



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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

Eric Holcomb, Governor
Joe McGuinness, Commissioner

NOTICE OF PROJECT ADVANCEMENT FOR THE S.R. 2 at C.R. 100S / C.R. 300 WEST ROUNABOUT INTERSECTION IN PORTER COUNTY

JUNE 2017

The Indiana Department of Transportation (INDOT) held a public hearing on March 23rd of this year regarding a proposed roundabout intersection improvement project on S.R. 2 at C.R. 100 South / C.R. 300 West in Porter County. The purpose of the project is to improve safety at the intersection by improving sight distance and reducing speed at the intersection.

The purpose of this notice is two-fold. Firstly, this is an opportunity for INDOT to communicate with project stakeholders in regards to the status of this project. Secondly, this is an opportunity to formally announce the conclusion of the environmental analysis phase of the project and transition to the next phase of project development, the real estate acquisition phase.

INDOT's Preferred Alternative proposes to convert the existing 5-way stop-controlled intersection into a 4-legged single lane roundabout. C.R. 300 West will then be realigned to "T" into S.R. 2 approximately 150 feet southwest of the intersection. All improved roadway will be surrounded by concrete curb and gutter, which will drain into a new storm sewer system and detention basin. The basin will be located west of S.R. 2, north of the intersection. Lighting improvements will include the addition of decorative light fixtures located along the roundabout approaches. The project will require the purchase of approximately 4 acres of new permanent right-of-way (land). During construction activity, traffic is proposed to be detoured onto the official state routes using portions of S.R. 8, S.R. 49 and U.S. 30, however local county roads may be used by local traffic.

Subsequent to reviewing and considering all comments and materials received as a result of the official INDOT public hearing held at the Boone Grove High School cafeteria in Valparaiso, **INDOT will advance this project to the next phase of development (real estate acquisition) and anticipates construction to begin in 2019.** Project documentation, including the resolution to public hearing comments, will remain available for public inspection during normal office hours at the Valparaiso Public Library, 103 Jefferson Street, Valparaiso, Indiana 46383; INDOT Office of Public Involvement, Room N642, Indiana Government Center North, 100 North Senate Avenue, Indianapolis, Indiana 46204 Phone# (317) 232-6601; INDOT LaPorte District Office, 315 East Boyd Avenue, LaPorte, Indiana 46350, Phone# 1-855-464-6368. Visit the LaPorte District web page to view project documentation <http://www.in.gov/indot/2705.htm>.

INDOT sincerely appreciates the community's participation and interest in this project and looks forward to continuing engagement as this project advances towards construction.

