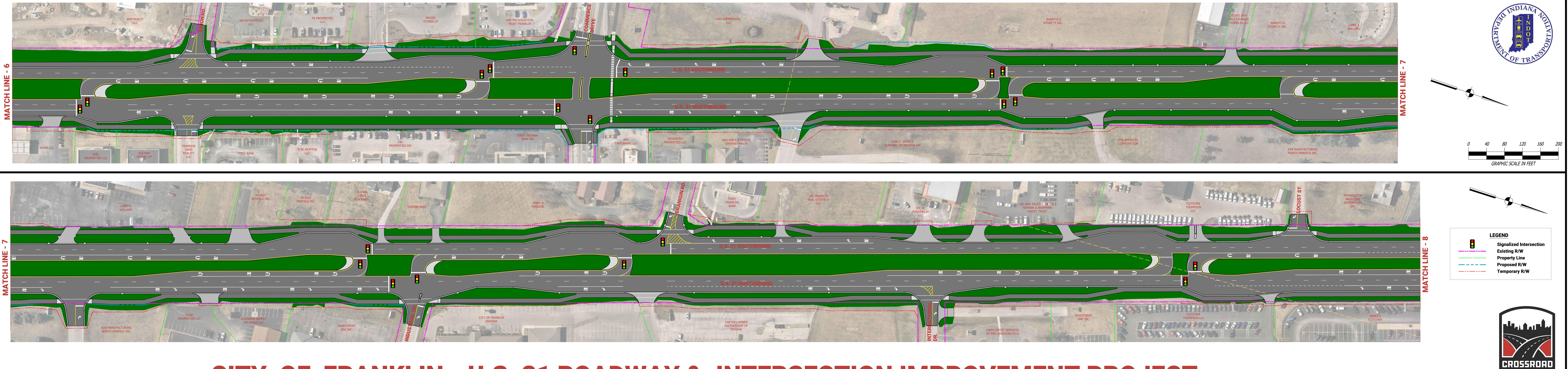


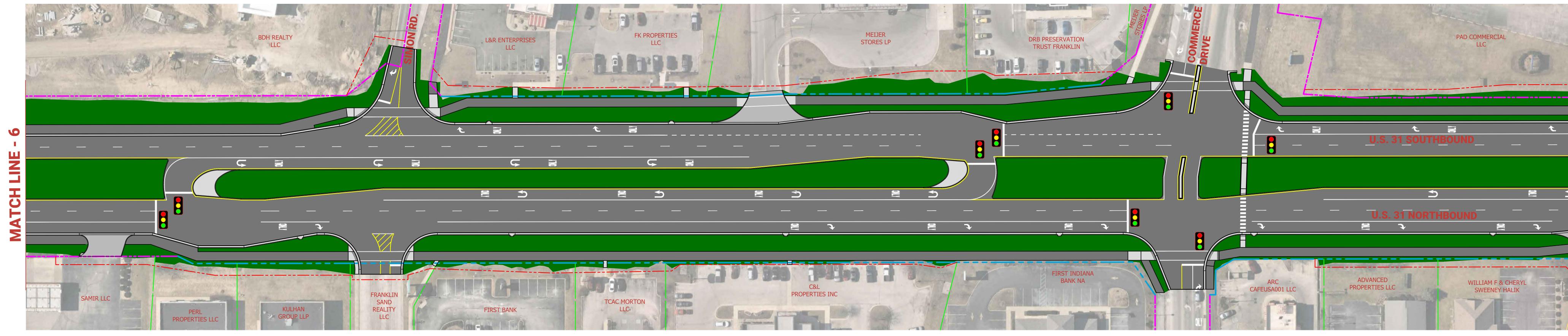






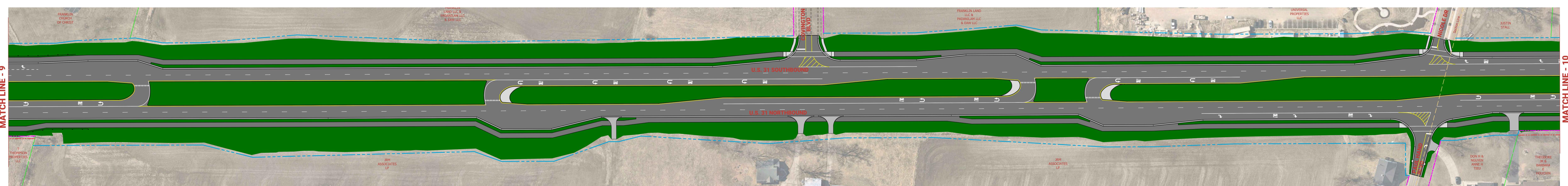


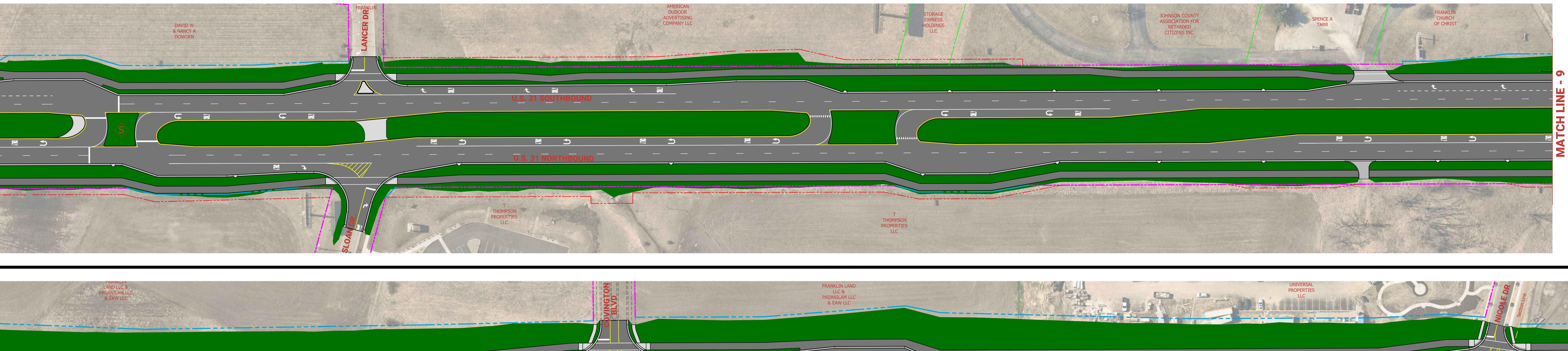


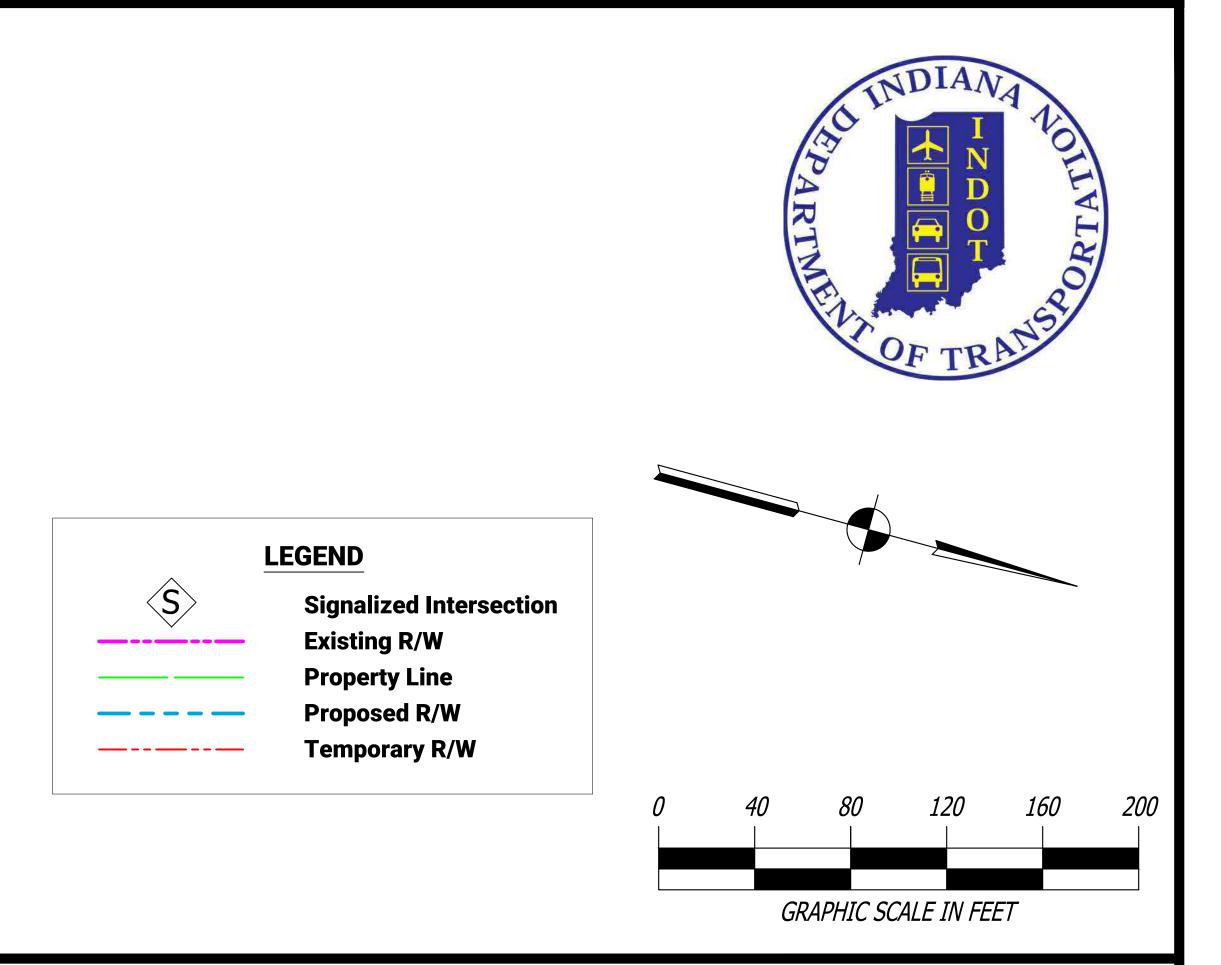


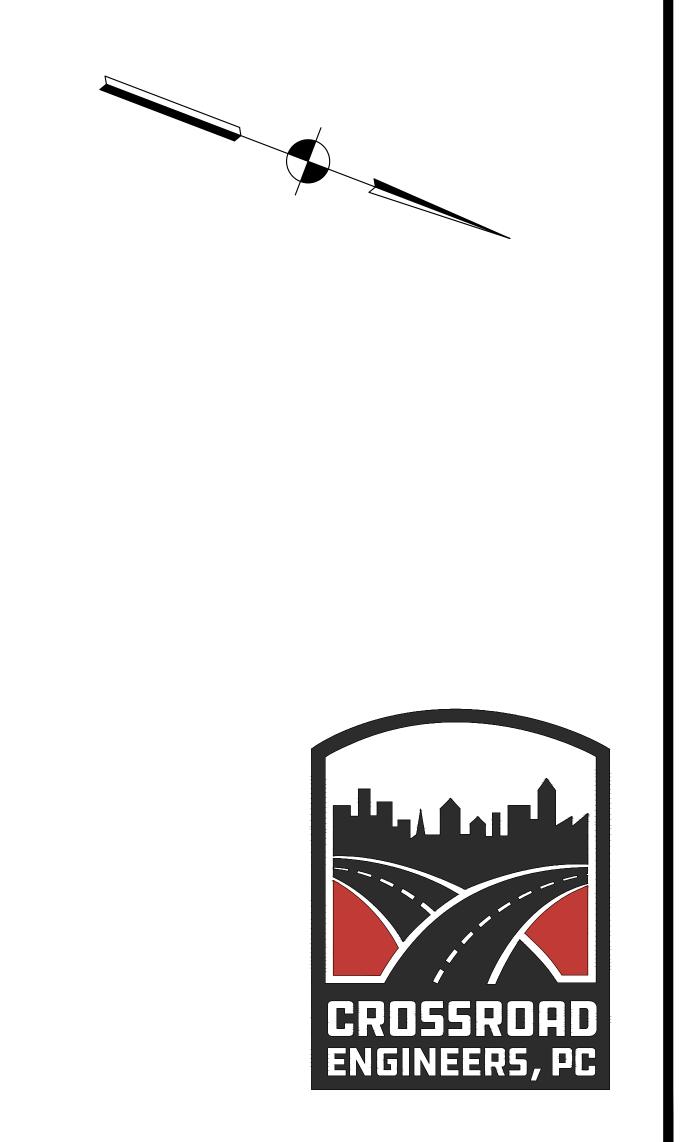
# ATTER BEAST TRUTTE CONTRACTOR SESSION MINITAL TRUST MINITAL TRUST

PENNINGTON BROTHERS ENTERPRISES

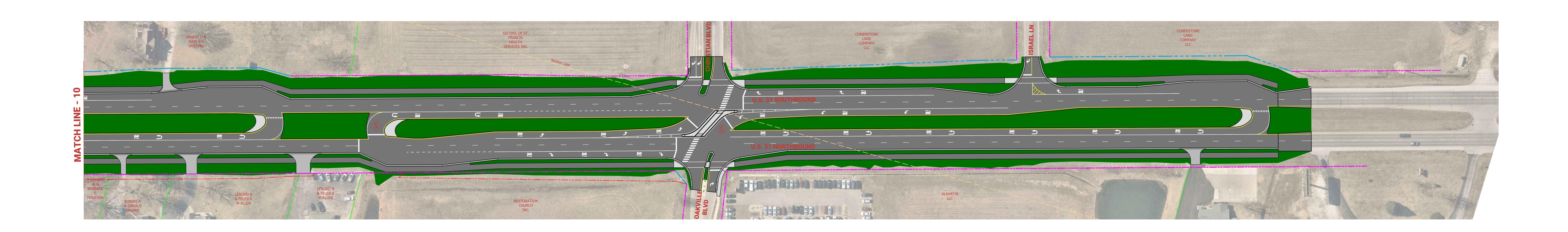


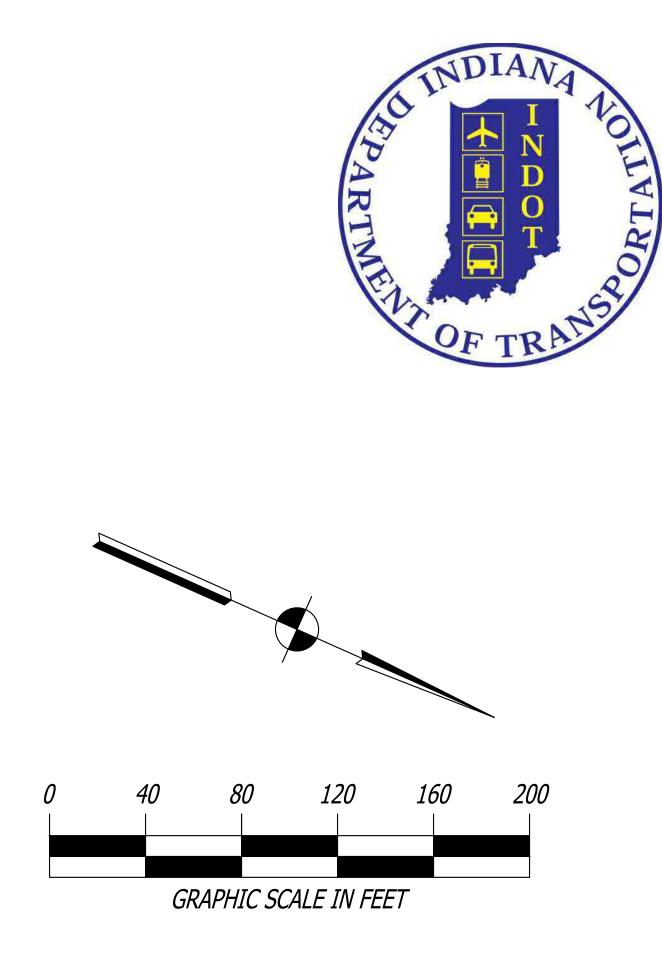


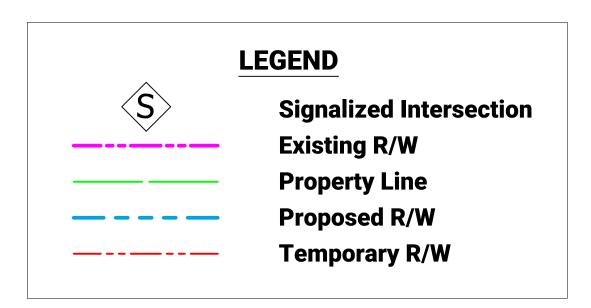
















OF TRANSPORT

US 31 Corridor Improvement Project, Des. No. 1800082 Sign in Sheet (please print)

Name	Address	Phone #	email address
Matthew Keeton	348 Yandes St. Franklin		jamesdean Elezyatoo.com
Milte Pelham	1877 Red Ogt Drive		li Pethan@ Yaloo Ean
Rich Ralston	1035 Monteray Rd, breenwood 763 S. Winevent Fr, 2298		
Win Province		317-442-	rk1984@proton, me docenin, @ hotmail. J. com
MiketLoriHaggard	924 Constellation way	812-988 - 1 UB	mhaggand ?O@ gmail
Linda Marso	4069 Magnolcabr.		rmorse @ gmail. com
Bradd Clark	928 Ram Drive	337-257-7273	braddnet flix@gmail.com
Peter Norton	PO Dox 574	317-412-363	5 phorton 4450 @yehoo.~
Kewin Wilson	11,881 JADIAN CREEK RD S		194 holvins email & Concast NET
Meredith Clark. Wiltz	913 Rem Drive		Mclarkwiltz@gmail.com
Deur Kier	422 Interset So FRANKA		JUME /KIRAJCLMISH, CCA



US 31 Corridor Improvement Project, Des. No. 1800082 Sign in Sheet (please print)

Name	Address	Dhone #	
	Gateway Services	Phone #	email address
KAREN LUETMANN	Gateway Services 3500N. MORTON, FRANKLIN	317-658-1949	Kluchmann Ojuno.con
Kevin Findle,	1680 Upper Sheld wilk Rd. 4	(13) 317	919.2033 KARA (ex agnesi)
JEFF FINEY/	4633 N 600 E FRANKLIN, IN	937-546.98d	fourfinstour eyaho.com
John Shell	962 Wowedderd Gr. Gwd	3(7-473-453	T Joshelle comestinet
Damon Brow-		812-524-3776	dabrow @ 1-101. L. so
Engene Brag		317-3740751	
Shure C Brich we		317-445	8470
JoshPrinc	1045 EKing St Franklin		Josh Prine @gma, 1. 60m
Dob Heucham	989 Solomon Drive		babhencharead.
VICKI CLAY	2680 N. MORTON ST, FRANKLIN	ر	fskateclub2aol.com
Mark Richards	668 Graham St. Franklin	317-319-6280	mrichards@franklin.in.gov



US 31 Corridor Improvement Project, Des. No. 1800082 Sign in Sheet (please print)

Name	Address	Phone #	email address
BriAn CATT	1727 Decoury La Frank		B-CATC Man-v
acorne Dures	441 6TY Country IN 47201		
Jean Henderson	855 ORION, FRANKLIN		henderson jean 1948@qmail. a
Charles E. Erzis	341 Clark St. Franklin	317-709 803,	y
SHERRY HARGROVE	44 PARKVIEW DZ	317.313.8448	
Greas Cantwall	86 Dest Courtist, Franklin		gantivelleco. Johnson in us
Neil A. Dixon	658 Caprican Drintmakler	317-979-3633	Landshopestudiosad.com
Scott Stillabewer	<u>k</u>		sbstillabouer@gnail, an
JUHN MOR)on	3620 N. Humon Bl Fil	317-441-300	
Linda Socia	)	Ŵ	
"Rich Gatshall	14325 Senter Lane Franklin	317-517-	Gotshalls@ gmail.com



US 31 Corridor Improvement Project, Des. No. 1800082 Sign in Sheet (please print)

Name	Address	Phone #	email address
Andrea Glenn	1726 Leerkamp Dr. Franklin	317-736-7729	astenn 7@ yahoo.com
Bob Speedy	26521 Pelican		
Becky Allen	569 Ardnoor Dr. Whitelich IN 44184	317-339- 3723	becky.allene gatewayarc.com
John Long	8549 S. Kinman Dr. Nineven, IN 46164		
Suzanne Findley	1680 Upper Shelbyville Franklin	n 317-919-20	Suzfindley@ Sy gmail.com
Tim Crowell	400 EKing St Franklin 46131		
Tem Summer	125 AgricoLW Serpow IN	AZ 3247749	+sammon adding
Jennifer Petgen	SEGBOYCLN FRONKIN	48-343-5169	sepetagenaguail.com
Daniel Earle	586 Bay CLN Franklin 3 3175 Compass Drive Franklin 46131	317-431-7139	danieljames carle @ gmei/100.
KYLE LUEKEN	SOLO WALNUT ST. FTANKLIN		KTLE. LEFEN C. GMAIL.COM



US 31 Corridor Improvement Project, Des. No. 1800082 Sign in Sheet (please print)

Name	Address	Phone #		
	Autress	Phone #	email address	
JAGarrett	1070W. Jofferson Franklig	2027	jattic 2809mail.co.	n
Cindy Mauro		(812)270-0083	CMauro @ indot.in.gov	
Shawn Bennett	216 E. Jefferson	317 - 640-6280	shows anthony bennette	c X
LAREY BURDEN	1702 THONING LEAF		Iborden 1264 2 concept no f	
Kelli Hutchins	1091 Spring Meadow Ct. Franklight 359 N. 4531 FRAnker	(317)412-6955	narnia7707@gmail.com	
Etheran	359 N. 4531 FRAnker	317-736-827	pulle branken - insurance .	nt
Luke Anderson			lallenanterson@gmail.com	
Austin Magnine				
YVONTA HODE	M657E 100N Frendelin	3177384275	flinnmaguireognail. com Yh 13250 ya Loo. com	
Karen Mulder	474 Lake Shore Ct Franklin	847-	mulder, Karena Smail.com	
Ted Brunn	1015 Ina Circle Tranklin	651-8605 317 4428274		