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

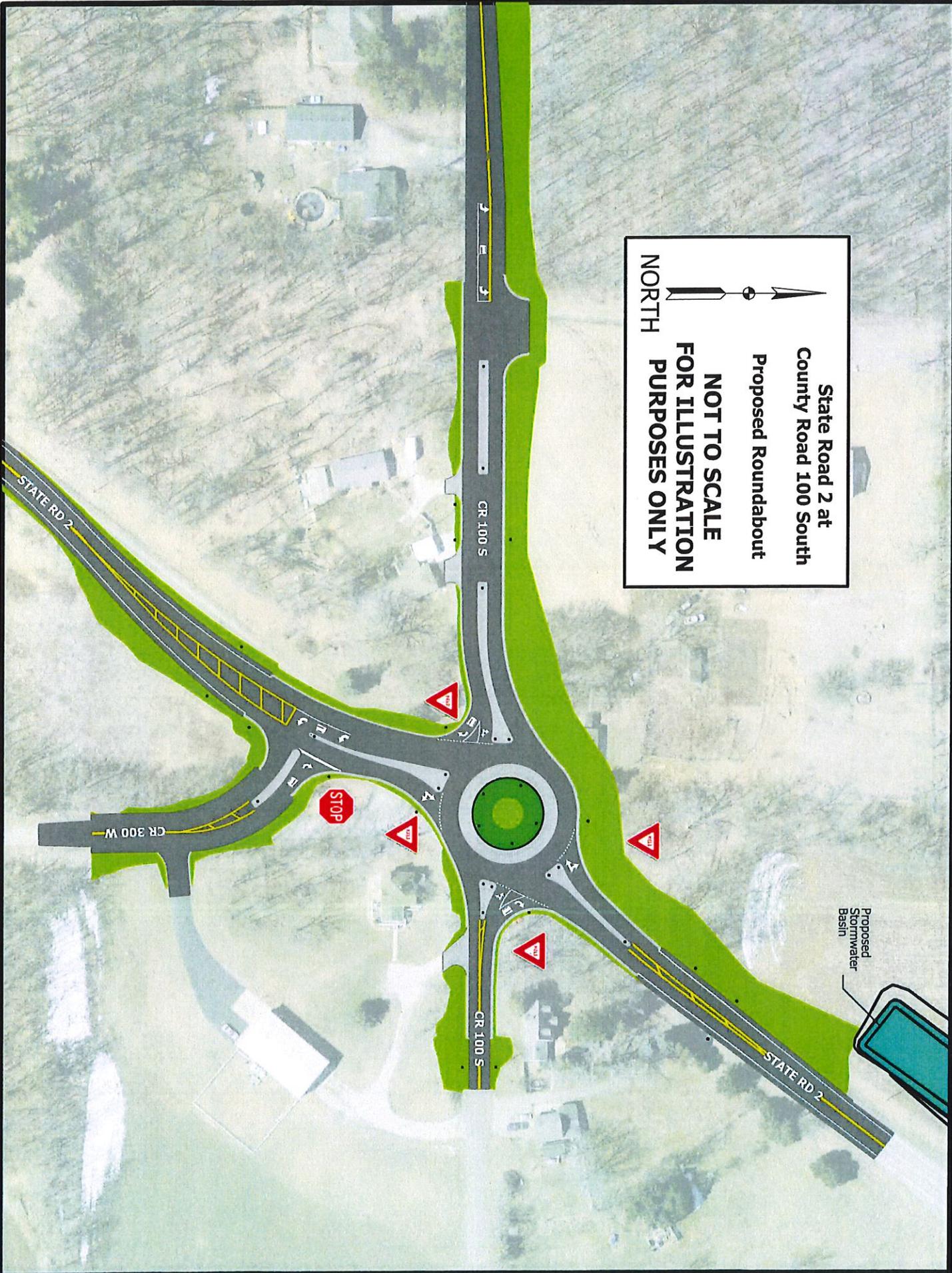


State Road 2 at
County Road 100 South
Proposed Roundabout

**NOT TO SCALE
FOR ILLUSTRATION
PURPOSES ONLY**



NORTH



Proposed
Stormwater
Basin



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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

Eric Holcomb, Governor
Joe McGuinness, Commissioner

DES. #:1298302

LEGAL NOTICE OF PUBLIC HEARING

The Indiana Department of Transportation (INDOT) will hold a public hearing on **Thursday, March 23, 2017, starting at 6:00 p.m. (CST) at the Boone Grove High School Cafeteria, 260 South 500 West, Valparaiso, Indiana 46385.** The doors will be open at 5:30 p.m. in order to view displays and talk to the representatives prior to the start of the hearing.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on current design plans for a proposed intersection improvement including a roundabout at State Road (SR) 2 and CR 100 S, approximately 4.32 miles southwest of US 30, located in Porter County, Indiana. The project also proposes to reconfigure CR 300 W at the existing intersections.

The proposed project will convert the existing five-way stop-controlled intersection into a four-legged single-lane roundabout. CR 300 W will then be re-aligned to "T" into SR 2 approximately 150 feet southwest of the intersection. All improved roadway will be surrounded by concrete curb and gutter, which will drain into a new storm sewer system and detention basin. The basin will be located west of SR 2, north of the intersection. Lighting improvements will include the addition of decorative light fixtures located along the roundabout approaches. Traffic is proposed to be detoured onto the official state routes using portions of SR 8, SR 49, and US 30 during the construction period; however, local county roads may be used by local traffic and as a result of the closure of CR 100 S and CR 300 W. Detailed plans for the maintenance of traffic will be completed during final design. Access would be maintained to all local properties. School corporations and emergency services will be notified prior to any construction that would block or limit access. The project will require 4.12 acres of new permanent right of way and a possible residential relocation located northwest of the intersection are anticipated.