US 31 Corridor Improvement Project, Des. No. 1800082 Sign in Sheet (please print)

Name	Address	Dhana #	
	///////////////////////////////////////	Phone #	email address
LES TABEUNG	198 S. Home AR FRAnklin	317-557-2814	Istable G Adl. Con
Scutt SUANTE	POUS, Mortansy Frankli	\$ 317-738-02	er scott of
	TH 40		Swhotzmortg Hug, C.
101		248-	
Kevin Margeson	962 Virgo Dr. Franklin TN 46/31		kevinnorgeson ognil.com
Judy Perry .	701 Shoreline Cit Flara		
CLAY CRUSE	153 MAPLE LN, FRANKLIN 46131	317 919 - 8494	QAYA289@ADL. COM
Lecann Doerflem	30 Swaler Street, Shile A. Front In	317-736-67	14 Hoerflin Odailygumaline
			00



US 31 Corridor Improvement Project, Des. No. 1800082 Sign in Sheet (please print)

Name	Address	Phone #	email address
Drew Passmore			a apassmare and tingur
Chuck MCoy			5 cmchuck 9@201, com
John Walks	1350 So. Mortox St. Franklin		walesatworke yahoo com
Melisa Bhane Gray	744 Lake Crossing Gt. Franklin		
John Barer	6005 Main St	317777.	the ray ruife hotmaticon becky elemsolutions. Org.
Georgen Halt			195 ghalfom@gmael.co
Barbara Hudek			1506 barbhardek@yahos.com
7- YHE BRUTUS	298 N JACKSON ST	1	2 RYNE CEANDMLAND COM
Justin Hayden	400 EKing St		Thaydenhille GMan -co-
GREG CARLETSN	7102 Fire Pt Rd	812-524-3719	galetowerndat. in. gov
BETTY JGOMEZ	310 BRYANT DR FRANKUN	317-736-6736	garletowender. in. gov betty jgomez 1955 @gman 1. com



1

US 31 Corridor Improvement Project, Des. No. 1800082 Public Comment Sign in Sheet (please print) Please Note: Speakers will be limited to 2 minutes

Please Note: Speakers will be limited to 2 minutes			
Name	Address	Phone #	email address
Matthew Keeton	348 Yandes St. Franklin		jamesdean_888 yahoon
Lance Clork	2625 N. Marton	317-26-971	5 OKTB-COM
Mike Palham	1877 Red Oak DHIVE	317/766-52	61 2 Pelhame Vanov, Chm
CLAY QUESE	153 MAPLE LN., FRANKLIN	317.919.8494	CLAYAZER C ASL COM
Richard Rickensy	1150 Grassy (reek (ir		hossridgenay & grand-con
Richard Wertz	2240 Heather Glen Way	317-281-3279	reluertzayahoo.com
Mark Armstrong			maa32:2 Chetmaster
Wim Province	763 S. Ninch Rd	317-443-19	docume that me!
JERRY WILLIAMS	2680 N. MORTON ST, FRANKLIN		3 fskatec/ubaal.com
	lef- GOS. Main	31777-	
LAROL CLARK	928 RAM DRIVF	377 806 7011	a clark 2222 2 gmail on

JOHNAULD 359 N. US 31 FRANKUN 317736-8277 RYNE BRUTUS 298 N JACKSTN 317-361-82 317-361-8252 Melisa Gray 317. Dock Kirry Ba Wansur 55 FRANKUND 317-738-2822

## City of Franklin, US 31, Hearing Questions

MATTHEW KEATON – "Hi, my name is Matthew. Um, do we have any elected official in here tonight at all? One, one, maybe two, okay. I didn't know if this was to late to like uh is this set in stone? Is this something that we are already for sure doing? Cause this look like its (inaudible) a pretty good project for people who want to get through Franklin as quick as humanly possible, and not a good project for people who actually live here. Um it seems like it would be harder to get in and out of businesses like I know places like Goodwill, Speedway gas station all that (inaudible) wait till the stoplight stops cars on 31 who are already exceeding the speed limit before you can even make a right turn onto those. These people expect us to make a right turn and then cross two to three lanes of traffic to get to a middle U-turn, and I'm not seeing how that's going to happen. Um. They said that in their own research that the majority of wrecks on 31(inaudible) 379 have been rear end collisions, according to the national center for Franklin infrastructure research and education, um, they did a study in Michigan where Michigan's had a lot of these in Michigan where J turns have been used for about 50 years these intersections are associated with 25% increase in non U-turn rear end collisions. So, it may decrease the other types collisions but the collisions (inaudible) it is going to increase them. Um, I have other issues with the drainage that they are talking about um Franklin, Franklin um floods a lot. The grass in the center of 31 is permeable surface, it takes the water in, when they create these caps to put into our sewer system, the sewer drain down into Providence Park. Um, we all know what happens to Providence Park every time there is a big rain. If we want to add more water to it, that's what they plan on doing, INDOT does it all the time where they care more about their property which is 31 than the communities they go through. They are not worried about our communities flooding because that's not their responsibility they are worried about keeping their road dry. So, they will keep their road dry in exchange for whatever happens to the rest of our town."

MEDIATOR - "Alright we are at two minutes."

MATTHEW KEATON – "Okay we are at two minutes, my final thing is that well I'm a registered nurse I'm wondering about ambulances and how they are gonna be able to cross this. And if its such a great idea everywhere else (inaudible) one or two and if its such a great idea then how come Carmel and Fishers hasn't done it already?"

A: Plans are not final and may be revised. A storm sewer along with shallow swales will be utilized for drainage. In order to not increase drainage discharge to outlets, detention has been utilized in 2 areas. The project's drainage has been reviewed and approved by the Indiana Department of Transportation (INDOT) and the County Drainage Board. The project will be reviewed by Indiana Department of Natural Resources (IDNR), Indiana Department of Environmental Management (IDEM), and the Corp of Engineers to make sure it meets their requirements. IDNR, IDEM, and Corp of Engineer permits will be required. The project will improve drainage at Canary Ditch by replacing the existing structure. This structure will improve conditions upstream and not make conditions downstream worse than the existing condition. No homes or businesses will require flood insurance as a result of this project.

According to FHWA, Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient twophase signal operation of the Median U-Turns (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

The signals along the corridor will be interconnected and will utilize emergency preemption so that an emergency vehicle will be able to move along the corridor more quickly. There will also be access across the median for fire trucks and emergency vehicles at Sloan Drive and at Westview/North Main Street.

MEDIATOR - "Lance Clark."

LANCE CLARK – "Thank you Matthew. Good evening my name is Lance Clark I'm the vice president of administration in general council for KYB (inaudible). My more specific questions as it relates to KYB I'm specifically referring to slides six and seven on the colored slides. So, right now we have crossover exits from what you call Daily Journal building although we own it now so and uh, from KYB as I understand it you are blocking now both of those crossovers so people are going, all of our employees are going to have to take a right and then go up the road to do a U turn. My concern with that is I mean at 5:30 when we let out you are gonna have upwards of 200 people which is what we have coming out of there. So my concern is that crossing over that two lanes of traffic, uh I just hope that that left turn before you do the U-turn is gonna be long enough to accommodate a large number of cars because that's whats gonna happen? Right now they only cross when they can cross, now they are going to be able to pull out heading north and then have to do the U turn. It also seems like they have to go pretty far that the next turn around seems pretty far down the road. If you could take a look at that, consider having one a little bit close that would be fine because you have to right now if you come out of the Daily Journal building you have to almost go up to Carter Lumber before you are gonna be able to turn around that's where the I think the first U-turn is gonna be, so please consider that. Now the (inaudible) other thing is right now as you go north on 31, there is a right turn lane coming into our main building, so I couldn't tell whether you are keeping that, I certainly hope you are, because once again we get a lot of employees that come that way but I would also hope right now that there is no

*right turn lane turning into the Daily Journal entrance*. So I would hope that you would consider putting, if we are gonna do this, putting a right turn lane into the Daily Journal entrance as well I think that would help to make sure that there is no back up or congestion trying to turn into the Daily Journal entrance. So if you could consider that we appreciate it."

MEDIATOR - "Thank you Lance, we appreciate it."

LANCE CLARK- "Thank you."

A: Turn lane lengths on the project have been designed based on future project peak hour volumes. The right turn lane is being retained.

MEDIATOR - "Right. Next we have Mike Pelham"

MIKE PELHAM– "Hello my name is Mike Pelham, I am a resident of Franklin and my wife and I and daughter are members of the Turning Point Church. Its shown on the plans as Franklin Church of Christ, which is a little bit of information that is outdated but anyway I want (inaudible) what could be considered a small part of a 50 million dollar project but it's a very important part to the (inaudible) of the Turning Point Church. We have reviewed the preliminary plans referenced on July 14th, 2022 (inaudible). The church has some questions and comments based on this and the project is currently designed and appears to eliminate the crossover, which is our only access to our parking facility. And it replaces it with two median U-turns, one on the north and one on the south side of the existing median crossover. We feel like that the right in right out traffic movement from our drive is not a good idea and that it is going to cause overall safety problems with the US 31 corridor. We believe that this is not a good thing to do. Basically, the church has several long term members here, we have three or four elders in the audience, (inaudible) a lot of people here that have gone to the church for over 25 years and that they have no record that and are willing to state that there are no reported accidents caused by the left median crossover. Also, another important aspect to doing away with this median crossover is the businesses who will be affected by the, I have a list here, several. These are outside the church services we have a service there Sunday we have 150 plus or minus, also we have daily staff going in and out each day of the week. We have a community meal Tuesday evenings, roughly 100 in attendance. We have 3 to 4 soccer games a week with roughly 200 in attendance and we have a preschool there that meets 3 times a week with roughly 30 in attendance. We also have bible schools and study meetings, we have just a lot of different activities there at the church that generate traffic. Also, Access Johnson County is a big user of the median crossover and getting (inaudible) there is a lot of activity there going in and out of our drive and by

changing it to median U-turns doing away with our median crossover would be a mistake."

## MEDIATOR - "Thank you."

A: The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. According to Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

Turn lane lengths on the project have been designed based on future project peak hour volumes.

MEDIATOR - "Next we have Clay Cruse."

CLAY CRUSE – "Hello, I am Clay Cruse with Turning Point Church, I'm a minister there. I have some questions and concerns. Has this proposed application of right in and right out only, has it been proven to be safer in other areas of Indiana and other state? Are there traffic studies on record that say that this in fact makes this safer? Having a crossover on your property increases your property value. That's one of the reasons we own the property where we are located, and we wondered if you can address that? You are taking an action that we feel decreases our property value substantially. We are currently at a 150 member church, we were greater than that due to covid, we have been at 400 members in the past and I feel like we have that potential still. Unlike other places, our traffic does not trickle in or trickle out throughout the day, even our later comers. We always have latecomers in church. Even people, all of our traffic shows up in a 10 minute window and all of our traffic leaves in a 10 minute window. Are the decel lanes, the turn lanes, do have enough storage to safely get our members off of 31 to make that turn in or make that turn out? And also, on the proposed plans, the U-turn sites north and south of the existing entrance, there is not very much distance there. So when church lets out at noon, US 31 is busy everyone is going to lunch, do they have enough room to safely cross two lanes of traffic when people are going 50 miles an hour? I see great potential for rear end collisions."

## MEDIATOR – "Thank you."

A: According to Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turns (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized Reduced Conflict Intersections (RCI) over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

Turn lane lengths on the project have been designed based on future project peak hour volumes. Approximately 70% of the proposed u-turns and intersections that allow left turns are signalized. The unsignalized locations are generally at lower traffic count areas and north of the City. The proposed u-turns on the North and South side of the Turning Point Church will be signalized. Vehicles will not be required to wait for breaks in the traffic as the signal will stop through traffic along US 31 and allow vehicles to maneuver the u-turn.

Similar projects have been constructed in multiple areas including Michigan. A study of the impact that construction of RCI intersections has on property values could not be located. However, a desktop review of similar corridors in Michigan (Grand Rapids SR44, Grandville Rivertown Parkway, and Allendale Lake Michigan Dr.) did not identify any observable evidence of long-term economic damage. Rather than similar projects affecting property values negatively it can be observed that reducing travel times between destinations and reducing accidents facilitate economic growth in a community and provides an increase in property value and commercial activity. The appraiser and review appraiser associated with this project are experienced, certified general appraisers, and will be considering the impact on a parcel-by-parcel basis. If any evidence is found to support property damages associated with construction, the respective property owners will be compensated appropriately.

MEDIATOR - "Next we have Richard Regency, I'm sure I got that."

## RICHARD RIDGEWAY - "Close."

MEDIATOR – "Close. I'm sorry how do you pronounce your name correctly if you don't mind sir?"

## RICHARD RIDGEWAY – "Richard Ridgeway."

## MEDIATOR - "Okay"

RICHARD RIDGEWAY – "It's hard to say it anyways, no problem. I'm senior minister at Turning Point Church and I just want to echo what was already stated with our concerns. Just being here the last three years, moved here from out of state and not a single accident that I have seen since I have worked there and just feel like, you know, obviously we are expressing a major inconvenience. This is not just you know, there are a lot of emotions that people have about those kind of things, and as we thought about it we are excited about it over 200 homes are coming in right next to our building here in the future, they put that in the newspaper not too long ago and that's just gonna cause even a greater turmoil right in front of where we are at. We just want to make sure that (inaudible) we want it all to be thought through more than just, you know, the thing is when you do projects and I appreciate the fact that you want things to improve and I want things to improve always. Traffic is always something everyone always complains about, considering people that live in a place rather than just what would look good on paper and we all have those major fears and concerns of safely crossing and safely traveling, and (inaudible). That's all I have."

MEDIATOR - "Thank you Mr. Ridgeway."

A: The purpose of the public hearing is to present the project and garner comments and concerns from the public. All public comments received are addressed and included in the final CE environmental document.

Crossing US31 will also be safer after this project because Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Federal Highway Administration (FHWA) statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

MEDIATOR - "Next we have Richard Wertz."

RICHARD WERTZ – "Richard Wertz, resident of Franklin. I'm gonna have (inaudible) comments, brief. Franklin is getting ready to enter major highway and trail concept through our community. Now is the time to put our utilities underground as much as possible. All new construction projects in the Franklin area require that the utilities are

put in (inaudible) projects underground. I feel that Franklin should be given consideration with this 50 year investment to make underground utilities happen along with the US 31 corridor. Esthetically, underground utilities would put beauty and style in the Franklin gateway to our community. Several communities have gone with this process (inaudible) of putting in utilities underground. Secondly, Franklin deserves an underground or overhead crossover to get from east to west to get across US 31 safely, and now with fewer stop intersections, concern for the safety of our youth and all citizens is a concern. With the high school on the west side, many students use our trail systems today and with the new trails on US 31, more students and citizens will use the Franklin Trail System getting to school functions, exercising, and getting around to Franklin businesses on 31. Also, Franklin has become a destination for surrounding communities to come and use our trail system. Lets do things correctly the first time as we start into this new venture continuing to make Franklin a destination for years to come. Thank you."

MEDIATOR - "Thank you Mr. Wertz."

A: The power companies can be requested to go underground; however, they will typically ask to be compensated the difference in cost between relocating above ground and relocating below ground. This typically is extremely expensive, and is outside the scope of this project.

An overhead or underground pedestrian tunnel has not been considered at this time. The project has several marked and signalized at-grade crosswalks proposed throughout the corridor.

MEDIATOR - "Thank you sir. Okay, (inaudible) Mark Armstrong."

MARK ARMSTRONG – "Okay I am Mark Armstrong and my concerns (inaudible) what the first speaker spoke of *emergency vehicles being able to get in and out of businesses instead now have to go half mile up the road then turn around and go a half mile back, or are school buses going to be able to negotiate these U-turns? You get a bus load of kids, 60 kids on a bus, are they gonna be able to navigate that?* We have talked about these out of state having these type of U-turns. If anyone has been to Pigion Forge they have these all over the place down there, and if you are on a side road it takes you forever to get out of the side road or out of a business because everyone is fighting to get in that turn lane to make that U-turn. So now you have people there who cross two lanes, fighting to get to that turn lane, and it just seems to increase the potential for accidents. That's what I've got."

MEDIATOR - "Thank you sir."

A: The signals along the corridor will be interconnected and will utilize emergency preemption so that an emergency vehicle will be able to move along the corridor more quickly. There will also be access across the median for fire trucks and emergency vehicles at Sloan Drive and at Westview/North Main Street.

Generally the u-turns along the corridor are 400 to 800 feet past the approaches.

The majority of the u-turns along the corridor are designed to allow large semi-trucks to negotiate the u-turns. A few turns are only for cars and smaller vehicles and will be signed as such.

MEDIATOR –"I apologize this one is a little difficult to read. So, I'm going to do my best. Is it Provence? Thank you sir. If you wouldn't mind state your name. Thank you sir."

WILLIAM PROVENCE – "My name is William Provence and the reason it is hard is because I'm a doctor.

WILLIAM PROVENCE – "We live on Nineveh Road, between Nineveh Road and 80 South. And it takes me 5 to sometimes 10 minutes to get out of my driveway which is only 2 or 3 doors up from Nineveh Road, from 31 on Nineveh Road. It is really hard for me at my advanced age to get across Nineveh Road, and with you messing with that, I am worried about that. The first speaker spoke about him being a nurse, I'm concerned about ambulances, which go down there (inaudible) times people come from, ambulances come from camp Atterbury down Nineveh Road. They come from, an airplane crash at the Franklin airport not to long ago and there five or six or seven ambulances, firetrucks, and for them to get back to where they belong its gonna cause problems. And if something happens at that intersection, people get thrown onto 80 South which is one and a half lanes and is about a 135 degree turn to get from if you headin north on Nineveh Road onto 80 S, and it's impossible in the winter with all the snow or ice because it is not plotted very well. As apart of history, this is ancient history that intersection is very important to me personally because my grandad was T-boned by a semi in the 60s and a week later there was a family with 5 kids that was killed at that same intersection and that is why the stop light was put at Nineveh Road and 31. That's why I have concerns that its gonna mess with that light at Nineveh Road and 31 is gonna throw things off on 80 S and that's a very very very narrow road. Thank you."

MEDIATOR - "Thank you Doctor."

A: Traffic should backup less on Nineveh Road because now all vehicles will be utilizing both lanes to turn right. Crossing US31 will also be safer after this project because

Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Federal Highway Administration (FHWA) statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

The signals along the corridor will be interconnected and will utilize emergency preemption so that an emergency vehicle will be able to move along the corridor more quickly. There will also be access across the median for fire trucks and emergency vehicles at Sloan Drive and at Westview/North Main Street.

MEDIATOR - "Jerry Williams."

JERRY WILLIAMS – "Hi I am Jerry Williams. We own a local business on 31. Been there for 62 years. You guys are gonna tellin me if you are gonna take two of out cross (inaudible) away. I just went down and filed a report for my tax assessment. You want to devalue my land and then tell me don't pay the higher taxes, sell it, is exactly what the words the lady said that they would tell you. Now you tell me where this is beneficial for us okay. Do we want to turn into Carmel? That's where we are headed. And I don't know what local official is here, but you should be looking out for us. Not the bigger people, okay. Thank you.

MEDIATOR - "Thank you Jerry."

A: The benefits of the project include improvements to crossing of US31, which will also be safer after this project because Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turns (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Federal Highway Administration (FHWA) statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

Similar projects have been constructed in multiple areas including Michigan. A study of the impact on construction of RCI intersections on property values could not be found. However, a desktop review of similar corridors in Michigan (Grand Rapids SR44, Grandville Rivertown Parkway, and Allendale Lake Michigan Dr.) did not identify any observable evidence of long-term economic damage. Rather than similar projects negatively affecting property values, it can be observed that reducing travel times between destinations and reducing accidents facilitate economic growth in a community and provides an increase in property value and commercial activity. The appraiser and review appraiser associated with this project are experienced, certified general appraisers, and will be considering the impact on a parcel-by-parcel basis. If any evidence is found to support property damages associated with construction, the respective property owners will be compensated appropriately.

The Louisiana Transportation Research Center prepared a report called "Economic Effect of Restricted Crossing U-Turn Intersections in Louisiana" (FHWA/LA.17/617) dated November 2019. This report analyzes sales data surrounding ten completed Jturn projects in four study locations in Louisiana for a time period of two years before and two years after the completion of the projects. Analysis of aggregated sales data show an overall increase in sales after the completion of the projects. A parish-byparish analysis of sales data also shows that there is no evidence of a decline in sales, but rather an increase. One parish that has been undergoing considerable growth in the state appeared to have mixed findings: looking at only businesses that existed before and after the J-turns were completed, some showed a slight decline in sales while the overall sales volume of all businesses around the J-turns increased. The decline at some isolated locations was likely due to increased competition from a number of new businesses near the J-turns. Overall, these findings suggest the construction of J-turns is associated with an increase in sales among businesses in their vicinity.

Additional studies of the economic impact to businesses following construction of either RCI intersections or raised medians restricting direct left turns into businesses in mixed suburban residential and commercial districts in North Carolina, South Carolina, and Texas did not find any relationship between restricting left turns and lost revenue. Additionally, when questioned about factors considered for visiting a business, survey results from business owners and customers in these studies indicated that 'accessibility to store' consistently ranks below other factors such as customer service, product quality, and product price.

MEDIATOR - "Next we have Becky Nichols."

BECKY NICHOLS – "We live on South Main Street so I have several questions about that and also about landscaping and accessibility. So first with accessibility is the 3 to 1 ratio and I'm thinking that meaning crowned and that is very hard to push wheel chairs or run wheel chairs or walkers on that kind of crown so I don't know what you look at to come up with your ratio and I understand water needs to drain off so? Also, with the canopy it sounds like this is an INDOT project and not a Franklin project. So I'd like to know I can get landscaping list and what landscaping trees and stuff you will be putting up and if Franklin will have any input in that? And then from South Main Street issue, we are gonna assume that we are gonna have a lot of cut through traffic when that happens and we already have concerns about speed so we are wondering what access or what people are gonna do whether Franklin police will get involved or whatever?"

MEDIATOR – "Alright thank you ma'am.

A: The project will meet all federal regulations with respect to The Americans with Disabilities Act (ADA). In general, ramps will have a maximum running slope 8% and a maximum cross slope of 2%.

Existing speed limits through the project are as follows: From beginning of project to Nineveh Road is 55 mph; from Nineveh Road to Madison Street is 45 mph; from Madison Street to Simon Road is 40 mph; and from Simon Road north to the end of project is 50 mph.

Proposed speed limits through the project will be as follows: From beginning of project to South Street will be 45 mph; from South Street to Commerce Drive will be 40 mph, and from Commerce Drive north to end of project will be 45 mph.

Landscape plan sheets can be supplied as they list the quantity and type of plants being installed.

MEDIATOR - "Carol Clark."

CAROL CLARK – "Good evening. My name is Carol Clark and my husband Brett and I just moved here about a year ago. And we moved here (inaudible) our children but really we just loved the charm of Franklin and the people here. And (inaudible) the new development, we are near the road. When I heard about this project I felt suddenly that I was going to be cut off from town. Because I was would have to maneuver through several roundabouts to get there. You know I look at roads and think either do two things. They either connect people or they divide people, and this seems like its going to divide Franklin into two. And 31 as it is very over (inaudible) with traffic so I don't know why we are not looking at alternate situations where we actually have an alternate route. I think 31 now is presently an alternate route somebody told me from the old 31. Something that would support the traffic and the community rather than expedite you know people through the community. And that's what I have to say, it's a beautiful town.

MEDIATOR – "Alright thank you ma'am.

A: This project will not involve building roundabouts.

The project will not split the City in two. Direct left turns are allowed from US 31 at most major intersections, including:

- i. S. Main Street
- ii. Nineveh Road
- iii. Franklin Lakes Blvd / South St.
- iv. Hospital Road
- v. King Street
- vi. Mallory Parkway
- vii. N. Main St. / Westview Dr.
- viii. Industrial Drive
- ix. Earlywood Drive (CR 300)
- x. Christian Blvd / Oakville Blvd.

Through traffic from the side streets is allowed at:

- xi. Jefferson Street
- xii. Commerce Drive

The proposed project introduces several improvements to the community including the construction of a pedestrian path on the east and west side of the roadway. The pedestrian path will connect to the existing non-motorized transportation network in Franklin, and will help connect the US 31 throughfare to pedestrians throughout the City of Franklin. The proposed improvements will help aid the current need for functionality and safety on the US 31 corridor. The proposed storm water drainage networks will help address the existing flooding concerns along US 31. Improved traffic flow in the US 31 corridor can also increase economic activity at local businesses. The Louisiana Transportation Research Center prepared a report called "Economic Effect of Restricted Crossing U-Turn Intersections in Louisiana" (FHWA/LA.17/617) dated November 2019. This report analyzes sales data surrounding ten completed J-turn projects in four study locations in Louisiana for a time period of two years before and two years after the completion of the projects. Analysis of aggregated sales data show an overall increase in sales after the completion of the projects. A parish-by-parish analysis of sales data also shows that there is no evidence of a decline in sales, but rather an increase. One parish that has been undergoing considerable growth in the state appeared to have mixed findings: looking at only businesses that existed before and after the J-turns were completed, some showed a slight decline in sales while the overall sales volume of all businesses around the Jturns increased. The decline at some isolated locations was likely due to increased competition from a number of new businesses near the J-turns. Overall, these findings suggest the construction of J-turns is associated with an increase in sales among businesses in their vicinity.

Additional studies of the economic impact to businesses following construction of either RCI intersections or raised medians restricting direct left turns into businesses in mixed suburban residential and commercial districts in North Carolina, South Carolina, and Texas did not find any relationship between restricting left turns and lost revenue. Additionally, when questioned about factors considered for visiting a business, survey results from business owners and customers in these studies indicated that 'accessibility to store' consistently ranks below other factors such as customer service, product quality, and product price.

MEDIATOR - "I have John Hall."

JOHN HALL – "My name is John Hall and I have property right over here in this parking lot. It seems that Matthew did a great job thank you for your comments. But it seems to me like this is a way to avoid Franklin. It's the great Franklin bypass. How do we get people away from our businesses and there are a number of businesses up and down 31 who demand that traffic. I know in our situation to get into our building from the south bound, they will have to go all the way down to Wings entrance down there on their road, make a wide angle turn and come back 5 and a half blocks north to get into our area. So again I think it's an opportunity to bypass all the Franklin businesses and I don't know if at all there was any input from the citizenry through this whole process. First time we heard about it was in the last couple weeks and it looks like this has been going on for years. Lots of studies being done, I have not seen or heard you talk about an economic impact study. Because I'm anticipating that retail establishments and all other businesses here are going to be impacted really dramatically over the next few years if this goes through. So I would like to see an economic impact study on what it is going to do to every business up and down 31. Thank you."

MEDIATOR - "Thanks."

- A. The project will not split the City in two. Direct left turns are allowed from US 31 at most major intersections, including:
  - i. S. Main Street
  - ii. Nineveh Road
  - iii. Franklin Lakes Blvd / South St.
  - iv. Hospital Road
  - v. King Street
  - vi. Mallory Parkway
  - vii. N. Main St. / Westview Dr.
  - viii. Industrial Drive
  - ix. Earlywood Drive (CR 300)

x. Christian Blvd / Oakville Blvd.

Through traffic from the side streets is allowed at:

- xi. Jefferson Street
- xii. Commerce Drive

Access shall be maintained to all businesses throughout the US 31 corridor. While existing crossovers may be removed, access to drives will be maintained via new U-turn locations that shall be constructed within close proximity of crossover intersections.

The Louisiana Transportation Research Center prepared a report called "Economic Effect of Restricted Crossing U-Turn Intersections in Louisiana" (FHWA/LA.17/617) dated November 2019. This report analyzes sales data surrounding ten completed Jturn projects in four study locations in Louisiana for a time period of two years before and two years after the completion of the projects. Analysis of aggregated sales data show an overall increase in sales after the completion of the projects. A parish-byparish analysis of sales data also shows that there is no evidence of a decline in sales, but rather an increase. One parish that has been undergoing considerable growth in the state appeared to have mixed findings: looking at only businesses that existed before and after the J-turns were completed, some showed a slight decline in sales while the overall sales volume of all businesses around the J-turns increased. The decline at some isolated locations was likely due to increased competition from a number of new businesses near the J-turns. Overall, these findings suggest the construction of J-turns is associated with an increase in sales among businesses in their vicinity.

Additional studies of the economic impact to businesses following construction of either RCI intersections or raised medians restricting direct left turns into businesses in mixed suburban residential and commercial districts in North Carolina, South Carolina, and Texas did not find any relationship between restricting left turns and lost revenue. Additionally, when questioned about factors considered for visiting a business, survey results from business owners and customers in these studies indicated that 'accessibility to store' consistently ranks below other factors such as customer service, product quality, and product price.

Notice of Survey letters were mailed to potentially affected property owners near the project area on January 22, 2020, and April 12, 2021, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area.

The City of Franklin and INDOT representatives began planning for improvements to US 31 within the project limits in early 2017. A newspaper article in the Daily Journal dated September 1, 2018, discussed early planning initiatives. An article in the Daily Journal dated January 14, 2020, provided more details regarding preliminary

alternatives for intersections and trails, and also discussed federal, state, and local funding that will be allocated for the US 31 improvements). This project was also discussed with many other transportation improvement projects in the City of Franklin Mayor's State of the City Addresses held on February 13, 2020; March 11, 2021; and March 10, 2022 (all held during the Franklin Chamber of Commerce meetings at 11:30am at 101 E. Wayne St, Franklin, IN). Project graphics boards were on display for attendees to review. No sign-in sheets or comments from the public were recorded during the State of the City Addresses. The City of Franklin also held an informal public information meeting for the project on February 27, 2020, at Franklin City Halls Council Chambers (70 E. Morton St, Franklin, IN). The same graphics boards were made available for the public to review and ask questions. No formal public announcements or sign-in sheets were made for this meeting, and no comments from the public were recorded. A local business owner reached out to SJCA Inc. on April 19, 2022 requesting details about the planned work in front of his business and a construction timeline. A representative from SJCA Inc. responded on April 20, 2022, providing a brief summary of the project and details about the public review and comment process.

To meet the public involvement requirements of Section 106, a legal notice of Federal Highway Administration's (FHWA) finding of "No Adverse Effect" was published in the Daily Journal, which serves the Franklin/Johnson County area, on April 21, 2022 offering the public an opportunity to submit comment pursuant to 36 Code of Federal Regulations (CFR) 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on May 22, 2022.

MEDIATOR - "Next we have Ryne Brutus."

RYNE BRUTUS – "Thank you, I have several questions that I think many people have already hit on. To start with, studies you mentioned focused on the through corridor speed and I want to know which studies show cross access that is beneficial to this plan and how this plan effects that or if its just focused on moving through Franklin along 31. Pedestrian access was one of the goals in the presentation and I saw there are sidewalks along the whole way which I would say is an improvement, but my question goes to the details of those sidewalks. Are there any barriers along there? Looks like most of the way like there are a lot of way right along the roadways. So you're talking about a 45 mile an hour speedway and you have pedestrian access right there with no separation at all. I counted 6 maybe 7 crossing points along what is maybe a 4 or 5 mile section so that doesn't seem like that many given the duration of the project and wonder how that will effect conflicts that are already there that I get that we are trying to improve them but I'm wondering what we can do to do a better job of that. Its already been hit on, stormwater. We have had stormwater issues in this town and I have a degree in landscape architecture and I know that putting water in pipes makes the problem worse. So where is that water go once it get in the pipes? I didn't hear anything addressed in the presentations about that so I would like to hear where it goes from there. U-turns. So obviously there is a bunch of U-turns in this. Are those U-turns all alighted? It seems like that's a big potential for backups especially for citizens who are moving across and not up and down, north and south through the corridor but across to get around town. Especially it was mentioned those people that have high crossing on a short-term basis. So, how does that work? Another one, begin it was impacted, brought up was access for safety vehicles, and it seems that all these right turn only creates a slow down for safety people's need to move through or across 31. Specially we have a fire station along north Main Street right as it comes into 31 and right now, as you guys have it drawn up, you can only make a right turn. So, are they allowed special access to make a left turn there, do they have to go down and make a left turn? You seem like you are adding time to something that is time sensitive. Those are my questions, thank you.

#### MEDIATOR - "Thank you Sir."

There are no barriers, other than 6" or 8" curbs between the path/sidewalk and vehicles. Throughout the project the path/sidewalk was separated from the curb by a minimum of 6 feet of grass where right-of-way permitted. The existing speed limit through the corridor varies from 40 mph to 55 mph. The proposed project will have a speed limit of 40 mph or 45 mph. Currently there are only pedestrian crossings of US31 at Jefferson, Mallory, and Commerce within the project area and almost no sidewalks/paths for pedestrian connectivity. The proposed project will include pedestrian crossings of US31 at Nineveh, Franklin Lakes/South Street, Jefferson, Mallory, North main/Westview, Commerce, Earlywood, and Christian/Oakville Blvd. The project will also include path or sidewalk through the project north of South Main on the east side and north of Nineveh on the west side of US31.

The proposed drainage patterns have not been altered on this project from the existing conditions. A storm sewer along with shallow swales will be utilized for drainage. In order to not increase drainage discharge to outlets, detention has been utilized in 2 areas. One detention area located at the Southern end of the project near S Main Street and US 31 and one at the Northern end of the project near Paul Hand Blvd. The project's drainage has been reviewed and approved by the Indiana Department of Transportation (INDOT) and the Johnson County Drainage Board. The project will be reviewed by Indiana Department of Natural Resources (IDNR), the Indiana Department of Environmental Management (IDEM), and the Corp of Engineers to make sure it meets their requirements. IDNR, IDEM, and Corp of Engineer permits will be required. The project will improve drainage at Canary Ditch by replacing the existing structure. This structure will improve conditions upstream and not make conditions downstream worse than the existing condition. No homes or businesses will require flood insurance as a result of this project.

Approximately 70% of u-turns and intersections that allow left turns are signalized. The unsignalized locations are generally at lower traffic count areas and north of the City.

According to FHWA, Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient twophase signal operation of the Median U-Turns (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

The signals along the corridor will be interconnected and will utilize emergency preemption so that an emergency vehicle will be able to move along the corridor more quickly. There will also be access across the median for fire trucks and emergency vehicles at Sloan Drive and at Westview/North Main Street. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation can reduce delay and improve travel times.

The FHWA video at the following link provides the benefits to cross access: https://www.youtube.com/watch?v=nzpdTdXDfRw%20and%20website:%20https://safet y.fhwa.dot.gov/intersection/rltci/

MEDIATOR - "Melisa Gray."

MELISSA GRAY - "I'm Melissa Gray. Woo! I did not plan to talk. I came tonight as a member of Turning Point Church, just to kind of express frustration with the whole removing our entrance to the building (inaudible) that's what they are planning to do. We already have a left turn lane going north that I take every time that I go to the building. We already have a right turn lane coming south and like others have said we have never had an issue with people leaving the building and turning left and causing any problems. So, it just seems like a waste of effort and everybody's money to just change that and make it harder for us to get in and out and same with the gateway (inaudible) transportation provider and then they would have to be going out of the way a bunch. Once I got here tonight I just never, this was a much bigger scope than just my church. I did not know that this was going to affect my house, I had no idea. I live in Franklin Lakes. So, I am learning now that I literally every time that I leave my house I either go straight or I go left to get to everywhere in Franklin and I won't be able to do that anymore. It's a major frustration for me. Like every time I leave my house I am going to have to go the wrong way for a little bit. I'm from Michigan and I spent the first half of my life there. Michigan lefts, that what we call them, and its not out of the ordinary, but on main busy roads like coming out of Franklin Lakes and going across to south street to

go to the library for instance, I spend a lot of time there with my little ones. We have Michigan lefts but we didn't block thru traffic going straight. Like Westview and 31 they are proposing making it so that you can't cross over to the bank for instance. If you were at Hobby Lobby and wanted to go to the bank, we didn't block traffic going straight across main intersections. So that is just bizarre to me that you would cut off through access on a main road and make you have to turn. Yes, Michigan lefts is not a foreign concept, but making it so you can't go straight through an intersection just seems ridiculous and this doesn't as a church treasurer, the amount of money being spent on this for very little purpose, just seems like nonsense."

# A. For someone turning out of Franklin Lakes that would like to turn left to go to the library, the nearest u-turn location is 800 feet south. This will add approximately 0.3 miles to a 1.76 mile round trip.

MEDIATOR - "And next we have Doug Kirby."

DOUG KIRBY – "I would like to start off with the 50,000-foot level of the whole project. If you look at the pamphlet that they sent out, the other intersections that are located in Indiana are single intersections, which I can understand. Not a 5 and a half miles worth of intersections. Which I'm not sure exactly, I feel like we are going to be a test project, lets see if its going to work. I don't know if it is or not but lets see if it does, and if it doesn't heck with them they live in Johnson County nobody really cares. I have also heard a couple people mention talking about we are not Carmel, we are not Carmel. Carmel doesn't have these things. Carmel does have a lot of roundabouts, which in my opinion, the couple that I do see here in Franklin did seem to work out. Couple other things that I would like to point out is that in the presentation, all the statistics they we talking about T-bones and right angle accidents and things like that but then a few minutes later, most of the accidents at these intersections are rear end collisions. And I'm not sure, I'd like to know at the 50,000-foot level, how was it decided that in this 5 and a half mile stretch, that things need to change the entire way rather than just an intersection or two. Yeah we have and intersection or two that have problems lets (inaudible) those. Another thing I would like to, as a school member I have concerns with its going north on 31, going left on Commerce to the high school you can no longer do that. At 7 o'clock in the morning we are gonna have 200 cars of 16, 17, and 18 year old kids that are gonna have to go past that intersection, make a U-turn, and then come back and go west on Commerce to get to the high school. I'm really concerned about that. Lastly, I know a couple other things that were mentioned were things happen out on 65, and 65 gets shut down and the we have all of this traffic coming through Franklin, and it really bogs things down. Lets spend that 50 million dollars onto figuring out what we could do with 65 to limit and reduce accidents that are going to end up closing (inaudible). Let us be Franklin. Let 65 be 65. Thank you."

A. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. This is a systemic issue that based on investigation is not able to be solved with spot improvements. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time. An additional study was presented at the 2020 Purdue Road School regarding Indiana Reduced Conflict Intersections. It was noted that a 78% reduction in fatal and injury crashes were found after the implementation of a reduced conflict intersection. Per the National Academies 'A Guide for Reducing Collisions at intersections, signal coordination reduces rearend conflicts (page 40). This project will better coordinate progression through Franklin which has been shown to reduce the number of rear-end crashes. When traffic analysis was conducted along the US 31 corridor the safety analysis used for intersection treatments applied to all crash types.

For those wishing to utilize the u-turn movement at the school, that movement is protected by a signal (like most of the u-turn movements from mainline) that will activate to stop thru traffic to allow the u-turn movement. This traffic movement was analyzed so that the turn lane would provide sufficient storage during peak times. The traffic design also includes traffic growing at an annual rate of 1%. The northbound left turn volume at Commerce Drive is expected to grow from 207 vehicles in the 2023 morning peak hour to 257 vehicles in the 2043 morning peak hour. Additionally, the left turn lane north of Commerce Drive was extended beyond the design requirements to maximize the available storage for bus traffic. The turn lane has a total length of 715 ft to accommodate bus traffic in peak times.

MEDIATOR – "Right. That concludes the people who actually signed up to make their own comments. We will open the floor for those who would like to give comment. We will treat this a little differently, when you come down to the microphone, we ask that just state you name and spell it for the records. Alright, is there anyone who would like to make a verbal comment? Yes. Again we are at the 2 minutes for comments."

LORI HAGGERD - "My name is Lori Haggerd. LORI HAGGERD. I kinda want to reiterate things that of already been said that it seems a little overkill that a bunch of intersections need to be reworked. The numbers that were presented were from I believe 2014 to 2016 which would have included at least one intersection that has

already been removed from town which is the one (inaudible) Lowes. They made it impassible, I know there were a lot of accidents there so *I would like to see those* numbers reworked without those. I didn't see anything about a speed limit through town, is the speed limit going to be changed, is the speed limit going to be consistent going through town? Is it going to be reduced, increased, whatever? That's just a question that I had. Again, when I reiterate that I'm uncertain about now we don't just have to pull out across all lanes of traffic to get over in a U-turn lane that may already be full, and wait to make a U-turn. Or, if we want to go straight then we have to cross all lanes of traffic again, and wonder if that lane is gonna be full. This project is designed for thru traffic thru Franklin, and completely disregards the people who travel (inaudible), especially shopping and all of our local businesses (inaudible), going to the library, going downtown, the hospital, the schools, everything that we do as citizens of Franklin is now going to be severely restricted and a pain in the butt. We are just gonna be like, you know what I don't want to deal with it. I'm just gonna stay home. Bussineses are gonna lose businesses absolutely. The concerns with the churches, the schools, KYB, and places that let out all at one, a surge of traffic. I think you are gonna have a big back up in the parking lot, people waiting to get out like the Fourth of July. That's all I have. Thank You."

A: The Indiana Department of Transportation (INDOT) performs counts once every three years at most count stations. The most recent counts were obtained for each location, but it must be noted that the traffic counts vary at different locations and occur at different yearly intervals. This traffic data was compared with the information used in the design (between 2014 and 2016), along with the crash data available from ARIES, the statewide source of crash data which includes State, County, and Local reports of accidents.

In general, it was seen that both traffic and accidents decreased by 10% - 15%; however, a reasonable explanation for this can be attributed to the Covid-19 pandemic decreasing the total amount of traffic seen state and nationwide. Current statewide projections indicate that traffic volumes are on the rise, and we would anticipate volumes and crashes increasing as traffic counts approach pre-pandemic levels.

The current speed limit through the corridor varies from 40 mph to 55 mph. The proposed project will have a posted speed limit of 40 mph or 45 mph.

#### SCOTT STILLABUAWER – "Scott Stillabuawer, SCOTT STILLABUAWER.

Definitely support all the comments so far. My concern is for the high school. As we have already heard, I am a parent of a 16 year old driver and so while saying we are taking away left turns, the U-turn is still a left turn crossing 2 lanes of traffic going south bound on 31. So, now there is no light that helps these young drivers to say you are

allowed to go where we have arrows to turn left now. You are putting it in the hands of these young drivers to make a choice of when to turn, pulling out to cross 2 lanes of south bound traffic on 31. Where as today we have stop light in there. I think we are putting young lives in danger at that intersection. You know there are a couple other places that definitely need some help and some work. We all can get used to it and it happens because its so new. That intersection, you are going to put young lives in danger. Because you are making them choose, without a light, when to pull across two lanes of southbound traffic. We are gonna lose some young kids there. Thank you."