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

1. Hebron Public Library, 201 W Sigler St., Hebron, IN 46341 Phone # (219) 996-3684
2. INDOT La Porte District Office, 315 E Boyd Blvd., La Porte, IN Phone # (855) 464-6368
3. Hearings Examiner, Indiana Government Center North, N642, 100 North Senate Ave., Indianapolis, IN 46204-2216, Phone # (317) 234-0796

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation.

Written comments in regard to the project may be submitted prior to the public hearing and within the comment period to: INDOT Public Hearings, IGCN Room N642, 100 North Senate Avenue, Indianapolis, IN 46204.

With advance notice, INDOT can provide special accommodation for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodation be needed please contact Rickie Clark, Office of Public Involvement at (317) 232-6601, or email rclark@indot.in.gov preferably by Thursday, March 16, 2017.

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



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

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Thursday, March 23, 2017

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

Welcome to the Indiana Department of Transportation's (INDOT) public hearing regarding a proposed intersection improvement project on State Road 2 at County Road 100 South / County Road 300 West in Porter County.

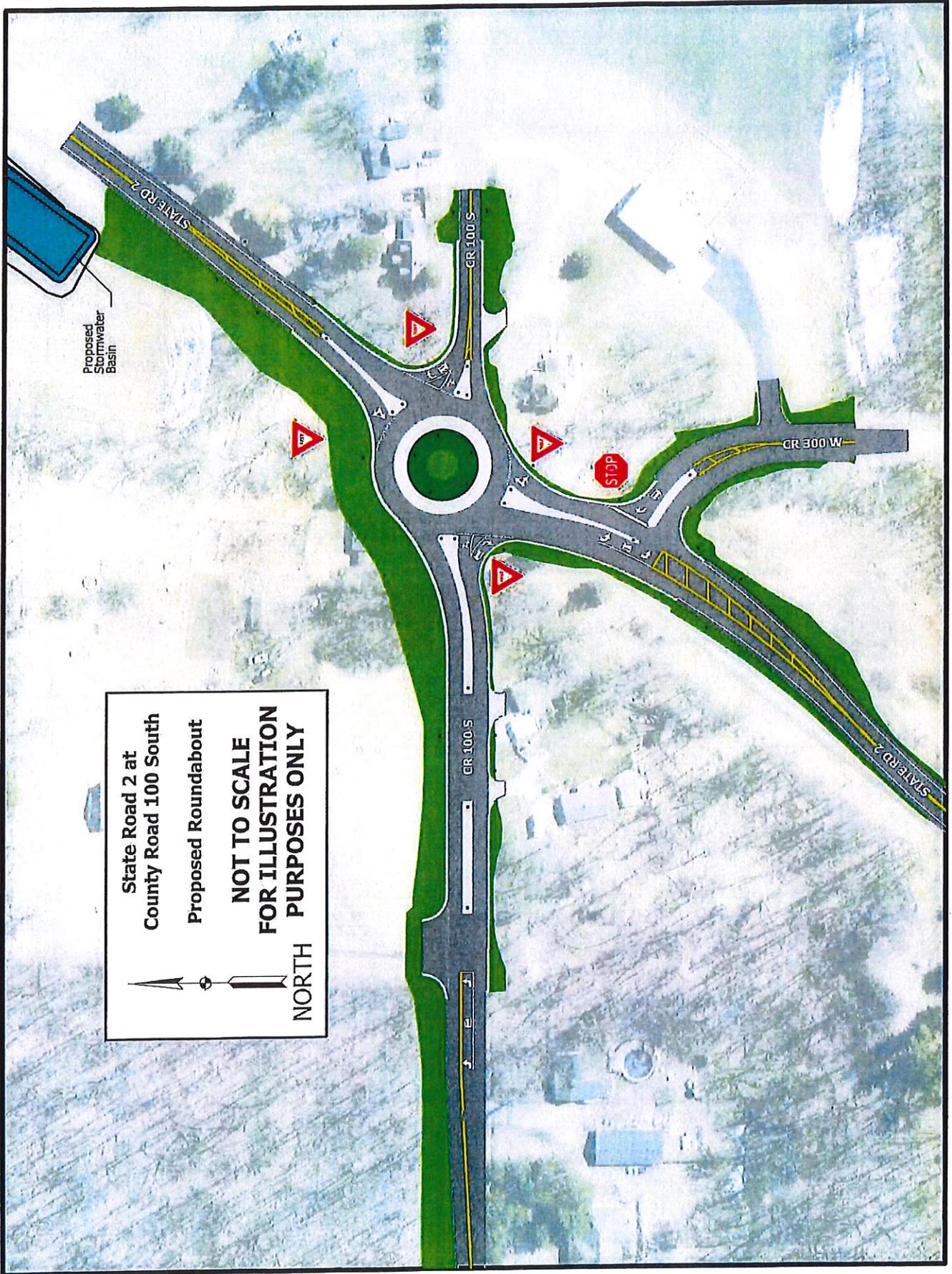
The purpose of this public hearing is to offer the community the opportunity to comment on the environmental document and preliminary design plans for a proposed roundabout intersection improvement treatment. INDOT welcomes the opportunity to meet with the community during this public hearing and looks forward to continued community engagement.