#### MEDIATOR - "Thank you Sir."

A. For those wishing to utilize the u-turn movement at the school, that movement is protected by a signal (like most of the u-turn movements from mainline) that will activate to stop thru traffic to allow the u-turn movement.

Approximately 70% of u-turns and intersections that allow left turns are signalized. The unsignalized locations are generally at lower traffic count areas and north of the City.

PETER NORTON- "Hi my name is Peter Norton. PETER NORTON. As far as (inaudible) we are still a farming community, and just looking at the design I see a lot of problems for us personally, by putting big large wide long equipment. We have enough trouble now with as much traffic as we have (inaudible). Take these equipment 16, 17, 18 feet wide, 80 to 90 feet long, (inaudible), for us to be able to make turns, and then try to make a U-turn, blocking traffic. *What are the turn lanes, wide enough, long enough for us to be in, what kind of concerns, what plans have been made to accommodate that community?* (Inaudible) mad traffic in the spring, fall, and summer up and down 31. We use 31 to access a lot of our fields going from the east side of 31 and the west side of 31. I think that needs to be taken into consideration for what needs to be done to accommodate our needs. Thank you."

#### MEDIATOR - "Thank you."

A: The turn lanes for the u-turns are being designed based on peak hour traffic flows. These generally are at am or pm rush hours or when schools let out. The u-turns and left turn lanes are designed to be capable of allowing large semi-trucks as well as wide farm equipment to make these turns.

BECKY ALLEN – "I work at Access Johnson County. I have heard this a few times tonight. So I am glad everyone knows about us. Yea you! So we are concerned about,

Michigan lefts. I have training with my drivers. In 5 key smith principles, 1 of them is, Uturns are preventable accidents, we frown upon it. Truck drivers, that's one of their things too. 5 smith principals, preventable. I mean how many times have we seen big semis get to the transfer station, coming out of KYB, and now your going to ask them to do U-turns on 31. And not even going to mention what happens when they come from 65, whats going to happen to that. I'm not a fan of the new plan. I like our designated crossovers. That's me personal. We do community transportation and so its time sensitive. How are we going to get across town if we can't go straight, and we have to do rights. Its going to be a nightmare. We have a US 31 connector that runs from Franklin all the way to Greenwood, and we also have two Franklin routes. Its going to cut the community in half and I'm not sure how the routes would work after. Of course there is not a lot we have to worry about until 2025. Its coming.

A. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turns (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

MEDIATOR – "Okay do we have any others that would like to make a verbal comment at this time. Yes, in the back, in the orange."

KEVIN MORRISON – "I'm basically reiterating a lot of the stuff that I've heard you folks already say. I like the pedestrian handling, accommodating the pedestrian traffic (inaudible). The improvement to the traffic flow on 31, great idea, *how does that help Franklin?* It really doesn't because we are, like what somebody mentioned, we are basically dividing the town in half. By eliminating all these turns. Not being able to go across an intersection like at the end of a road or main street, is just ridiculous. Michigan lefts, I have lived with Michigan lefts for 40 years, lived in Michigan most of my life. They are a lot different because all of those intersections have cross streets that you can get across, your gonna block that, and they are all controlled by traffic signals to be programed so that when traffic is light, so the U-turners get a yellow or red flash. High traffic they have reds and greens. There is none of that or very little in here. So those aren't Michigan lefts. And again the economic impact affecting businesses, emergency vehicle access. I didn't see a lot of that taken into consideration in your study. And there

is no mention of light pollution, if we are going to improve the lighting to INDOT specs. What does that do to the quality of life to those who live near that corridor. That's my list. Thank you.

#### MEDIATOR - "Thank you Sir."

A: Less congestion and better traffic flow will make getting to businesses easier. The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. According to Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turns (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists.

## The lights to be utilized at the MUT intersections will have sidewalk side cut offs, reducing the amount of light that will go to the sidewalk side of the light.

JEFF FINLEY – "Hi my name is Jeff Finley. JEFF FINLEY. I don't have any facts to state, nor do I own a business, I'm just speaking for myself. My wife and I were born and raised in downtown Indy. We lived most of our adult life out of the state. We chose to move to Franklin 6 years ago for a variety of reasons. We like it, it's a great place to live. 50 and a half years ago, I was taking drivers ed, and my drivers ed teacher told me you don't make U-turns. I don't know if that was him, but that's what I learned. And then as soon as we get to Franklin and we drive on 31, by the way we should all realize that Franklin is very linear city. Ya know, most of what happens is along 31 somewhere so you can not avoid it. But what we learned very quickly is that these traffic lights are terribly synchronized and people here make a lot of U-turns. I made my first U-turn 2 months ago and my wife about got out of the car. And no disrespect to the planner but that's all this thing is, U-turn after U-turn after U-turn. I couldn't read the presentation quickly enough, but when there were I think three statements made, three considerations, one was do nothing, one was doing something, and one was the plan that's being proposed. I couldn't read the something. But when I look at this my personal experience driving up and down 31 being mad at the person who cut me off or the stop light. The first 2 things I would do to that road is, do something to scientifically and accurately synchronize the stop lights, and put a right turn lane in front of Enzo's pizza."

JEFF FINLEY – "I don't know what the statistics are but those two things are the most annoying to me on the entire 31. Everything else, if bridges need to be replaced, I support

that. If drainage is horrible, I support fixing that too. Pedestrians that's all fine, but I look at this plan and I'm not trying to qualify if its good or bad, but my first impression out of the shoot is its overkill. Can we start with 2 million dollars and fix the stop lights and put a right turn lane in and see what that gets us. Thank you."

#### MEDIATOR - "Thank you Sir."

A. Less congestion and better traffic flow will make getting to businesses easier. The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. This is a systemic issue that based on investigation is not able to be solved with spot improvements. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists.

LYNDA MORSE – "Okay my name is Lynda Morse, LYNDA MORSE. My concern is I live in (inaudible) Farms, and I watch buses go from our edition straight across to (inaudible), and then come back the other direction also. 3 to 6 times a day they have to do this and now every single one of those buses has to go down and do a U-turn. And that's a real concern. And my other concern is ambulances coming out of (inaudible) house at the beginning of our edition. It's the Christian Blvd (inaudible) where I'm talking about and a lot of times ambulances have left because they have to go up to Saint Francis (inaudible) and now all those ambulances are also going to have to do a U-turn. So, that's where my concerns are at.

A: The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Less congestion and better traffic flow will make getting to businesses easier.

The signals along the corridor will be interconnected and will utilize emergency preemption so that an emergency vehicle will be able to move along the corridor more quickly. There will also be access across the median for fire trucks and emergency vehicles at Sloan Drive and at Westview/North Main Street. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation can reduce delay and improve travel times.

KAREN MULDAR – "My name is Karen Muldar. KAREN MULDAR. And I live in Franklin Lakes and I got to work every single day and I cross 31. My concern is the number of increased cars that are coming through the neighborhood and going on 31 and crossing because all of the new construction. I would say probably that 90% of the cars either go straight or turn left because every single school in Franklin is north not south. So everyone will be turning right, making a U-turn to go left. My other concern is most of the accidents that happen there is that cars run the red light on 31, and so I think fixing that light, slowing down the speed limit could be a big improvement so they are not such high impact accidents. My other concern is in Blue Heron Park is where the playground is, and right now there is a natural buffer between 31 and the playground with vegetation. And I don't know if that's going to be changed, and if there will be something to keep kids from approaching the sidewalk and then the street. Thank you."

#### MEDIATOR - "Thank you."

A: Turn lane lengths on the project have been designed based on peak hour volumes. US31 traffic will be able to make a left or right turn directly to Franklin Lakes Blvd from US31. There will be 2 right turn lanes on Franklin Lakes Blvd. Traffic wanting to go south will utilize the right turn lane. Traffic on Franklin lakes wanting to go north will utilize the left most turn lane and turn right and utilize a U-Turn approximately 850 feet south of Franklin lakes Blvd. A left turn lane length of 700' will be provided. Because all vehicles are turning right instead of left traffic backups will be reduced.

According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two- phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

The current speed limit through the corridor varies from 40 mph to 55 mph. The proposed project will have a posted speed limit of 40 mph or 45 mph.

The proposed path in front of Blue Heron Park will be adjacent to the proposed curb. The tree line located along the park property will not be disturbed, and any additional vegetation outside of the existing right-of-way will not be distrurbed. MEDIATOR – "Do we have anyone else who would like to make their verbal comment. Yes."

DANIEL EARLE – "My name is Daniel Earle. DANIEL EARLE. Franklin resident, business owner, community member, church member. Matt, I want to thank you so much for bringing to life the fact of the way this impacts our community. To put my feeling into an analogy. I feel like my neighbor said, you know, I'm having trouble getting out to this intersection so what I'd like to do is take your living room, cut it in half, so I can drive straight through your house. Don't worry, I'll only have your house torn up for three or four years, but feel free to walk around your house anytime that you need to get anywhere you want to be in your house. And don't worry, you will only have to pay up to 10% of the cost of doing this. And right now I feel like Franklin is being used as a guinea pig. Franklin is a small community. Everyone talks about the charm of Franklin. And this project seems to me like it wants to take Franklin and run an experiment with it with 50 million dollars perhaps even destroy our community and ecological systems and then walk away. And what if happens 3 or 4 years from now we have to consider that time frame 3 or 4 years and everyone knows if you plan a renovation project, what do you do, you double the time and double the budget. Anyone have that experience. So what about the next projected 4 or 5 years of even trying to complete this project and how that's going to impact all of this. So yeah my neighbor, thanks but no thanks, I will leave my living room where it is and I you can drive around.

A: The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for several years due to increased traffic volume, high congestion, and higher than expected crash rates. A Maintenance of Traffic Plan has been developed with City of Franklin and INDOT input that will provide access to all businesses and residences throughout construction of the project. The final Categorical Exclusion environmental document will address all impacts to social, environmental, and historic resources and related avoidance, mitigation, and minimization measures that will be in place where warranted.

### <u>City of Franklin, US 31, Des. No. 1800082 – Written</u> <u>Public Comments and INDOT Responses</u>

From: Shane & Melissa <thegrays4life@hotmail.com>
Sent: Saturday, August 6, 2022 11:42 AM
To: Victoria Veach <vveach@sjcainc.com>
Subject: Concerns regarding US 31

#### Importance: High

I spoke at the recent meeting that was held regarding the massive project on US 31 through Franklin, Indiana. I have had so many more thoughts since then, and want to take this opportunity as my lastditch effort to persuade you, the government, to take some time to reevaluate this project. I encourage you to look at accident data from more recent years, since other changes have already been enacted to correct issues that used to be major problems – i.e. Simon Road and US 31. I'm hoping and praying that there can be some sort of compromise made between what the government wants, and what the people who actually live here want.

One idea would be that changes be made to the actual problem areas, and not changing the entire city just because you feel like it. Addressing specific issues can be accomplished without making such expansive, city-wide, not to mention exorbitantly expensive and unnecessary, changes. Target the problem areas in Franklin and find solutions that do not impede people's travel.

I mentioned at the meeting that I am from Michigan. I grew up in a city larger than Franklin – the largest city in Oakland County, which is one of the wealthier counties in the nation. My hometown is full of wide, often divided streets, and lots of Michigan lefts. Many of those left turns are controlled by lights, but one is often allowed to turn on a red or just at a stop sign in less busy areas and at less busy times. While these types of turns have their place, the overuse of these U-turns is just one of the issues many in the community have with the plans for US 31. In Michigan, there are often times that these turns are specifically placed to feed into a driveway. You plan to purposely eliminate easy access into businesses and neighborhoods. Turning Point Church, for example, at 3600 North US 31, already has a left-turn lane for northbound traffic, which I use several times each week, and a right-turn lane for southbound traffic. As it stands now, there are no issues with either coming into or leaving our driveway, which is actually shared with Heartland Diesel & Automotive, Gateway Services, and Johnson County Access - our county's public transportation system. No one in our building can remember any accidents in this intersection over at least the last 25 years. The Daily Journal reported that our members want to be able to "cut across" 31. This implies that we are darting dangerously through traffic to cross the entire highway, which is obviously not the case, as there is nothing across from the church anyway. This is simply bad reporting. What church members, preschool students' families, soccer players, weekly free community meal attendees, auto workers, and our county's public transportation system want to be able to do is simply continue to have direct access to our driveway, as we've always had. You should not make it more difficult and time consuming for people to attend church or other activities at any of these organizations, not to mention impede the flow of the public transportation system of the area. When approaching from the south, one just has to wait in the already-existing left turn lane/median area for traffic to clear. When leaving to head north, one just simply has to wait in the driveway for traffic to clear, or cross to the large median area and pause there. This has been common practice for decades with no problems; therefore, no adjustment is necessary or fiscally wise, either for safety purposes and

definitely not for practicality. On the contrary, making a U-turn will make it more difficult for drivers, especially the elderly, to have their vehicle partially angled to go left, while craning their neck to evaluate traffic coming from the right, whereas waiting to turn left the way we do now, one can position themselves to just have to look almost straight ahead before crossing into the driveway. In addition, drivers will now be forced to cross all southbound lanes of traffic to reach the right turn lane, while trying to get up to the speed of the southbound drivers, in order to turn right. As it stands now, it takes just seconds to cross those two lanes, since one does not have to actually travel *in* them. Again, there are no issues with our entrance as it has always existed, and we, along with the other businesses and organizations we share that entrance with, request that you leave it alone.

Another location where this is highly inadvisable is at US 31 and Commerce. Asking hundreds of parents and brand-new student drivers to make a U-turn, gain speed in southbound traffic, and then make a right, can hardly be safer than simply using the left-turn arrow that already exists. Perhaps making that left-turn lane longer would be advisable, but just moving the left-turn lane down the road where it will probably back up across Commerce anyway, to be followed by a more dangerous turn that many will hesitate to make (crossing into and joining the southbound traffic), is not going to improve anything. Another change you propose to make is to actually render passage from one side of 31 to the other much more difficult and time-consuming. Again, your representatives have referred to this as "cutting across" the road and using "shortcuts". This is hardly the case. Drivers are simply driving straight on the road through the traffic signal. These are main roads for this city, not "shortcuts." According to your video, it took approximately 42 seconds to make the right to go left. To be fair, there was almost no traffic on that road while that video was recorded. At the entrance to Franklin Lakes and Windstar, including Blue Heron Park, it will not be that easy to turn right onto that very busy stretch of 31 and get all the way to the left. As it stands now, the traffic is controlled by a signal, giving those exiting the neighborhood or coming from South Street to the East the opportunity to move. The only issue at this intersection is that people turn left when they don't have the right of way. Would it not be simpler to address this issue by adding a left-turn arrow to Franklin Lakes Boulevard? Would that not be a more cost-effective method of addressing the only issue at this intersection, without adding so much time to the daily commute for drivers who simply want to go straight? Referring back to Michigan roads, while we do use many Michigan lefts to accomplish left turns, we were not prevented from *driving straight on* main roads through town! While roads like Franklin Lakes Blvd and South Street may not seem like main roads in some cities, in Franklin, they are! And main roads should not have their through traffic impeded! In addition, large neighborhoods did not have their access restricted in this way. At least where I lived, the entire square mile residential area had several exits, and we still possessed the ability to turn left out of them onto the 4-lane divided road or the undivided 4-lane road with a center turn lane. The busiest intersection we used to get in and out had a traffic signal, as it was a "main road," comparatively speaking, with through traffic that need to both turn left and continue straight. Keep in mind probably 90% of traffic leaving Franklin Lakes has to go straight or left, and we already have this accomplished. Don't take that away when you could just give us an arrow.

This is the same situation with the proposed changes to Westview/Main and US 31. This is probably the busiest, central intersection in our city. It is already controlled by traffic signals with dedicated left turn arrows. How does removing drivers' ability to drive straight on the road, and instead make TWO turns, help the situation in any way? Is there even an issue at that intersection? And if there is, employ Michigan lefts, but NOT FOR TRAFFIC GOING STRAIGHT! You don't block traffic going straight! How will all of these U-turns affect first responders who can currently use their lights and sirens to have right of

way in our existing, normal, intersections with signals? Blocking entire roads will take precious time away from dying people. That 42 seconds could be the reason someone from Christina House doesn't make it to St. Francis in time. Have any of the creators of this plan visited Franklin enough to be aware of the farm vehicles that traverse the city? Can these vehicles negotiate two turns in places where they should just be able to drive straight? Can they negotiate a Uturn when they should just have to make a left? Has this even been considered? While I understand the effort is to maximize safety, and some changes should be made, this plan is overkill. You're basically creating an expressway through Franklin, and nobody here wants it. This might help traffic flow for those passing through on 31, but not for those who actually live here, shop here, go to the pool, library, church, school, etc. Hundreds of Franklin residents are upset about this, but were never made aware of it before the practically secret meeting was held. I walked into that meeting thinking you wanted to shut our church entrance, only to find out you want to shut down direct access to most of the city. I was shocked and horrified and still am. Again, I hope and pray you will take even some of these concerns into consideration and rework your plan to be less intrusive to the daily life of our residents. Sincerely,

Melissa Gray 744 Lake Crossing Court Franklin, IN 46131

A: Currently the church only has a left turn lane length of 80 feet and a right turn lane length of 125 feet. The proposed conditions will provide a left turn lane length of approximately 650 feet for northbound traffic, approximately 315 feet for southbound traffic, and a right turn lane length of approximately 500 feet. This will keep church traffic from backing up into the US31 through lanes. The proposed u-turns on the North and South side of the Turning Point Church will be signalized. Vehicles will not be required to wait for breaks in the traffic as the signal will stop through traffic along US 31 and allow vehicles to maneuver the u-turn.

According to Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turns (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

According to crash data, the Westview Drive/North Main Street intersection with US31 has the highest number of accidents within the project length. From 2014 to 2016 alone there were 82 crashes at this intersection resulting in 13 involving injuries and 69 involving property damage.

The signals along the corridor will be interconnected and will utilize emergency pre-emption so that an emergency vehicle will be able to move along the corridor more quickly. There will also be access across the median for fire trucks and emergency vehicles at Sloan Drive and at Westview/North Main Street.

CrossRoad Engineers collected measurements from farm equipment owned by a local farmer and created a vehicle with those dimensions in the traffic model system. The simulation indicated that the U-turns and associated loons designed for this project will be able to accommodate the farm equipment.

The Indiana Department of Transportation (INDOT) performs counts once every three years at most count stations. The most recent counts were obtained for each location, but it must be noted that the traffic counts vary at different locations and occur at different yearly intervals. This traffic data was compared with the information used in the design (between 2014 and 2016), along with the crash data available from ARIES, the statewide source of crash data which includes State, County, and Local reports of accidents.

In general, it was seen that both traffic and accidents decreased by 10% - 15%; however, a reasonable explanation for this can be attributed to the Covid-19 pandemic decreasing the total amount of traffic seen state and nationwide. Current statewide projections indicate that traffic volumes are on the rise, and we would anticipate volumes and crashes increasing as traffic counts approach pre-pandemic levels.

Regarding the concerns at Franklin Lakes Blvd, the intersection will still be controlled by a traffic signal. Vehicles wishing to turn right onto US 31 can do so with the protection of a signalized movement. Adding a left turn arrow would improve right-of-way confusion. However, the addition of a left turn signal phase for vehicles on Franklin Lakes Blvd would reduce time available for through movement phases or would require an overall longer signal. A left turn arrow would come at the expense of additional delays and degraded signal performance, particularly in peak hours. -----Original Message-----

From: Lora Pelham <ljpelham@yahoo.com>

Sent: Friday, July 22, 2022 11:37 AM

To: Summers, Terry <TSUMMERS@indot.IN.gov>

Cc: claya289 <claya289@aol.com>

Subject: DES # 1800082, 2001610, 1800272

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

senders or unexpected email. \*\*\*\* \_\_\_\_\_

Hi Terry,

Turning Point Church (previously known as Franklin Church of Christ) located at 3600 N Morton Street is located within this corridor improvement project. After reviewing the information sent to us, we have some questions about this project. Specifically the existing asphalt paved median crossover connecting directly to our entry and exit drive is proposed to be eliminated and replaced with a grass median and U Turns. We have safety related concerns with this proposed change. Could you call my cell (812/766-0301) or contact me via this email.

Also, if you are planning to be in Franklin soon, an on-site meeting would be appreciated. Thank you.

Mike Pelham

A: The paved crossover in the median will be eliminated. Currently the church only has a left turn lane length of 80 feet and a right turn lane length of 125 feet. The proposed conditions will provide a left turn lane length of approximately 650 feet for northbound traffic, approximately 315 feet for southbound traffic, and a right turn lane length of approximately 500 feet. This will keep church traffic from backing up into the US31 through lanes. The turning movements will be accomplished via signalized u-turns north and south of the church entrance.

According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

-----Original Message-----

From: Brian Cross <brcross95@yahoo.com>

Sent: Tuesday, August 2, 2022 2:43 PM

To: Victoria Veach <vveach@sjcainc.com>

Subject: Franklin 31 corridor

I attended the meeting last night and noticed that the maps on display were a little bit different than the ones on this website because the Maps displayed last night at the meeting had stoplight indications. Are you able to send me a copy or images of the updated ones with stoplights at the J turns? Brian

A: Project boards on the INDOT website at <u>https://www.in.gov/indot/about-indot/central-office/welcome-to-the-seymour-district/us-31-corridor-improvements-in-franklin/</u> show signalized intersections labeled with an "S" in a diamond that is colored red.

From: Alexandra Smith <alsmith1627@gmail.com> Sent: Friday, August 5, 2022 12:14 PM To: Victoria Veach <vveach@sjcainc.com> Subject: Franklin INDOT and FHWA project Hello Victoria,

I am reaching out to express my concern and object to the US 31 Corridor Improvement Project. As a lifelong resident of Franklin and someone who is raising my family in the city I can assure you this is something the people who actually live in the city most certainly do not want. I find the fact that claims are being made that it will decrease accidents and improve safety when the reality is there are very few accidents in Franklin to begin with. I believe the proposed changes will make 31 and the surrounding areas more difficult to navigate and actually increase the accident rate instead of making things safer. Businesses will lose business over the increased complexity of navigating one of the most busy areas of town. High school students without much driving experience will be heavily impacted by this difficult change not only when they are driving to school but driving around Franklin on 31 period. Please listen to the citizens that live here and understand that we do not want this. There are plenty of other things the city could use this money for that actually would improve the safety of the city. Thank you,

Alex Smith

A: The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turns (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in intersection travel time.

The Louisiana Transportation Research Center prepared a report called "Economic Effect of Restricted Crossing U-Turn Intersections in Louisiana" (FHWA/LA.17/617) dated November 2019. This report analyzes sales data surrounding ten completed J-turn projects in four study locations in Louisiana for a time period of two years before and two years after the completion of the projects. Analysis of aggregated sales data show an overall increase in sales after the completion of the projects. A parish-by-parish analysis of sales data also shows that there is no evidence of a decline in sales, but rather an increase. One parish that has been undergoing considerable growth in the state appeared to have mixed findings: looking at only businesses that existed before and after the J-turns were completed, some showed a slight decline in sales while the overall sales volume of all businesses around the J-turns increased. The decline at some isolated locations was likely due to increased competition from a number of new businesses near the J-turns. Overall, these findings suggest the construction of J-turns is associated with an increase in sales among businesses in their vicinity.

Additional studies of the economic impact to businesses following construction of either RCI intersections or raised medians restricting direct left turns into businesses in mixed suburban residential

and commercial districts in North Carolina, South Carolina, and Texas did not find any relationship between restricting left turns and lost revenue. Additionally, when questioned about factors considered for visiting a business, survey results from business owners and customers in these studies indicated that 'accessibility to store' consistently ranks below other factors such as customer service, product quality, and product price. From: Michael Spongberg <michael.spongberg@gmail.com>
Sent: Tuesday, August 2, 2022 1:54 PM
To: Victoria Veach <vveach@sjcainc.com>
Subject: Franklin INDOT Project
Victoria,

Hello, I was not able to make the meeting in Franklin last evening due to practices at the high school. I wanted to voice my concern on this project and want to know if you have any data that you may provide on how many cars turn in and out of the high school road (Commerce Drive)? Having a high school student that for the next 2 years I have to drive to school this is going to impact not only my daily commute but my timing as well. The amount of kids/parents that will be going through this intersection on a daily basis is outstanding and to have them complete a u-turn with oncoming traffic coming in the opposite direction is going to cause more accidents.

The second issue I have is the Franklin Lakes Blvd/South St and Hwy 31 intersection. I live at 937 Ram Dr, Franklin, IN and use that intersection to leave my neighborhood. It is 3 neighborhoods in actuality, mine being the newest with over 400 more homes being built in the next few years. This will significantly add more traffic coming out of the subdivision which would not allow anyone to turn left to go to 90% of everyone's daily destinations. There is already a stop light there that prevents accidents. Having over 900 homes having to turn right to go back left on a daily basis to get to every school in town, every store, every doctor's office, downtown, ect makes absolutely ZERO sense. The traffic back up will be ridiculous and cause more problems going forward. Please reconsider this project and ask the taxpayers more information before breaking ground. INDOT already had to correct a left hand turn on the north side of town because it caused more accidents. This project will result in the same fate. Thank you for your time.

v/r Michael Spongberg C:708-381-9795

--

A: The current traffic on Commerce Drive on the west side of US31 is an average of 6,810 vehicles per day. This is approximately split 50% in each direction (east/west). The peak hourly future projected volume is 628 vehicles/hour and is at 3:15 pm to 4:15 pm. The proposed improvements will maintain or improve operation performance. Traffic movements were analyzed so that the turn lanes would provide sufficient storage during peak times. The traffic design also includes traffic growing at an annual rate of 1%. Therefore, the U-turn storage is more than sufficient to accommodate peak hour traffic volumes.

According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

Turn lane lengths on the project have been designed based on peak hour volumes. US31 traffic will be able to make a left or right turn directly to Franklin Lakes Blvd. There will be 2 right turn lanes on

Franklin Lakes Blvd. Traffic wanting to go south will utilize the right turn lane. Traffic on Franklin lakes wanting to go north will utilize the left most turn lane and turn right and utilize a U-Turn approximately 850 feet south of Franklin lakes Blvd. A left turn lane length of 700' will be provided. Because all vehicles are turning right instead of left traffic backups will be reduced. The addition of a left turn signal phase for vehicles on Franklin Lakes Blvd would reduce time available for through movement phases or would require an overall longer signal. A left turn arrow would come at the expense of additional delays and degraded signal performance, particularly in peak hours.

Traffic signals along US 31 and at U-turns will be synchronized and will work as a system to optimize traffic flow to be as efficient as possible. Traffic signals will also have fewer phases due to the removal of the left-turn phase through much of the corridor. Since vehicles will need to idle through fewer signal phases, overall traffic flow in the US 31 corridor will be more efficient which will help to decrease traffic congestion and back-ups. Traffic signals at major intersections and at U-turn locations will create gaps in traffic, which will ensure that vehicles on side streets are able to turn onto US 31, preventing vehicles from backing up and causing delays on side streets.

From: Vicki Clay - Franklin Skate Club <fskateclub@aol.com>

Sent: Thursday, August 4, 2022 4:09 PM

To: Mark Richards <mrichards@franklin.in.gov>

Subject: Franklin Skate Club

Hello Mark, My name is Vicki Clay and my brother Jerry Williams run/own the Franklin Skate Club. We attended the meeting regarding the US 31 Project. It appears they are omitting my south exit. Our concern is sight distance of exiting our business. With the Enterprise entrance and our north entrance is all on the same auxiliary lane. Then we are supposed to have people exit there as well. We have a lot of drop offs at our facility. We deal with a lot of school buses and a lot of vehicles. Our customers will not have a good sight line to see whats coming. We use the north entrance to enter and the south to exit our customers. I thought the whole idea of this project was to keep people safer. The police use our parking lot to monitor vehicles on 31. Which I am very thankful for, just seems by omitting an opening will be chaotic. I'm not even sure if you are the person that I need to contact. You were my first go to :) Thank you so much for your time and look forward to hearing back from you.

Thank you, Vicki Clay Jerry Williams FRANKLIN SKATE CLUB 317-738-2233

From: Vicki Clay - Franklin Skate Club <fskateclub@aol.com>

Date: August 4, 2022 at 4:18:35 PM EDT

To: Trent Newport <tnewport@crossroadengineers.com>

#### Subject: Franklin Skate Club

Reply-To: Vicki Clay - Franklin Skate Club <fskateclub@aol.com>

Hello Trent, My name is Vicki Clay and my brother Jerry Williams run/own the Franklin Skate Club. We attended the meeting regarding the US 31 Project. It appears they are omitting my south exit. Our concern is sight distance of exiting our business. With the Enterprise entrance and our north entrance is all on the same auxiliary lane. Then we are supposed to have people exit there as well. We have a lot of drop offs at our facility. We deal with a lot of school buses and a lot of vehicles. Our customers will not have a good sight line to see whats coming. We use the north entrance to enter and the south to exit our customers. Our parking lot directs people that way. I thought the whole idea of this project was to keep people safer. The police use our parking lot to monitor vehicles on 31. Which I am very thankful for, just seems by omitting the south opening will be dangerous. I'm not even sure if you are the person that I need to contact. You were my first go to :)

Thank you so much for your time and look forward to hearing back from you.

Thank you, Vicki Clay Jerry Williams FRANKLIN SKATE CLUB 317-738-2233

#### A: We have added the south entrance back into the project.

From: Gregg Stephani <gregg.stephani@gmail.com> Sent: Thursday, August 4, 2022 12:09 PM To: Victoria Veach <vveach@sjcainc.com> Subject: Franklin US 31 Project Comments Hello Victoria,

Wanted to start my email by saying that I'm happy to see the agencies involved in this project taking a progressive stance on redeveloping US 31 in a way that prioritizes safe vehicle movement while also accommodating decades of future anticipated growth. That said, a lot of my personal travel around town is via walking or biking, so the added paths along 31, as well as the significant increase in crossings is what really excites me.

One main question I have about the crossings is how they are designed to interact at the signalized intersections. Looking at the crossing designs I am imagining that an intersection like 31 and Main/Westview might operate slightly differently to 31 and Mallory. In any of the cases, are right turns on red blocked? I've found that typically drivers do not approach right turns on red such that they will stop before entering the crosswalk (assuming they stop at all), so I'd be concerned about safe crossing through those lanes. As an added point on this topic, will crossings generally be set up to allow users to get across 31 in a single cycle? Currently the crossing at Commerce Dr requires two cycles to cross both halves of the road if you obey the crossing lights. While there is a reasonably safe location in the island to wait in between, it is of course frustrating to consistently wait to cross a generally clear road due to the signal configuration.

In terms of the crossings in the plan, I would recommend considering an additional crossing near Acorn Rd. I understand that the Commerce Dr and Westview Dr crossings are not very far away, but since Acorn Dr can comfortably funnel people from the large neighborhood to the west directly toward Walmart/Lowes/etc, I would expect a crossing in this area to get significant usage. Personally I often see people crossing near the current intersection on foot to get to Walmart, despite it being a rather difficult crossing, so I would expect crossings to continue to occur here even without anything marked. Thank you for your time,

Gregg Stephani

A: US 31 at Westview Drive pedestrian crossings will operate differently from most of the other US 31 crossings. At all intersections throughout the corridor, right turns on red are permitted. Stop bars will be set appropriately so that drivers should stop prior to crosswalks. To cross US 31, the average walker will not make it all the way across in one cycle. Pedestrian indications will be installed at this intersection. The crossing time will improve over current times at most intersections, though. The intersection changes will allow the light to change more frequently, so having to wait for two lights to get all of the way across should not take as long.

Thank you for the suggestion regarding a pedestrian crossing at Acorn Road. The project team has taken a look into this area and has implemented a pedestrian crossing across US 31 on the south side of Acorn Blvd. Push buttons, crosswalks, and a pedestrian refuge island is proposed in order to stop traffic along US 31 and let pedestrians safely cross. Looking at the entire project limits of US 31 there are currently three locations where pedestrians can safely cross US 31 and in proposed conditions there will be nine locations. Implementing these additional crossings will help connect the US 31 thoroughfare to pedestrians.

#### From: Sandi Huddleston <saunhudd@gmail.com>

Date: Thu, Aug 4, 2022 at 9:51 AM Subject: Franklin US 31 project

To: <vveacg@sjcainc.com>

I am opposed to this project. It makes no sense for Franklin. Money could be spent to do the following which would slow down traffic on 31, be less costly and much LESS confusing for drivers: Add a stoplight at Banta Street on US 31. Add a barrier in front of the Goodwill/Arby's entrance so persons can not turn left out of Goodwill. Have seen near misses since you have vehicles from Burger King, White Castle, and Goodwill trying to make left hand turns onto US 31 from these businesses. Delete the entrance to Kroger shopping mall area that is beside Jimmy John's and have traffic use the stoplight entrance at Applebee's/Bob Evans. to gain access to that shopping area.

Delete the stoplight at Schoolhouse Road/US 31. This area gets very congested since there are two stop lights in a one block area. Persons wanting to go onto Schoolhouse can turn left at the Main Street stoplight. Add concrete barrier for no left turns at Schoolhouse.

There was a Michigan turn similar to what has been proposed at Allisonville Road and 96th Street in Indianapolis. It caused great confusion and was refigured to be a regular stop light with turn signals. Syncronize the stop lights so traffic flows better!

WE DO NOT NEED THIS TYPE OF CONFIGURATION IN FRANKLIN. TOO MANY ELDERLY AND YOUNG DRIVERS WHO WILL NOT UNDERSTAND THE LEFT RUNS AND THERE WILL BE MORE ACCIDENTS THAN NOW!! Spend the money on small improvements as suggested above. I have lived in Franklin since 1974.

#### Sandi Huddleston saunhudd@gmail.com

---

Sandi

A: A proposed raised median will keep traffic from making left turns onto US31 from Goodwill, White Castle, and Burger King. Deleting the Kroger main entrance off of US31 will reduce access to Kroger, Jimmy Johns, and O'Reilly's. The stop light at Schoolhouse Road is being eliminated. A raised, curbed median will prevent left turns from Schoolhouse Road. Southbound US31 traffic can access Schoolhouse Road by turning left at North Main Street or using the U-Turn just south of North Main Street. The stop lights along the corridor will be interconnected and synchronized. The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Less congestion and better traffic flow will make getting to businesses easier.

From: David S <d\_e\_sloop@hotmail.com> Sent: Wednesday, August 3, 2022 12:04 PM To: Victoria Veach <vveach@sjcainc.com> Subject: Franklin US31 project Victoria,

I wasn't able to make it to the meeting due to back to school night, but have some strong opinions on this project. I feel that improvements can be made without the wholesale changes that are proposed. I live on King St. and have learned not to try to turn left onto 31 from my street. I think that restricting a few lefts or cross-overs is definitely a good idea, but the many types of intersections combined all into one stretch is overkill.

Some minor changes, and timing the stoplights would probably do the job, and cost a lot less. One of the biggest concerns for me, is not being able to turn left from Jefferson onto 31. As it is, if I'm heading south on 31, I leave my house, and cut over to Jefferson, and turn left at the light. And from where I work, if I want to go to eat at Applebees, instead of turning out onto 31 at North Main St., I'll have to go to Commerce Dr. or Jefferson, and double-back.

This design creates a lot of excessive backtracking to simply get across the street. One thing the former mayor mentioned years ago was adding pedestrian paths along 31, which has been needed a long time. We also discussed having an elevated walk-way over 31 to avoid having to contend with traffic getting across the highway. I really hope the city holds another hearing (with more notice) where more residents can show up and voice our opinions, and give our input.

#### A: The proposed project will allow left turns from Jefferson onto US31. There will be one left turn lane on the east side for turning south onto US31 and there will be 2 left turn lanes on the west side for turning north onto US31.

There will be an asphalt path from Nineveh Road to the end of project (just north of Israel Lane) along the west side of US31. There will be an asphalt path from South main Street to the end of the project on the east side of US31, except between Jefferson and Schoolhouse Road, where there will be a sidewalk rather than an asphalt path.

The CE Document provided at Seymour.indot.in.gov shows all discarded alternative designs. The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Less congestion and better traffic flow will make getting to businesses easier. Looking at the entire project limits of US 31 there are currently three locations where pedestrians can safely cross US 31 and in proposed conditions there will be nine locations. Implementing these additional crossings will help connect the US 31 thoroughfare to pedestrians.

From: Zach Berger <gamerinc7217@gmail.com>

Sent: Tuesday, August 2, 2022 6:26 PM

To: Victoria Veach <vveach@sjcainc.com> Subject: Please do not get rid of our u turns

Please refrain from getting rid of our precious u-turns and pass throughs on US-31. Yes there has been a good amount of accidents on place like trying to cross from Freddy's to Lowe's across 31, that's extremely dangerous and was smart to block off. It ends there though because these u turns allow me to turn into my church every morning, my car wash every morning, my gas stations, dealerships, etc. These have been here for years without any issues so I don't see why it has to start now. Please keep these u-turns and reevaluate the issue your about create.

A: The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. All of the improvements along the corridor, including signal synchronization, will lower congestion, reduce travel times, and reduce accidents.

From: Jeff Finley <fourfinsfour@yahoo.com>
Sent: Saturday, August 6, 2022 1:29 PM
To: Victoria Veach <vveach@sjcainc.com>
Cc: mayor@franklin.in.gov; Senator.Walker@iga.in.gov; h58@iga.in.gov
Subject: Proposed US 31 project in Franklin
Ms. Veach,

We have copied this email to various representatives in the area. We attended the August 1, 2022 public information meeting regarding the US 31 project in Franklin. The people hosting the meeting were professional and handled the meeting well. We are Franklin residents with no political agenda or business ownership in the area. We are just locals who frequently shop and eat in Franklin and use US 31 as needed. We get as annoyed as anyone with the traffic backups and the (sometimes) enhanced caution needed to turn both left and right off of and onto US 31. We definitely agree that some improvements can and should be made.

However, the proposed US 31 project through Franklin is overkill and unnecessary. We realize that US 31 has obligations as a federal highway. However, to the locals, it is the primary (or only) access road to much of the commerce in Franklin. The city of Franklin is quite linear with much of the business centered on US 31. While it can sometimes be desirable to simply go through Franklin unimpeded, this is not the predominate use of US 31. It is a major artery to get access to restaurants, retail businesses, schools, churches and factories. As such, improvements to US 31 should enhance the use of the road to support these primary uses, not overly prioritize flow-through traffic by making local use of the road more difficult.

Our experiences on this stretch of US 31 suggest three primary causes of traffic problems.

1. The stop lights are not synchronized anywhere along the route from Whiteland Rd through South St.

2. There is no right turn lane from US 31 southbound onto westbound Westview Dr.

3. There are too many entrance and exit lanes into business parking lots that are side by side but without a common access.

The first two of these causes can be solved rather easily. Stoplights can be synchronized to move traffic on US 31 in continuous blocks, rather than stoplight to stoplight. Synchronizing flow-through stoplights will also synchronize side entry stop lights. Continuously flowing blocks of traffic will move more smoothly on US 31 while also creating regular gaps for side traffic to turn both right and left onto US 31. The absence of a right turn lane onto westbound Westview Dr backs up traffic past the next stoplight and has an oversized impact on traffic congestion. Build a right turn lane there. Issue number 3 is easiest to understand with examples. The Tractor Supply Store and Big Lots share a large common parking lot with a single entry/exit on US 31. Immediately to the south is Goodwill. Its parking lot is not connected to the TSC/Big Lots. There is a small access road serving Goodwill and a few other businesses south of it. But this creates two side by side entry/exit points on US 31 and the proximity of these points causes difficulty in addition to just the traffic on US 31. Compounding this problem is the same multiple entry/exit points directly across US 31 that service the fast-food restaurants there. This leads to traffic trying to turn both left and right at the same time on both sides of US 31. It would seem like several of these businesses could be connected through their parking lots and then more than one entry/exit on US 31 could be removed. There are other areas where it might be possible to remove US 31 access and move it to Main St (similar to the AutoZone). Perhaps other places further south, maybe Banta St. to Madison St., could have their direct access to US 31 removed in favor of side entrances from existing roads. One other possible change is to remove the Schoolhouse Rd intersection and crossover to the old

Kroger. This intersection is very close to the Main St intersection and backups occur because of it. All of the businesses in the Hobby Lobby / Northwoods Plaza area have access from Westview Dr as well as two southbound US 31 right hand turn only places. The Schoolhouse Rd traffic can access Main St. Further south, the Rally's restaurant on the southeast corner of Main St and US 31 has closed. Perhaps that land can be purchased and used to expand the intersection to accommodate more traffic in all directions to facilitate closing some of the other US 31 entry roads.

These changes would reduce the close proximity side traffic exiting and entering US 31, reduce multiple turns taking place at the same time from close proximity locations and make both left and right hand turns safer on both sides of the road.

In the project proposal, the U turns up and down the corridor will not eliminate crossing traffic. It is easier to make a 90-degree left turn (in general) than to make a 180 deg U-turn. There used to be a left turn lane on US 31 across from Lowes and beside Freddy's fast food. Conceptually, this turn would be much like the U turn plans but the existing turn was intended for a 90 deg turn rather than 180 deg. This turn was closed because of accidents. It is not clear why these proposed U turns will be safer than this similar design, but now closed left turn. Also, the idea of "maybe" putting a stop light at the U-turn is ridiculous. Why would it be reasonable to put in still more stop lights for these supposedly safer Uturns when the road redesign created the U-turns in the first place?

The report references to similar U-turn applications in other locations generally apply to much less congested, rural areas. None of them refer to U-turn after U-turn in a dense commercial area. This design will not enhance the usability of US 31 for the most common users; those of us trying to use the various businesses along the corridor. It is also reasonable to note that Fishers is supposedly removing its U-turn intersection because of complaints. There is an interesting article in the Indianapolis Star dated February 23, 2022 that should be a lesson learned prior to this US 31 project. We are certainly in favor of necessary fixes to Canary Creek and Youngs Creek, as well as general drainage improvements. We are also in favor of the upgrades to the signal light synchronization, addition of a new right turn lane at Westview Dr and the consolidation/reduction in the number of entry/exit points. We are not in favor of spending \$50M-ish on the proposed corridor plan as it currently stands. Regards,

Jeff and Brenda Finley 4633 N 600 E Franklin, IN 46131 fourfinsfour@yahoo.com 937-546-9806

A: The stop lights will be interconnected and synchronized. They will also be more efficient due to less left turn phases required. There is a right turn lane proposed at Westview Drive. The number of drive openings onto US31 have been reduced where possible by eliminating drives from properties with more than one drive. The signal at Schoolhouse Road is being removed and the raised median will make Schoolhouse Road a right-in, right-out approach. Whether it is easier to make a 90-degree left turn than a 180-degree U-turn is debatable but the designed u-turns will reduce the number of serious rightangle accidents along the corridor. The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Less congestion and better traffic flow will make getting to businesses easier.