There are several ways your comments may be presented this evening and over the next several weeks. You may submit comments in the following manner:

1. Complete a comment form and return it to an INDOT representative attending the public hearing. Comment forms are available at the sign-in table.
2. Mail your comments to the INDOT Office of Public Involvement, Attention Rickie Clark, 100 North Senate Avenue, Room N642, Indianapolis, Indiana 46204; PHONE (317) 232-6601. **INDOT respectfully requests comments be submitted by Monday, April 10, 2017.**
3. Participate during the Public Comment Session and have your comments recorded for inclusion into the official hearings transcript / public record.
4. Comments may also be e-mailed to the INDOT Office of Public Involvement at: rclark@indot.in.gov.
5. Contact the INDOT LaPorte District Office Customer Service Center at 1-855-464-6368 LaPorteDistrictCommunications@indot.in.gov should you have questions regarding this project and/or other INDOT projects in Northwest Indiana.
6. Visit the project webpage at: <http://www.in.gov/indot/2705.htm>.

All public comments submitted during this evening's comment session and during the public comment period will be included in the official hearing transcript (public record) and will be reviewed, evaluated and given full consideration by INDOT officials.

Thank you for attending tonight's public hearing.



3/22/2017

State Road 2 at County Road 100 South / 300 West Intersection Improvement

Thursday, March 23, 2017

Project Stakeholders

- Indiana Department of Transportation
- Indiana Division Federal Highway Administration
- Porter County
- Elected & Local officials
- Residents and citizens
- Commuters
- Businesses
- Emergency services
- Schools
- Churches
- Community Organizations

Welcome

- Rickie Clark, INDOT Office of Public Involvement
- Purpose/explanation of public hearing
- Public hearing format
- Visit our sign-in table
- Informational handouts
- Submitting public comments for hearings transcript
- Project display area

Project Development

S.R. 2 at C.R. 100 South / 300 West Intersection

<ul style="list-style-type: none"> • Introduction of INDOT Project Team <ul style="list-style-type: none"> • Project Management • Public Involvement • LaPorte District – INDOT Regional Office • Environmental Services • Real Estate • Troyer Group <ul style="list-style-type: none"> • Engineering, Design & Environmental Analysis Team • Recognition of elected and local public officials 	<ul style="list-style-type: none"> • Sign-in at attendance table to be added to project mailing list • A public hearing notice was mailed to known property owners within project area • Announcement of this hearing was posted to INDOT website. A media release was also issued • A copy of presentation and project documentation is available on-line via INDOT website • Legal notice publishing: <ul style="list-style-type: none"> • Times of Northwest Indiana • March 8th and March 16th
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Environmental Document

- National Environmental Policy Act (NEPA)
 - Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments
 - NEPA is a decision-making process
 - Purpose and Need
 - Alternatives Screening
 - Preferred Alternative
- Impacts are analyzed, evaluated and described in an environmental document
 - What are the impacts this project might have on the community?
 - How can impacts be avoided?
 - Can impacts be minimized?
 - Mitigation for impacts?
- Environmental document released for public involvement
 - February 2017
 - Is available for review via public repositories

3/22/2017

Environmental Document

- **Environmental Process**
 - Establish Purpose and Need
 - Develop a number of possible alternatives
 - The "Do Nothing" alternative is a baseline for comparison
 - Evaluate and screen alternatives
 - Identify a preferred alternative
- Solicit public comment on environmental document and preliminary design plan
- Address and consider public comment as part of decision-making process
- Finalize and approve environmental document