From: J <hot\_dogen88@hotmail.com> Sent: Tuesday, August 2, 2022 5:57 PM To: Victoria Veach <vveach@sjcainc.com> Subject: Us 13 in Franklin

Hello. I am a long-time resident of Franklin Indiana and I am very concerned about the changes you are making to US31. By closing down the crossovers you will be making it more difficult to access any of the business along the highway. This is another example of the state wasting our tax dollars for an unnecessary road project when you could simply time the stoplights along 31. It always amazes me that people who think up this garbage don't have to live with it. The former mayor of Franklin who now is in charge of INDOT should be fired for forcing this upon a small town which does not want to be like Carmel.

A: The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Less congestion and better traffic flow will make getting to businesses easier. Looking at the entire project limits of US 31 there are currently three locations where pedestrians can safely cross US 31 and in proposed conditions there will be nine locations. Implementing these additional crossings will help connect the US 31 thoroughfare to pedestrians.

From: Jessica McKinley <jmckinley1998@gmail.com>
Sent: Tuesday, August 2, 2022 3:22 PM
To: Victoria Veach <vveach@sjcainc.com>
Subject: US 31 at the southern terminus of Franklin Good Afternoon,

I wanted to take the time to voice my concern about the safety of this project that is scheduled to happen. First off, I would like it to be known that I have been a resident of downtown Franklin for over a year now and I have lived in the area for over 15 years. There are SEVERAL concerns about the logistics of this project. However, I feel like safety is the BIGGEST concern. High traffic areas, such as when factories change shifts or when school lets out WILL back up traffic because of the U-turns. Also, every high schooler that drives before and after school will be making BLIND U-turns and they will be doing so in the dark for many months out of the year. This WILL be a cause for loss of lives with the U-turns being blind. Right now, these students, and other drivers, have a traffic light telling them when it is safe, while in this new plan, it will become a guessing game. Something else that needs to be taken into consideration is, do people really believe that snow plows will clear the roads well enough to make these U-turns safely? Absolutely not! We are lucky if the snow plows get the left turn lanes as it stands. Therefore, not only will people be making blind U-turns, but they will be doing so ON ICE! The data being used to justify the changing of the traffic patterns on US 31 come from 2014-2016 when there were nearly 700 accidents on US 31. However, in the past 5 years, there have been just over 200. Hasn't the problem already been addressed WITHOUT the redesign of US 31? Another thing that needs to be taken into consideration is emergency services. When an ambulance has to make these blind U-turns, it WILL slow down the response times. When seconds matter, this will be catastrophic! If the state wants to look at it from a money perspective, locals in town will use town roads and back roads more often to AVOID US 31 because of these changes. This will result in increased wear and tear and congestion on these thoroughfares, which will result in more road repairs. When making changes such as these, the state needs to take into consideration the voice of the people of Franklin.

Thank you for your time. Jessica McKinley

A: The turn lanes for the u-turns are being designed based on peak hour traffic flows. These generally are at am or pm rush hours or when schools let out. None of the u-turns being proposed are "blind" u-turns. As for making these turns in the dark, the project will be lighted per Indiana Department of Transportation (INDOT) lighting Policy.

The signals along the corridor will be interconnected and will utilize emergency pre-emption so that an emergency vehicle will be able to move along the corridor more quickly. There will also be access across the median for fire trucks and emergency vehicles at Sloan Drive and at Westview/North Main Street. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation can reduce delay and improve travel times.

INDOT performs counts once every three years at most count stations. The most recent counts were obtained for each location, but it must be noted that the traffic counts vary at different locations and occur at different yearly intervals. This traffic data was compared with the information used in the

design (between 2014 and 2016), along with the crash data available from ARIES, the statewide source of crash data which includes State, County, and Local reports of accidents.

In general, it was seen that both traffic and accidents decreased by 10% - 15%; however, a reasonable explanation for this can be attributed to the Covid-19 pandemic decreasing the total amount of traffic seen state and nationwide. Current statewide projections indicate that traffic volumes are on the rise, and we would anticipate volumes and crashes increasing as traffic counts approach pre-pandemic levels.

From: Samantha Hendershot <samantha.hendershot91@gmail.com>
Sent: Tuesday, August 2, 2022 1:35 PM
To: Victoria Veach <vveach@sjcainc.com>
Subject: US 31 concerns
Victoria,

Please accept my concerns with the proposed plan on US 31 in Franklin, IN. As a mother, I can't imagine living in a town that would make it nearly impossible to get to my childrens school, hospital, doctors offices, grocery stores, etc without weighing out the dangers of making blind U-Turns to get there. Not to mention the added time it will take our emergency vehicles to get to scenes that literally depend on their quick and safe arrival. What about our children on the bus to school every morning and afternoon being forced into dangerous traffic patterns and parents praying that they make it safely? Our traffic lights work perfectly fine and we are able to go about our town safely and quickly. I can't imagine that there is a single human being in Franklin, IN that agrees with this decision. This is unnecessary and poses an insurmountable level of danger for experienced drivers, let alone our precious inexperienced children whom are behind the wheel. This is not needed in our community.

Please shut this project down.

Respectfully,

Samantha Hendershot of Franklin, IN

A: According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turns (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

The signals along the corridor will be interconnected and will utilize emergency pre-emption so that an emergency vehicle will be able to move along the corridor more quickly. There will also be access across the median for fire trucks and emergency vehicles at Sloan Drive and at Westview/North Main Street.

From: Matthew Keeton <jamesdean\_88@yahoo.com> Sent: Wednesday, August 03, 2022 3:30 AM To: Summers, Terry <TSUMMERS@indot.IN.gov> Subject: US 31 franklin

Hello Mr. Terry Summers.

My name is Matthew Keeton. I attended the INDOT meeting for US 31 in Franklin yesterday and a lot of us left the meeting feeling frustrated. Although there was a comment section at the end, none of our questions were answered at the time. Our biggest concern is safety. Actual Michigan lefts have traffic signals and allow a driver to continue straight.

The plans for Franklin do not and will require a ton of unsignaled merging in a congested area. The studies about the safety and efficacy of j turns come from the "Michigan left" which like I said are traffic signaled. Any studies on the safety of an unsignaled j turn in a heavy traffic area? This just doesn't seem well thought out. Are the plans final or preliminary? Can they be changed for safety concerns? It's disingenuous to take traffic data from signaled intersections and apply them to unsignaled intersections. We are feeling concerned and ignored in Franklin.

Thanks, Matthew Keeton Franklin

A: According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turns (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

Approximately 70% of u-turns and intersections that allow left turns are signalized. The unsignalized locations are generally at lower traffic count areas and north of the City.

Plans are not final and may be revised.

-----Original Message-----

From: Leann Dixon <leann.dixon13@gmail.com>

Sent: Tuesday, August 2, 2022 3:44 PM

To: Victoria Veach <vveach@sjcainc.com>

Subject: US 31 in Franklin, IN

This community of Franklin, Indiana, is completely opposed to the life altering changes being made to US 31 that forces us to make constant, dangerous u-turns to move from place to place. This is NOT sound judgement from INDOT! Many dangerous situations can arise from these u-turns.

For example, from my neighborhood, it would require an ambulance to get caught up in two of these major intersections to "turn left." This would take precious moments away from getting someone to the hospital, risking lives beyond the risking of lives in accidents caused by the ludicrous u-turns! Imagine if it were your loved one en route to the hospital... Rather than going to the light and making a lefthand turn, now the ambulance has to go right (away from the hospital), cut across traffic to the u-turn, go back to where he could have turned left, drive to the next intersection, drive past it, u-turn, and cut across traffic to turn right. In traffic (which is a given on US 31), how many extra minutes would the ambulance have to travel to get your loved one hospital care?

I am not sure who came up with this careless "solution" to a problem that doesn't exist and costing millions of dollars, but it is obvious that absolutely no thought was given to the people and businesses of our beautiful community. Who will take responsibility for this inevitable fiasco and ensuing danger? Thank you for making my genuine concerns known to all involved—especially those that can keep this terrible change from wrecking our community.

Prayerfully,

Leann Dixon

A: According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

The signals along the corridor will be interconnected and will utilize emergency pre-emption so that an emergency vehicle will be able to move along the corridor more quickly. There will also be access across the median for fire trucks and emergency vehicles at Sloan Drive and at Westview/North Main Street.

From: Victoria Veach Sent: Wednesday, August 3, 2022 10:16 AM To: Shelly Chesser <schesser@franklin.in.gov> Subject: RE: US 31 Project in Franklin Good morning, Shelly.

Thank you for pointing that out. I noticed that when I was preparing the environmental document, and I corrected that in the final project area maps that were included in Appendix B of the CE and that were put on display and provided to Franklin residents. Please see page 8 of this link:

https://www.in.gov/indot/files/US-31-Corridor-Improvement-ProjectArea-Maps.pdf

The map you referred to was made for the Section 106 Historical and Archaeological review. I apologize that we did not catch and correct the mistake in those maps.

Please continue to reach out if any other questions, comments, or concerns come up for you. Thank you,

From: Shelly Chesser <schesser@franklin.in.gov> Sent: Wednesday, August 3, 2022 9:11 AM To: Victoria Veach <vveach@sjcainc.com>

Subject: US 31 Project in Franklin

Hi Victoria,

I was looking at the project on your website this morning and noticed on this page: 4-CE-Section-106review-part-2.pdf (in.gov), that the map is incorrect. On page 5, it shows Industrial Dr. & International Dr. swapped. Here is the Johnson County GIS map of the same area: Beacon - Johnson County, IN - Map (schneidercorp.com). I've also attached a screenshot of that map.

Our police department sits at 2801 N. Morton St., which is right at Industrial Dr. I tried to tell the State of Indiana (ARIES accident folks) about this years ago, but they never changed it. I just wanted to make sure someone was aware before this project gets any further along.

Best Regards,

## Shelly Shelly Chesser IT Manager Franklin Police Department (317) 346-1115 Direct (317) 736-3670 Main schesser@franklin.in.gov 2801 N Morton St

Franklin, IN 46131 www.franklin.in.gov/police

A: The map has been corrected in the final project area maps that were included in Appendix B of the CE and that were put on display and provided to Franklin residents.

From:	Danielle Spears <daniellejspears@hotmail.com></daniellejspears@hotmail.com>
Sent:	Thursday, August 4, 2022 8:06 AM
То:	Victoria Veach
Cc:	Mark Beck; Summers, Terry
Subject:	Re: US 31 public meeting questions

After looking through all the information I am still strongly apposed to this plan, even more so. Taking away a left turn onto Commerce Way to the high school is ludicrous. Teen drivers now have to do u-turns. I don't care if a light will be there, this will cause more accidents then there ever has been. Your cutting out the heart of what Franklin is by making it west side of 31 and east side of 31. This will cause more problems than solve them. There will be more accidents as people will be trying to make up time from having to do uturns to get anywhere.

People won't leave their homes because it will be to bothersome. Businesses will suffer. Access bus services already said they will change routes, my son will be dependent on them next year and I have no idea now if they will have service. Ambulances will still have to go an extra distance to do a u-turn to go the right way- wasting time and costing lives. I will be looking into ways to get more of the communities voices heard as it sounded like most at the meeting do not want it and when others realize what it is they won't either. I will be contacting state and federal representatives to be heard, maybe start a petition to be heard and not waste tax payers dollars on a ridiculous plan.

Danielle Spears 958 Constellation Way

Franklin, IN

A: The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Less congestion and better traffic flow will make getting to businesses easier.

The signals along the corridor will be interconnected and will utilize emergency pre-emption so that an emergency vehicle will be able to move along the corridor more quickly. There will also be access across the median for fire trucks and emergency vehicles at multiple intersections along a corridor, the efficient two-phase signal operation can reduce delay and improve travel times.

From: Victoria Veach <vveach@sjcainc.com>

Sent: Monday, August 1, 2022 12:26:05 PM

To: Danielle Spears <daniellejspears@hotmail.com>

**Cc:** Mark Beck <mbeck@crossroadengineers.com>; Summers, Terry <TSUMMERS@indot.IN.gov> **Subject:** RE: US 31 public meeting questions

A: Hello Danielle. Thank you for your questions and concerns.

Traffic signals will be placed at the U-turn locations north and south of both Nineveh Rd and Franklin Lakes Blvd. The traffic signals will operate in such a way that the U-turn light will turn green and the US 31 light will turn red when a vehicle approaches wanting to make a U-turn.

I have attached a project info and a corridor info sheet that will be available as hand-outs for hearing attendees this evening. The project info sheet details the project, and the corridor info sheet gives some information about how these types of intersections have improved safety in other parts of the state and country where they have been implemented.

I believe there will a transcript from the hearing tonight. I will pass that along to you when it is ready. The presentation will also be recorded, and the slides will be available on the project website after the hearing. Here is the direct link to where you can find the currently available information about the project: https://www.in.gov/indot/aboutindot/central-office/welcome-to-the-seymour-district/us-31corridor-improvements-in-franklin/

I have included the lead designer, Mark Beck, and the INDOT Project Manager, Terry Summers, to this email. They will be able to address your concerns related to the design and how it will impact the services you mentioned in your email as well as any other questions and concerns that come up for you.

Thank you again for your comments! Victoria Veach Ecologist She/Her/Hers SJCA Inc. 1028 Virginia Ave, Suite 201 Indianapolis, IN 46203 Tel: 317-566-0629 -----Original Message-----From: Danielle Spears <daniellejspears@hotmail.com> Sent: Monday, August 1, 2022 9:44 AM To: Victoria Veach <vveach@sjcainc.com> Subject: US 31 public meeting questions Good morning,

I recently read in the paper there will be a public meeting at 6:30pm this evening regarding the preposed changes to US 31 in Franklin. I am unable to attend but did have concerns I would like addressed and answered. I live in The Bluff's at Youngs Creek with is attached to Franklin Lakes subdivision and is off of Nineveh Rd/Airport Rd. There are 3 neigborhoods in this area with , my guess, over 2,000 residents and we are only added another 400 homes. So quite a bit of traffic here. I'm extremely concerned about this proposed MUT for our subivisions. With over 2,000 residents , plus the

hundreds more coming further from the country each day, having to make a u-turn I feel that could lead to many more accidents. People are already do not pay much attention and now your wanting 2,000 people to make sudden u-turns into coming traffic. That does not sound at all safe. The amount of traffic that will back up at these two entrances will cause so more headache and delays.

I'm even more concerned with school busses having to make that u-turn in the early morning, or during rain storms or ice conditions. That is the safety of our children we are talking about. Can you 100% guarantee their safety during a uturn in those conditions? Also what about the funeral home right there on Franklin Lakes Boulevard? So your suggesting that during a funeral procession that needs to go north on US 31 that they all do u-turns? That seem pretty ridiculous to me. And now my biggest concern of all. Ambulances. Say there is a medical emergency (there recently has) and fire, police and ambulances have to respond. So a person who needs to get to the hospital as quick as possible with a life or death situation has to go do a u-turn. Doesn't that seem like it would hinder the time a ambulance driver needs to take and cause further issues.

I understand the theory behind wanting to improve the roads, but adding the MUT's to this area is utter non-sense and should not be done for the safety of the residents. I would very much like to receive answers to these questions, as I am sure the residents voices will not be listened to. I would love to hear solutions intended for the ambulances, buses and funeral home patrons. If I could also get a transcript of the meeting , if you have one, that would as well be appreciated.

Thank you, Danielle Spears 958 Constellation Way Franklin, IN 46131 317-417-5902

A: Turn lane lengths on the project have been designed based on peak hour volumes. US31 traffic will be able to make a left or right turn directly to Franklin Lakes Blvd. There will be 2 right turn lanes on Franklin Lakes Blvd. Traffic wanting to go south will utilize the right turn lane. Traffic on Franklin lakes wanting to go north will utilize the left most turn lane and turn right and utilize a U-Turn approximately 850 feet south of Franklin lakes Blvd. A left turn lane length of 700' will be provided. Because all vehicles are turning right instead of left traffic backups will be reduced.

According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turns (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

The signals along the corridor will be interconnected and will utilize emergency pre-emption so that an emergency vehicle will be able to move along the corridor more quickly. There will also be access across the median for fire trucks and emergency vehicles at Sloan Drive and at Westview/North Main Street.

From: Hill B <countryhills317@gmail.com> Sent: Wednesday, August 3, 2022 8:21 PM To: Victoria Veach <vveach@sjcainc.com> Subject: US31 Franklin Project

I have lived in Franklin for a number of years now and would like to submit my comment about the proposed project about "US Corridor Improvements in Franklin". WE DO NOT WANT THIS, PLEASE DO NOT DO THIS. This is unnecessary, expensive (and if we are entering a recession this is a bad investment), plus if anything this will hurt businesses economically and make individuals move away from Franklin, myself included. If this happens, many will avoid driving 31 altogether, clogging up side roads and creating a more severe problem. Your data to justify this change is outdated, and while the desire to make 31 more accessible for pedestrians is admirable, 31 (or any major road) will always be unsafe to walk/bike down, no matter what you decide to do to it. Want to make 31 safer for pedestrians? Add more crosswalks, sidewalks with barriers and more stop lights. In summary, the common people of Franklin DO NOT want, support, or condone this in any way.

A: The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Less congestion and better traffic flow will make getting to businesses easier. Looking at the entire project limits of US 31 there are currently three locations where pedestrians can safely cross US 31 and in proposed conditions there will be nine locations. Implementing these additional crossings will help connect the US 31 thoroughfare to pedestrians.

INDOT performs counts once every three years at most count stations. The most recent counts were obtained for each location, but it must be noted that the traffic counts vary at different locations and occur at different yearly intervals. This traffic data was compared with the information used in the design (between 2014 and 2016), along with the crash data available from ARIES, the statewide source of crash data which includes State, County, and Local reports of accidents.

In general, it was seen that both traffic and accidents decreased by 10% - 15%; however, a reasonable explanation for this can be attributed to the Covid-19 pandemic decreasing the total amount of traffic seen state and nationwide. Current statewide projections indicate that traffic volumes are on the rise, and we would anticipate volumes and crashes increasing as traffic counts approach pre-pandemic levels.

From: Dale Sedler <sedler91@outlook.com>

Sent: Saturday, August 6, 2022 5:17 PM

To: Victoria Veach <vveach@sjcainc.com>

Subject: US31 Michigan Left proposal in Franklin

I am registering my opposition to the project. I expect that if this project is built it will have many impacts, mostly for the City of Franklin. It will likely alter shopping habits to the detriment of Franklin businesses. I am retired from the California DOT with 13.5 years and the Indiana DOT with 16.5 years with those two transportation organizations. My experience suggests that traffic behaves like water and electricity, it takes the path of least resistance. That likely means that a lot of traffic from Trafalgar to Franklin to shop will now travel up SR135 to the Center Grove area, also with an increase in traffic on that route. Likewise, some of the shopping traffic from Amity and Edinburgh will decide to go to Columbus along with an increase in traffic on US31 along that route. And, traffic to the west and east of US 31 may decide on locations such as Center Grove, Southport/Emerson, maybe Shelbyville. It is difficult to predict the final outcome but there will be some impact. I expect to shop less and I expect that Goodwill will be affected. I oftentimes drop contributions off on my way shopping. But, this means I will have to make a U-turn to get there, and a U-turn to get back on US 31 and continue travel north to Walmart, Meijer, Lowe's, or my bank. I suspect that they will end up getting less contributions due to the additional hassle. I will likely end up sending stuff to the landfill that I normally wouldn't just to get it out of the garage because I don't have enough to justify to myself that it is worth jumping through the additional hoops.

Dale R. Sedler, PE, MBA 1412 S. Highland Dr. Franklin, IN 46131 317-736-4425

A: The subject segment of US 31 has been under observation by the Indiana Department of Transporation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Less congestion and better traffic flow will make getting to businesses easier.

From: EDDIE SUGGETT <esuggett@msn.com>

Sent: Monday, August 8, 2022 12:47 PM

To: Victoria Veach <vveach@sjcainc.com>

Subject: US 31 changes

I am against the changes to US 31. We do NOT need these uturns added it will only cause more congestion on a road that is busy now.

There are changes that need to be made like a turning arrow and lane widening at School house Road on to 31. Please look further into this. These u turns are not the solution but WILL add to the problem

A: The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. This is a systemic issue that based on investigation is not able to be solved with spot improvements. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Less congestion and better traffic flow will make getting to businesses easier.

From: David Boshears <addisonelectricllc@gmail.com>

Sent: Wednesday, August 10, 2022 8:57 AM

To: Victoria Veach <vveach@sjcainc.com>

Subject: Re: US 31 project

So much lost in emails and text. I say all of these things respectfully.

But you know and I know someone traveling north bound will realize they are in the slewing lane and instantly change lanes and possibly hurt someone. The U turns crossing south bound lanes will be dangerous enough to cross two lanes of traffic just to merge again in to those same lanes. This really just concerns me for my wife and child who have to turn left out of here every day for school. (Wife is a teacher here at local elementary).

On Wed, Aug 10, 2022 at 8:32 AM David Boshears <addisonelectricllc@gmail.com> wrote:

I still need the names of those who may (hopefully will not) sign off and move forward with this project. When someone or someone's high school kid get injured or killed during this learning curve I need to know who to file a wrongful death suit against. I am very serious, please don't take this as a threat, but a promise.

Please send the name of the company designing this in our community.

On Tue, Aug 2, 2022 at 11:47 AM Victoria Veach <vveach@sjcainc.com> wrote: Hello David,

A: Thank you for your email and for expressing your concern about the project. I appreciate that so many residents of Franklin attended the meeting and expressed their concerns last night. Franklin is a nice town, and you all really care about your community.

I will pass this on to the designers of the project. They will compile all the questions and concerns, and a document addressing those will be sent out to all that either attended the meeting last night or reached out with a question or concern.

*Please continue to reach out as more questions or concerns come up for you.* Thank you,

From: David Boshears <addisonelectricllc@gmail.com>
Sent: Monday, August 1, 2022 10:48 PM
To: Victoria Veach <vveach@sjcainc.com>
Subject: US 31 project
Respectfully, I would like to know who I have to sue when someone gets hurt or killed with this ridiculous idea of crossing several lanes of traffic to turn left?
This is a terrible idea for a community that has never seen this anywhere locally or otherwise. Someone will get hurt during this learning curve and I do not want this for anyone.
Please, do not move forward with this. Traffic circles we know and can navigate, this does not belong here. Please reply to let me know you read this and that you care about what we have to say. Thank you,

David Boshears Addison Electric, LLC 317.494.9960 addisonelectricllc@gmail.com

A: The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turns (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Less congestion and better traffic flow will make getting to businesses easier.

Ms. Scott called in today to say that she is opposed to the proposed or planned project for Franklin next year, 2023. She says that adding the roundabouts, and she also mentioned U turns, is a very bad idea. She reports that her son is more scared of the planned changes on US 31 for his son learning to drive than he is of any of them being shot in their respective schools. She says that she is a Baby Boomer, and that as the population ages, these changes are not a good idea. She says many residents are of an age that they are, some of them, developing cataracts and drivers have to pay attention at a roundabout. She says that some drivers drive too quickly through them, and that each one is different.

A: This project is not adding roundabouts. The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decisionmaking for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turns (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Less congestion and better traffic flow will make getting to businesses easier.

#### US 31 Corridor Project Public Comments Respectfully Submitted to Victoria Veach, SJCA, August 16, 2022

Having reviewed the proposed changes and being in attendance at the recent public hearing, though Access Johnson County Public Transit appreciates the efforts to improve traffic flow, safety, and pedestrian mobility in Franklin, we have the following concerns and recommendations about the proposed plan:

We are concerned about the dependence on U Turns in this plan, both for typical, non-professional general public drivers and for our larger shuttle bus style vehicles and other vehicles still larger than ours, due to an established principle that U Turns present an avoidable hazard, are generally regarded as unsafe and are to be discouraged, and not typically permitted by professional drivers and vehicles.

As expressed at the hearing by the father of the teenage drivers, the plan appears to require uncontrolled and unassisted crossing of several lanes of traffic within a limited distance and period of time to reach and then use the U Turn points difficult for even experienced drivers and during light traffic.

We noted that the video used to demonstrate the estimated length of time and ease of these maneuvers was filmed or simulated on what appeared to be only open road—we saw no businesses, no concentrated housing developments, no destination points of any kind, almost no other traffic on the road –just clear highway at the drivers' disposal. This is not Franklin. Some at the hearing who have used a similar system in Michigan and elsewhere pointed out this difference and that it is specifically NOT used in congested business districts.

At the hearing multiple participants commented on the solutions for through traffic at the expense of those who live, work, have businesses in, do business in, and love this community, and that the plan as proposed will essentially divide Franklin in half—an East side and a West side, making it more difficult if not impractical to attempt to access the other side. It was also emphasized that nearly ALL the activity that occurs in and around Franklin centers primarily in the area under consideration. As the Public Transit System, we can demonstrate without question that this is where the destinations are; that trip requests overwhelmingly require travel to there or through there; that this travel—for work, for medical, for economic activity, for local services—is time critical to meet shift times, appointment times, etc. and that moving freely to and from one side of 31 to the other is an absolute requirement—to stay on schedule, to provide maximum service capacity, to operate efficiently and cost effectively, and to provide dependable service as part of the infrastructure supporting everyday life and work and human needs here. Adding time and miles or even parts of miles and added fuel and other time-and-mile linked costs to these trips will slow down the schedule; risk missing critical route inter-connectivity; increase overall expense, waste resources, and ultimately reduce available ride capacity and cause unneeded turn-downs.

We respectfully request and recommend that existing major intersections, particularly those already traffic light-controlled be left untampered with except to look at light syncing and timing issues to improve flow as several suggested at the hearing, not arbitrarily closing off lanes or turns, or requiring rerouting from these. For other major intersections currently without lights, traffic lights could be added to increase safety while not preventing access through these major passageways either. There are some issues with confusing signage re. the left-turn arrows that might be contributing to drivers wrongly turning on red—so fix the signs. Or fix the lights if needed. Cheaper, simple, and non-disruptive.

If some current cross-overs absolutely must be eliminated, close those that are problems, rather than all of them, while ensuring that sufficient crossovers are left to maintain easy access, and add signage to these as needed to assist with safe crossing. Flexibility to have sufficient safe but convenient opportunities to cross the US 31 business and residential districts without having to travel the opposite direction was attested to repeatedly at the hearing by homeowners, businesses, and concerned citizens whose lives are invested here.

As a property owner on US 31 Franklin for over 30 years (and as the Public Transit System) we'd have loved to have had earlier opportunity to contribute to this process, as also stated by others at the hearing. We drive thousands of miles and hours through this area each year, with our professional drivers navigating these road configurations and traffic, ensuring people here safely reach their destinations on time, and would be glad to cooperate as you seek possible solutions.

#### Gateway Services, Inc. and Access Johnson County Public Transit

Rebecca Allen, Access Public Transit Director and Karen Luehmann, CEO/Executive Director

A: According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. This is a systemic issue that based on investigation is not able to be solved with spot improvements. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

Approximately 70% of u-turns and intersections that allow left turns are signalized. The unsignalized locations are generally at lower traffic count areas and north of the City.

The signals along the corridor will be interconnected and will utilize emergency pre-emption so that an emergency vehicle will be able to move along the corridor more quickly. There will also be access across the median for fire trucks and emergency vehicles at Sloan Drive and at Westview/North Main Street. They will also be more efficient due to less left turn phases required.

The turn lanes for the u-turns are being designed based on peak hour traffic flows. These generally are at am or pm rush hours or when schools let out. The u-turns and left turn lanes are designed to be capable of allowing large semi-trucks to make these turns.

The project will not split the City in two. Direct left turns are allowed from US 31 at most major intersections, including:

- i. S. Main Street
- ii. Nineveh Road
- iii. Franklin Lakes Blvd / South St.
- iv. Hospital Road
- v. King Street
- vi. Mallory Parkway
- vii. N. Main St. / Westview Dr.
- viii. Industrial Drive
- ix. Earlywood Drive (CR 300)
- x. Christian Blvd / Oakville Blvd.

Through traffic from the side streets is allowed at:

- xi. Jefferson Street
- xii. Commerce Drive

From: Neil Dixon <landshopestudios@aol.com>
Sent: Friday, August 12, 2022 2:14 PM
To: Victoria Veach <vveach@sjcainc.com>
Subject: Response Letter Concerning INDOT Project in Franklin, Indiana.

#### Dear:

#### Victoria Veach; of SJCA

This letter is to address the unbelievable situation subtly presented to the residents of Franklin Indiana. I am an architect registered in Indiana, Ohio, Texas, and Florida and have been in the business of design and construction for over 30 years. For over 5 years, I worked for Cripe, which aside from being an architectural firm is also a major transportation and civil engineering firm, well known in the State of Indiana. So I am not unaware of the needs of transportation and highways. I have traveled and practiced in over 14 states in a capacity to see successful and not so successful projects related to traffic movement and the design solutions applied to those situations.

What took place on August 1<sup>st</sup> in Franklin, Indiana at the Middle School was an eye opening experience. I try to keep up on local activities as they involve the City of Franklin, however, this little project (of course its not little, is it) was not well advertised or talked about by just about anyone. That is other than the local City and County government, who saw fit not to have any representatives there, at least in an official capacity. I know the Mayor of Franklin; I went to school with him, and have done business with him and the two Mayors before him. I also know at least two of the County Commissioners on a first name basis and have worked on projects with more than one. Yet, I have not heard one word spoken about this project and obviously it has been in the works for some time. I thought that was rather odd especially after reading and listening to the potential mayhem that is being planned for the heart of Franklin Business and community interaction.

The level of details is too extensive to discuss or protest here but the meeting was obviously only meant to meet the legal standards for disclosure. I don't think the Engineers or INDOT reps there thought anyone would show up or that even typical laypeople could see through this project and list specific and dramatic problems this project would cause for nearly every citizen of this City as well as the many people in the County that use this vital artery every day.

The project was presented by Crossroads Engineers, of whom I am very familiar with. I have worked with them on some City projects and are well aware of their abilities or lack thereof. They managed to fumble through the presentation sticking strictly to the matters at hand and not really doing it in a professional manner.

When the community reaction and response began is when the real show started. The look on the faces of the Engineers and representatives of Crossroads said it all. People often talk about the "deer in the headlights" look but it was clearly captured here.

I have been involved in many public introductions and "reveal" type meetings over my 30 year career and some have been good and bad. This one was a DISASTER.

As we listened to the "ordinary people" get up one by one and limited to only 2 minutes per individual. They brought up one point after another that had never even been considered. The reasons laid out for this project were ill considered and became obvious with each person. This project was presented as a "help" for the local traffic and "pedestrian" concerns. It will solve neither. I don't know where they got their data but anyone that has lived here for more than a year or so knows the types of accidents they listed as the real problem (left turns across oncoming traffic) were inaccurate. The primary areas are at some of the same locations over and over with one at the intersection of Hospital Road and U.S 31 a primary

one. That particular intersection, when first completed about 40 years ago was originally intended not to let people turn left but was reversed after about a year. The others are at actual stop lights where people simply don't pay any attention.

Still the proposed solution is like using a sledgehammer to swat a fly.

Its as though these "designers" and I use that term gingerly since they don't seem to have done enough "urban design" research to design anything.

They didn't seem to understand the actual function of this particular stretch of highway extending from just south of Paul Hand Boulevard on the north side of Franklin to just south of where South Main Street intersects with U.S. 31 on the south side of Franklin.

Having lived in Franklin since moving here in 1958 to the present I have watched the evolution and eventual development of U.S. 31 as it travels through Franklin. It was designed as a "bypass" to get people around Franklin more easily as "old 31" traveled through Franklin and each and every town all the way to Louisville Kentucky. Snce that time the entire way every town functions has changed and most especially Franklin, Indiana.

From a bypass, U.S. 31 became not just a method of transport but the PRIMARY business route and location. Downtown Franklin still functions as the political and City and County centers but as far as business, U.S. 31 has become the primary hub of business for the City. After reading the presentation material and doing even a cursory search and a short drive it becomes obvious that Crossroads (if they are the true designers here) have not done even a basic research of the City of Franklin as it functions or the place of U.S.31 as it relates to the City of Franklin.

While the old center of the City still functions as the governmental headquarters for City of Franklin and the Seat of the County Government, most day to day business is small in comparison to U.S. 31 and a small portion out by Interstate 65.

Located between the south and northern ends of the project or scope of the project are: 2 Funeral Homes

12 Auto related businesses, either sales or repair and includes all three new car sales. The local United Way

Access Johnson County, the only public transportation in the

county 1 City park

The County Fair grounds

23 Restaurants

- 10 gas stations (there are only 4 others and only 2 of those are in town, the rest are out by the Interstate.
- 5 Pharmacies (there is only 1 small one east of
- U.S.31) 8 Insurance offices

5 banks directly on the

highway 1 large department

store (Kohls)

- 3 large grocery stores (the only ones in Franklin) and each of these have a department store component to their offerings (Kroger, Walmart and Meijer)
- 1 Movie theater with indoor and outdoor viewing (aside from the Artcraft which is A limited viewing situation or non profit) the only such theater for 1<sup>st</sup> run movies
- 4 schools, with the only high school being ¼ mile off of U.S. 31 but served primarily by the buses from there as well as 90% of student car travel.

In its current form, U.S.31 is the center of business in Franklin. Unlike the examples shown in the material given out at the public meeting, Franklin's primary daily functions center around U.S.31 and cannot function without it.

Aside from the industrial portions of Franklin, somewhere between 75 and 80 percent of business and its associated traffic, are located along or adjacent to U.S.31 and cannot function without it. What industrial businesses are located close to or are served primarily by Interstate

65. Still even those businesses have large numbers of employees that must either cross or use U.S.31 to get to their jobs every day.

As noted at the Public Meeting of August 1<sup>st</sup>, 2022, KYB has over 200 employees that drive to and also leave from their business right along U.S.31 every day. Located along and just east of

U.S.31 are the easternmost, large or industrial businesses between Commerce and Earlywood drive about 800 employees that also use U.S.31 each and every day.

All of those businesses as well as the 4 large retailers (Kohls, Kroger, Walmart and Meijer) use large 18 wheel trucks every day to either distribute products and or receive supplies to run those businesses. This doesn't even consider the movement of water this project will impact. The presentation noted that it was intended to "help" in this regard but I doubt it as it will increase the amount of impervious surface and decrease permeable surface. The entire run-off portion does not seem well thought out and like other portions, not enough data or studies presented.

Using the proposed configurations, drawn out so beautifully, it becomes apparent that large semi tractor trailers are not going to do well. Even if this were just cars using this new configuration, and no special volume short time allotments were involved, it would still almost be unusable. If you add in the business, both retail and industrial traffic along with schools and you have a situation where the primary means of egress through Franklin on U.S.31 will become a bottleneck. And this doesn't account for the morning and evening traffic that commutes through this area.

As explained, the proposed changes would speed up traffic going north and south and in theory the north/ south commuting traffic would get through much easier. And this may be what happens. I am not sure of this since this design calculation is based on current volume and does not account for the east/ west traffic that happens, each and every day. The primarily right turn driven traffic flow, with decelerating lanes created in the center of the configuration, will not hold the amount of traffic created by people trying to cross from east to west or west to east in high volume time periods. I cannot confirm this with any studies but the engineers, CrossRoads, did not present any studies either. My opinion comes from using this stretch of road for over 50 years and understanding the local traffic flows All the data and reference comes not from extensive area and project specific studies but heavy reliance on generic uses and situations. I am familiar with 3 of the related examples noted and they have little or no relevance to the conditions in Franklin especially not how U.S.31 functions here. This project is, or should be, almost as much an Urban Design project as a Transportation project. The Urban Design portion is missing. There is no Urban Design portion. It like designing a skeleton and not considering the flesh that covers it. The impacts brought about by this project have not been addressed. No studies or relevant data has been presented to confirm anything or to address what the people of this small city will have to do to accommodate this project.

Typically, every construction project has a primary, intended user, or intended entity of interest. In this case, its obviously NOT the people of Franklin. The primary end user for this project seems to be those individuals or entities that want to get through Franklin using U.S.31, not stopping any longer than necessary and getting to their destination. For all practical purposes, this project most resembles an "expressway." The project seems

to be attempting to get back to its original purpose of becoming a "bypass." That is what expressways do, they bypass congested areas and move traffic They carve up

neighborhoods, or Franklin's case small cities, much like a river. And like a river, it can be crossed or negotiated but it is not an obstacle and not a friendly conveyance. This is not a good situation for an "expressway."

In 1959 a diminutive college professor at Columbia University in New York City became aware of a project proposed by the ultimate developer Robert Moses. He had done a lot of good things, in the design of New York City. He had, however started building "expressways" in and around the City and carving up the urban mass as well as the traditional neighborhoods of New York. If you are familiar with New York City, as I am, you are aware that the expressways certainly help getting into and out of the city and just from one end to the other.

The expressway that Mr. Moses proposed though, was going to connect New Jersey and Brooklyn and Long Island to central Manhattan, just south of Central Park and run a multi lane road directly south to the tip of the island and then two ginormous bridges to lower Brooklyn and Staten island. It seemed kind of practical but would have cut up most of the lower Manhattan neighborhoods that many people think of when they think of New York City, into something else. When Jane Jacobs, the not so important professor saw what the new expressway was going to do, she decided that it was one expressway too many. When she made people aware, the project didn't happen.

What we have here in Franklin is not so dramatic, as New York City is an Urban space of 10 million people but the principles are not that different. Anyone that travels into Indianapolis, knows how Interstate 65 and Interstate 70 carve up the different old neighborhoods. The most pronounced example would be near Virginia Avenue where Fountain Square and Bates Hendricks have been separated for the last 50 years but that division has been noted and people have adjusted. In many cases it took 50 years to "adjust" or some say recover from the intrusion of the Interstates. I don't think the people of Franklin want to have to recover or be separated into "EAST and WEST Franklin.

Franklin is not the same situation. It is more fragile than either New York or Indianapolis. In large Urban areas, when divisions are created the remaining portion simply adjusts as there are many other outlets to move into, plus there are usually bridges or underpasses to get through these separations. That will not be the case with the proposed project in Franklin. East/ West traffic will have no other alternative when it meets U.S.31.

In the coming years, the I-69 Godzilla of a project opens up, and it will make East/ West traffic as important, if not more so than North/ South traffic. The pattern for this has already been seen in Hamilton and Boone counties, just north of Marion County. Going back and forth between I- 69 and I-65 will be far more intense than the North/ South movement of U.S.31. The plug, being created by this proposed project will not be a help and more than likely create the need for ways to get over it.

Still our problem is now, not later. This project needs to be RE-DESIGNED and a better, more relevant and site specific answer created.

As noted at the public reveal meeting on August 1<sup>st</sup>, even local, lay people and many having not lived here long can see the problems.

Since this project seems to have been brought along as an almost "stealth" project, it was not surprising that local officials did not make an "official" appearance at the meeting nor have they taken time to OFFICIALLY let the public know of the full ramifications of this project. I am an Architect with 30 years of both urban planning and transportation experience so I speak with knowledge and can say that I am not anti progress or anti construction. Indeed, I love new

construction. My profession and my business depends on it. However, poorly thought out and ill conceived designs are a real problem. They reflect poorly on the design professions and help to perpetuate the lack of trust that exists between the general public and design and construction.

Thank you very much;

Neil A. Dixon AIA,

## NCRB

A: The turn lanes for the u-turns are being designed based on future projected peak hour traffic flows. These generally are at am or pm rush hours or when schools let out. The u-turns and left turn lanes are designed to be capable of allowing large semi-trucks to make these turns. The proposed system was analyzed utilizing both through traffic counts and intersecting roadway counts.

A storm sewer along with shallow swales will be utilized for drainage. In order to not increase drainage discharge to outlets, detention has been utilized in 2 areas. The project's drainage has been reviewed and approved by INDOT and the County Drainage Board. The project will be reviewed by IDNR, IDEM, and the US Army Corps of Engineers to make sure it meets their requirements. IDNR, IDEM, and US Army Corps of Engineers permits will be required. The project will improve drainage at Canary Ditch by replacing the existing structure. This structure will improve conditions upstream and not make conditions downstream worse than the existing condition. No homes or businesses will require flood insurance as a result of this project.

The project will not split the City in two. Direct left turns are allowed from US 31 at most major intersections, including:

- xiii. S. Main Street
- xiv. Nineveh Road
- xv. Franklin Lakes Blvd / South St.
- xvi. Hospital Road
- xvii. King Street
- xviii. Mallory Parkway
- xix. N. Main St. / Westview Dr.
- xx. Industrial Drive
- xxi. Earlywood Drive (CR 300)
- xxii. Christian Blvd / Oakville Blvd.

Through traffic from the side streets is allowed at:

- xxiii. Jefferson Street
- xxiv. Commerce Drive

From: claya289 (null) <<u>claya289@aol.com</u>>
Sent: Tuesday, August 16, 2022 10:07 AM
To: Victoria Veach <<u>vveach@sjcainc.com</u>>
Subject: Objections to US 31 improvement plan in Franklin, IN

Objections/concerns regarding INDOT project to improve US 31 through Franklin, IN by **Turning Point Church** (formerly known as Franklin Church of Christ);

1. The project as currently designed appears to eliminate the median crossover connecting our existing asphalt drive access from US 31 and replacing it with with two median U-turns, one on each side of the existing median crossover. We are opposed to the elimination of the median crossover for the following reasons:

A. This design will mandate "right in, right out" traffic movement to and from our drive. This revised traffic movement will not "improve the overall safety of the US 31 corridor" as stated in the Legal Notice. Currently, we believe there is not a safety issue with this median crossover. The church has several long term members (25 years plus) willing to go on record that there have been no reported accidents caused by the median crossover.

B. We have prepared a list of of current traffic through our drive and through the median crossover. As shown by this list, the crossover and drive is extensively used by several businesses and organizations, including Access Johnson County Public Transit, besides the church. Again, to our knowledge there have been no reported traffic accidents contributed to the median crossover.

### Current Traffic Through Turning Point Church Entrance/Crossover

- Sunday morning services +- 150 attendance, potentially up to 400
- Daily staff comes and goes every day of the week
- Tuesday evening Community Meal +- 100 attendance
- 3-4 soccer games a week +- 200 attendance
- Preschool during school months 3 days/week +- 30 in attendance
- 4 weekly Bible study meetings
- Access Johnson County Public Transportation. 18 buses in and out all day 5 days a week
- Gateway Services open to students and employees 5 days/week
- Heartland Diesel Service open for business 6 days/week
- C. We request a copy of the SPMS schedule for use in following project

D. Has this proposed application of "right in and right out" only improved traffic safety in other areas of of Indiana or other states? Are there studies to confirm this?

E. Having a crossover on your property increases the value. We feel strongly that the elimination of our crossover will decrease our property value so we, of course, have reservations/objections in regard to this project. Can you please address the impact on property values?

F. We are currently a 150 member member church with the potential for 400. Our traffic arrives/leaves in a short window of time. Is there adequate storage in the decel/turn lanes? The proposed U-turns are very close to our entrance. There doesn't appear to be enough distance to safely cross two lanes of traffic going 50 MPH to make a U-turn.

The leadership at Turning Point Church

A: The existing paved crossover in the median will be eliminated. Currently the church only has a left turn lane length of 80 feet and a right turn lane length of 125 feet. The proposed conditions will provide a left turn lane length of approximately 650 feet for northbound traffic, approximately 315 feet for southbound traffic, and a right turn lane length of approximately 500 feet. This will keep church traffic from backing up into the US31 through lanes. The turning movements will be accomplished via signalized u-turns north and south of the church entrance.

According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

The Turning Point Church is included on the ECL mailing list and will be updated on project information.

From: Ben Briggeman < ben@beckautomotive.com >

Sent: Thursday, August 11, 2022 11:05 AM

To: Victoria Veach <<u>vveach@sjcainc.com</u>>

Subject: US 31 Corridor Project Franklin: Briggeman Trust Property at 3070 N Morton

## Victoria

It has been brought to our attention that the current development plans for US Highway 31 through Franklin appear to show the elimination of our exit lane from the Briggeman Trust Property? Please advise?

Beck Automotive operates at that location and has over 200 vehicles daily that enter on the North End Entrance off US 31 and Exit at the South Exit off US 31.

In addition the USPS Mailbox sits at the South Exit.

Elimination of that exit point would cause severe detrimental effects to the daily business operations of Beck Automotive

Sincerely

Ben Briggeman

President

Beck Automotive

Trustee, Lee Ann Briggeman Trust

A: The original plan showed the removal of the north drive and only replacing the south drive. Now knowing how the property operates we have added back in the north drive.

From: Carla Goodwin <Carla.Goodwin@assuredpartners.com>

Sent: Wednesday, August 03, 2022 2:02 PM

To: Summers, Terry <TSUMMERS@indot.IN.gov>

Subject: Proposed Traffic Changes in Franklin, IN

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

Terry, I wish to voice my opposition to the proposed changes to the traffic pattern on US 31 in Franklin, Indiana.

Not only will this be a huge inconvenience to the citizens of Franklin, this will be detrimental to the businesses along 31 that rely on through traffic for customers. Many of these businesses are struggling already due to COVID, supply chain and lack of Workers. Someone Traveling South on 31 that wants to go to the McDonalds on the East side of the road isn't going to want to do two loops through the area. We moved to Franklin 3 years ago because of the convenience of the area. We always joke that everything is 5 minutes away.

I am all for improving safety but I think there are other options that should be considered. Thank you,

Carla Goodwin 317-407-9028

A: According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

From:	Lynnsey Hawes <lynnseyhawes@gmail.com></lynnseyhawes@gmail.com>
Sent:	Monday, August 1, 2022 10:26 AM
То:	Victoria Veach
Subject:	Proposed changes to US-31 near Franklin Lakes

## Hi Victoria,

I was given your email address to submit concerns and questions regarding the \$45 million US 31 project in Franklin. If I am understanding the plans correctly, after completion, residents exiting Windstar, Franklin Lakes and Bluff's would all have to travel south on US 31. This is concerning because of the amount of residents in these neighborhoods already plus the additional new homes that are planned/being built. That seems like a large amount of traffic to force in one direction knowing most will have to make an U-turn. I feel that a better designed intersection allowing traffic north and across would better serve the area. I understand the safety concerns with how the intersection at Nineveh and US 31 is currently and it needs updated. Please pass on my concerns as I will not be able to attend the meeting tonight.

Thank you,

Lynnsey Hawes

A: According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time.

The queue lengths for each u-turn movement have been analyzed for projected future peak traffic conditions.

From:	Aidan Rogers <aidan@aidanis.com></aidan@aidanis.com>
Sent:	Monday, July 25, 2022 11:30 AM
То:	Victoria Veach
Cc:	'Mark Beck'; 'Summers, Terry'
Subject:	RE: US 31 Crossover - Johnson County

Thank you for the response and the project details. Having seen the project aerials, the proposal is even more ridiculous and obtuse. The proposed new U-turn lane U-turns at NOWHERE, and U-turns are known to be less safe than turning left across traffic.

This is a great disappointment. A true shame for this community.

(I am glad we are considering the environmental impact.)

With the fullness of His peace and a little holy fire...

: Aidan

From: Victoria Veach [mailto:vveach@sjcainc.com] Sent: Monday, July 25, 2022 11:18 AM To: Aidan Rogers <aidan@aidanis.com> Cc: Mark Beck <mbeck@crossroadengineers.com>; Summers, Terry <TSUMMERS@indot.IN.gov> Subject: RE: US 31 Crossover - Johnson County Hello Aidan,

A. Thank you for your comments and concerns. I am completing the environmental review of the project; I have added the lead designer and the INDOT Project Manager to this email. They will be able to address your concerns and provide more detail about the reasoning behind the design decisions. I have attached a copy of the project area maps that were included in the environmental review of the project in case you haven't seen these yet. Gateway Services and the Turning Point Church can be seen on page 8. While the existing crossover will be removed, access to the drive will be maintained via new U-turn locations that will be constructed approximately 550 feet north and approximately 680 feet south of the drive to these services. Both of these U-turn locations will have dedicated U-turn turning lanes associated with them to prevent turning traffic from obstructing other traffic. Project plans are also currently on display and available for review at the Franklin Branch of the Johnson County Public Library.

If you are able, I encourage you to attend the Public Hearing scheduled for next Monday, August 1 from 6-8 pm. The hearing will be held in the Auditorium of the Franklin Community Middle School. A presentation detailing the project will begin at 6:30. The design team will be available for questions and comments before the meeting.

Thank you again for reaching out! Please continue to do so as questions and/or comments arise.

From: Aidan Rogers <aidan@aidanis.com> Sent: Monday, July 25, 2022 7:30 AM To: Victoria Veach <vveach@sjcainc.com> Subject: Re: US 31 Crossover - Johnson County Victoria Veach,

It has come to my attention that as part of the redesign of US 31 through Johnson County, the powers that be are interested in closing the crossover that enters the driveway of Gateway Services and Turning Point Church. Obviously, this is a decision being made by persons who do not live in this community and do not understand the value of that particular crossover. To those of us that live here, we know that this is a terrible idea. Given that this crossover is not the site of a grotesque number of traffic accidents and that it is not known for creating traffic obstructions by its proper use, it seems that the only reason to consider closing this crossover is for "low utilization." But utilization is not just a quantitative measure; it is also a qualitative measure. This crossover provides access to and from vital community services – disability services for individuals and families that boost the local workforce, free community meals weekly at the church located at this access, and most importantly, the entirety of Johnson County's public transportation is run out of this drive. Certainly, fewer vehicles use this crossover than, say, the one just south of it (which accesses a neighborhood to the west and a fire station to the east) or the one north (which accesses a new assisted living facility), but the value of the traffic at this crossover is essential for our community.

We're talking here about forcing traffic that utilizes this drive into making U-Turns across US 31 at other crossovers. The first crossover to the south, which accesses the fire station, does not have an access lane, which means that traffic attempting to make a U-Turn here obstructs the flow of traffic on US 31. Otherwise, it must flow all the way down a halfmile to the nearest stoplight, at Earlywood Dr. Traffic traveling northbound has a far worse way to go. They are headed toward the crossover at Nicole Dr., to the stoplight at Christian Blvd., or even further north to Whiteland Rd. This is a severe inconvenience in distance and access. Not to mention that if a driver is averse to making a U-Turn, as many drivers are, the only option for northbound traffic is to travel all the way north to Whiteland Rd, several miles north of this access, to come back south; there are no accessory streets between Earlywood and Whiteland Rd. at crossovers to get you there.

I understand that you are trying to design US 31 to make everything a "Michigan Left," but we are talking about rural areas here where 1) that is entirely unnecessary (and traffic safety records at this particular crossover will confirm that) and 2) such a design is completely impractical. Through town, where traffic is more congested, that might make sense, but in an area like this one, it's beyond obtuse. The infrastructure is already in place for safe access here, and it is proven effective. There is already an access lane headed north, which prevents traffic obstruction by those turning. Why "fix" something that isn't broken, all in the name of...what? Efficiency? As someone who lives in this community and has a passion for the kinds of services that come out of this drive, I assure you it is already efficient and serving our community extremely well. Any proposal to change the way this crossover operates will obstruct the flow of traffic in this area. Now, if you want to talk about crossovers that ought to be closed, there are a ton of them in the Franklin area. Let's pick any one of the four between Westview Dr. and Canary Creek Blvd. to start. THOSE are dangerous. This little rural, low utilization crossover north of town just isn't one of them. Our community needs this access.

With the fullness of His peace and a little holy fire...

: Aidan Rogers

Franklin resident

A: According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as

head-on and angle. When implemented at multiple intersections along a corridor, the efficient twophase signal operation of the Median U-Turn (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. FHWA statistics show a 22% reduction in fatal and injury crashes at signalized RCI over a traditional signalized intersection, a 63% reduction in fatal and injury crashes at unsignalized RCI over a traditional unsignalized intersection, and a 40% reduction in intersection travel time. **Comments/Questions submitted to the Daily Journal** 

From: Dale Sedler <sedler91@outlook.com> Date: Wed, Jul 27, 2022 at 5:59 PM Subject: Hidden Gas Tax Scheme? To: newstips@dailyjournal.net <newstips@dailyjournal.net> July 27, 2022 RE: INDOT US31 proposal (Not for publication) I do not intend this for publication. It is more of a news tip that the DJ may want to take into consideration. Having spent a total of 13.5 years with California DOT and 16.5 years with Indiana DOT I have my suspicions about the Michigan left proposal. This is because both organizations typically look for more efficient solutions to a problem and the one proposed is not more efficient. So, I suspect that it is a hidden tax increase. Indot's income is primarily from State and Federal gas taxes. And that has been in decline due to EV's, hybrids, and better fuel efficiency overall. And with high gas prices people are likely cutting back even more. The proposed project will be a forced increase in gas purchases and will result in more tax money for Indot. It will also give the oil companies a lot more also. While each little inconvenience may not add up to much, in aggregate it will add up, especially since it will be 365 days a year. And once the project is built, it will be there for a long time. The DJ may want to have an economist look at this.

Dale Sedler 1412 S Highland Dr Franklin, IN 46131 317-931-8252

A: The subject segment of US 31 has been under observation by the Indiana Department of Transportation (INDOT) and the City of Franklin for a number of years due to increased traffic volume, high congestion, and higher than expected crash rates. According to the Federal Highway Administration (FHWA), Reduced Conflict Intersections (RCI) simplify decision-making for drivers and minimize the potential for higher severity crash types, such as head-on and angle. When implemented at multiple intersections along a corridor, the efficient two-phase signal operation of the Median U-Turns (MUT) can reduce delay, improve travel times, and create more crossing opportunities for pedestrians and bicyclists. Less congestion and better traffic flow will make getting to businesses easier.

Forwarded message ------From: Dale Sedler <sedler91@outlook.com>
Date: Tue, Jul 26, 2022 at 9:12 AM
Subject: INDOT US31 potential floodplain impacts
To: letters@dailyjournal.net <letters@dailyjournal.net>
Letter to the Editor, Daily Journal July, 26, 2022
I have a concern about INDOT's proposed US31 project drainage impacts. In June 2008 US31
overtopped. Will this project raise the profile of the road? If it will, has IDNR reviewed it? Will it alter the
100 year flood plain boundaries and maybe require some homes and businesses on the west side of
US31 to then carry flood insurance? These are questions that should be resolved prior to this project
moving forward.
Dale Sedler
1412 S. Highland Drive
Franklin, IN 46131
317-931-8252

A: The roadway will slightly be raised in some areas and will utilize curb and gutter rather than a shoulder. A storm sewer along with shallow swales will be utilized for drainage. In order to not increase drainage discharge to outlets, detention has been utilized in 2 areas. The project's drainage has been reviewed and approved by the Indiana Department of Transportation (INDOT) and the County Drainage Board. The project will be reviewed by Indiana Department of Natural Resources (DNR), Indiana Department of Environmental Management (IDEM), and the US Army Corps of Engineers to make sure it meets their requirements. IDNR, IDEM, and US Army Corps of Engineers permits will be required. The project will improve drainage at Canary Ditch by replacing the existing structure. This structure will improve conditions upstream and not make conditions downstream worse than the existing condition. No homes or businesses will require flood insurance as a result of this project.

----- Forwarded message ------

From: Dale Sedler <sedler91@outlook.com>

Date: Tue, Jul 26, 2022 at 4:30 AM

Subject: Letter to the Editor Submission

To: letters@dailyjournal.net <letters@dailyjournal.net>

## July, 26, 2022

I have been thinking about INDOT's proposed US31 project in Franklin. It proposes placing a concrete barrier in the median of US31 with left turn pockets. It would deny cross streets such as Franklin Lakes Blvd., and Nineveh Road from making a left turn onto US31. And it will also deny simply crossing from one side of US31 to the other. So, I have thought about who will be affected, and how.

One group affected will be farmers delivering their grain to market. During harvest time I see semitrucks loaded with grain traveling east on Nineveh Road to US31. In the existing condition, if they need to travel north, they would now just make a "simple" left turn onto US31. However, if this proposal is built as proposed, they will "only be allowed" to make a right turn onto US31. Then they will have to travel south to the Main Street intersection and enter the left turn pocket. They won't be able to make a U-turn there driving a semi-truck, so will be forced to turn onto Main Street. Then they will have to travel north on Main Street to South Street, make a left hand turn there and then travel west to US31. They will then make a right hand turn onto US31, and will then be heading north in the direction they need to go. So, what is currently a simple left turn will be replaced with two left turns and a right turn, plus three additional stop signs, all while driving a semi-truck full of grain. I fail to see that as an improvement.

Farmers won't be the only ones affected. People in their daily driving plus: school buses, emergency vehicles, delivery vehicles such as Amazon, UPS, FedEx, the Postal Service, construction vehicles, etc. will be subjected to the effects of this proposal on a daily basis. Basically, everyone west of US31 in Franklin Lakes, Windstar, and the subdivisions under construction. And people traveling from Trafalgar, Nineveh, Princes Lakes, and the Ramsey Addition where I reside. Dale Sedler

## A: A grain truck traveling east on Nineveh Road to US31 wanting to go north on US31 will simply make a right turn onto southbound US31 and utilize the u-turn approximately 600 feet to the south. These uturns are designed to accommodate large semi-trucks. They will not need to go to Main Street.

CrossRoad Engineers collected measurements from farm equipment owned by a local farmer and created a vehicle with those dimensions in the traffic model system. The simulation indicated that the U-turns and associated loons designed for this project will be able to accommodate the farm equipment.

The signals along the corridor will be interconnected and will utilize emergency pre-emption so that an emergency vehicle will be able to move along the corridor more quickly. There will also be access across the median for fire trucks and emergency vehicles at Sloan Drive and at Westview/North Main Street.

----- Forwarded message ------

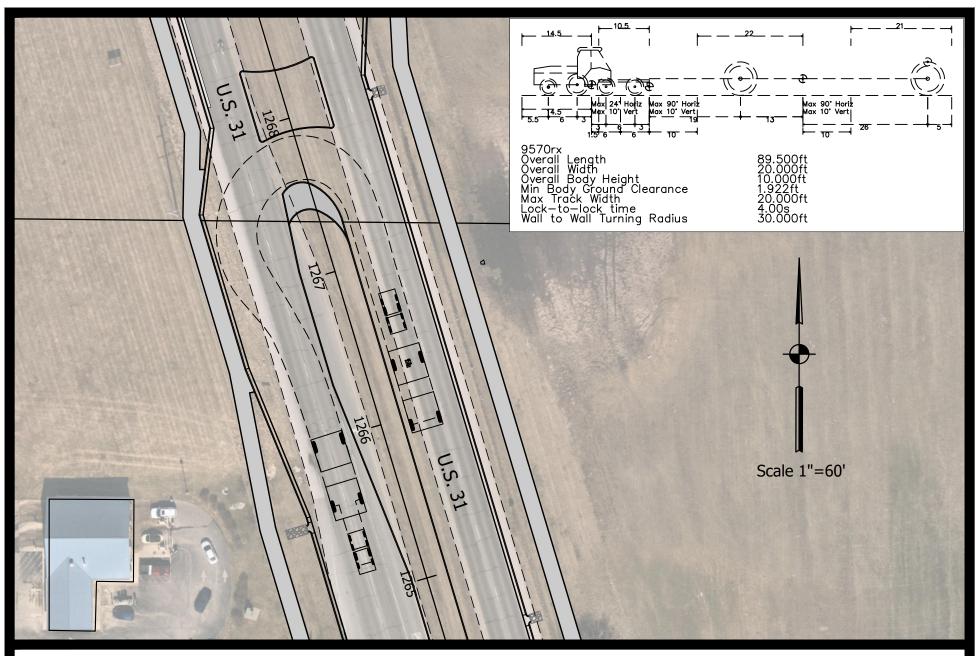
From: **Daily Journal, Obtained by INDOT** Date: Tue, Aug 2, 2022

There were a few questions about the accident data. There were over 500 crashes in the years that INDOT studied to make the plan, is that just for the five miles of the study area? What kind of crashes are in that data? Anything you can tell me about what's included in the data would be appreciated. I was wondering because I requested accident data from Franklin police for the past five years and the number was only over 200 for property damage and personal injury accidents. If the accidents have actually reduced that much in the past few years, people are wondering what has changed in the corridor to reduce accidents.

A: The crash data is only for the proposed project corridor. Of the 697 crashes listed between 2014 and 2016, 14 were backing crashes, 8 were head-on, 75 were left turn, 5 were opposite direction sideswipe, 379 were rear end, 100 were right angle, 14 were right turn, 25 were ran off road, 70 were same direction sideswipe, and 5 were listed as other. The accidents resulted in 156 injuries and 541 were property damage accidents.

The Indiana Department of Transportation (INDOT) performs counts once every three years at most count stations. The most recent counts were obtained for each location, but it must be noted that the traffic counts vary at different locations and occur at different yearly intervals. This traffic data was compared with the information used in the design (between 2014 and 2016), along with the crash data available from ARIES, the statewide source of crash data which includes State, County, and Local reports of accidents.

In general, it was seen that both traffic and accidents decreased by 10% - 15%; however, a reasonable explanation for this can be attributed to the Covid-19 pandemic decreasing the total amount of traffic seen state and nationwide. Current statewide projections indicate that traffic volumes are on the rise, and we would anticipate volumes and crashes increasing as traffic counts approach pre-pandemic levels.



# 1267+50 U.S. 31 (9570RX) U-TURN MOVEMENT

Lead Des 1800082 Appendix H STIP and IRTIP

# **INDIANA DEPARTMENT OF TRANSPORTATION**



100 North Senate Avenue Room N758-Executive Office Indianapolis, Indiana 46204 PHONE: (855) 463-6848

Eric Holcomb, Governor Michael Smith, Commissioner

April 26, 2022

Mr. Jermaine R. Hannon, Division Administrator FHWA Indiana Division 575 North Pennsylvania St., Room 254 Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator FTA Region 5 200 West Adams St. Suite 320 Chicago, IL 60606-5253

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2022-2026 Statewide Transportation Improvement Program (STIP) for review and comment by your offices.

Included in the final submitted document is a listing of the state's expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIP's will be included in the FY 2022-2026 STIP by reference, pending FHWA approval in May 2022.

<ul> <li>Area Plan Commission of Tippecanoe County (APCTC)</li> <li>Version 3/10/2022</li> </ul>	FY 2022-2026
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO)	FY 2022-2026
• Version 3/11/2022	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2022-2026
• Version 3/22/2021	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2022-2025
• Version 12/15/2021	
Evansville Metropolitan Planning Organization (EMPO)	FY 2022-2026
• Version 3/10/2022	
Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2022-2026
• Version 3/10/2022	
Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2020-2025
• Version 3/29/2022	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2022-2025
• Version 8/18/2021	
Michiana Area Council of Governments (MACOG)	FY 2022-2026
• Version 3/09/2022	

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



<ul> <li>Madison County Council of Governments (MCCOG)</li> <li>Version 7/13/2021</li> </ul>	FY 2022-2026
• Version 7/15/2021 Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2022-2026
• Version 3/28/2022	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
• Version 3/17/2022	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2020-2023
• Version 03/10/2022	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2020-2024
• Version 08/26/2021	

In addition, INDOT has expanded our public involvement process by taking advantage of virtual meeting techniques and allowing accessibility to online documents, materials, virtual meeting registration, recorded virtual meetings, and comment forms. INDOT also leveraged our planning partner contacts (MPOs, RPOs, LTAP), social media, and notifications sent to local libraries, housing authorities, senior aging centers, and local newspapers across the state.

We greatly appreciate FHWA/FTA support in the development of the STIP 2022-2026 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at 317-232-0223 or at <u>mmcneil@indot.in.gov</u>.

Sincerely,

Michael Smith, Commissioner Indiana Department of Transportation

cc: (w/enclosure): FTA

Michelle Allen, FHWA Jeffrey Brooks, INDOT Kristin Brier, INDOT Kathy Eaton-McKalip, INDOT Louis Feagans, INDOT Roy Nunnally, INDOT Larry Buckel, INDOT Jay Mitchell, INDOT Jason Casteel, INDOT Michael McNeil, INDOT





Federal Transit Administration Region V 200 West Adams St., Suite 320 Chicago, IL 60606-5253 U.S. Department of Transportation

Federal Highway Administration Indiana Division 575 N. Pennsylvania St., Rm 254 Indianapolis, IN 46204-1576

June 17, 2022

Mr. Michael Smith Commissioner Indiana Department of Transportation 100 N Senate Ave. N955 Indianapolis, IN 46204

SUBJECT: Indiana FY2022-2026 STIP Approval and Associated Federal Planning Finding

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2022-2026 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the INDOT request letter dated April 27, 2022.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2022-2026 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) directly incorporated into the STIP, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5<sup>th</sup> year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2022-2026 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2022-2026 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective June 17, 2022, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report. FHWA and FTA will continue to partner with INDOT to ensure the previously developed action plan (attached) is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2022-2026 STIP, or adoption of the FY2024-2028 STIP, may not be approved by USDOT.