S.R. 2 at C.R. 100 South / 300 West Intersection

- **Project proposes to enhance safety by improving the intersection**
- **Purpose and Need**
 - To improve the operational safety and functionality of the existing intersection of State Road 2 at County Road 100 South / County Road 300 West
 - Current configuration of five-way intersection requires action due to S.R. 2, a heavily traveled roadway, is aligned on a significant skew
 - Existing intersection lies atop a vertical curve along S.R. 2
 - Driver sight distance is impeded
 - Existing thru movement along S.R. 2 has posted speed of 45 m.p.h.
 - Speed coupled with intersection sight distance has resulted in crashes (some severe) at this location

Items Evaluated

- | | |
|---|--|
| <ul style="list-style-type: none"> • Right-of-way • Streams, Wetlands, and Other Waters • Floodplains • Endangered Species • Farmland • Cultural Resources (Historic/Archaeological) • Parks and Recreational Lands (Trails) | <ul style="list-style-type: none"> • Air Quality • Noise • Community Impacts • Environmental Justice • Hazardous Materials • Permits • Mitigation • Public Involvement • Commercial Development |
|---|--|

Alternatives Considered

- **No Build**
 - Would not improve safety at intersection
 - Does not address existing roadway geometric deficiencies
- **Improved Signage and Markings**
 - Low impact improvements
 - Rumble striping, reduced speed limits, advanced warning signage to alert drivers of intersection
 - Still permits high speed accidents to occur
 - Does not address the existing sight distance issues
- **Signalized Intersection**
 - Does enhance safety at the intersection
 - Still contributes towards high-speed accidents occurring at intersection
 - Does not address sight distance issues from intersection skew
 - Significant grading to accommodate 45 mph thru speed along C.R. 100

Project Resource Locations

- **INDOT LaPorte District Office**
315 E. Boyd Boulevard, LaPorte, IN 46350
Toll Free 1-855-464-6368
LaPorteDistrictCommunications@indot.in.gov
<http://www.in.gov/indot/2705.htm>
Planning, Project Development/Delivery, Construction, Maintenance for Northwest Indiana
- **Hebron Public Library** – 201 West Sigler Street, Hebron, IN 46341; Phone (219) 596-3684
- **INDOT Office of Public Involvement**
100 North Senate Avenue, Room N642, Indianapolis, IN 46204
Phone (317) 232-6601
rclick@indot.in.gov



Preferred Alternative – Roundabout

- Meets purpose & need of project
- Enhances safety at intersection
- Reduces speeds at intersection while contributing towards efficient traffic flow
- Reduces severity of vehicular collisions
- Addresses sight distance

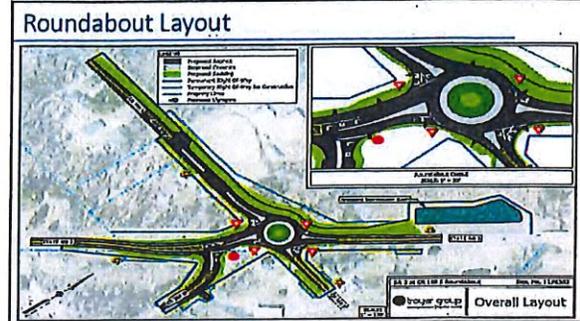


3/22/2017

Enhance Safety

A total of 24 crashes occurred at the intersection from 2010 to 2012 per INDOT Traffic Records.
Below is a summary of these crashes:

Year	Fatal/Disabling Injury	Non-Disabling Injury	Property Damage Only
2010	0	3	5
2011	0	3	5
2012	0	4	4



Benefits of Roundabouts

- Conflict points are dramatically reduced because all vehicles travel in the same direction.
- Enhances Safety
 - Roundabouts reduce the number of potential accident points within an intersection
 - 75% fewer conflict points than four-way intersections
- Slower vehicle speeds
 - Reduces the severity of crashes
- Efficient traffic flow
 - Reduces need for turn lanes
 - Improves traffic flow
- Community benefits
 - Reduces congestion
 - Aesthetic landscaping

REGULAR INTERSECTION

13 Vehicle to Vehicle Conflicts

MODERN ROUNDABOUT

5 Vehicle to Vehicle Conflicts



Roundabouts Enhance Safety

U.S. DOT Federal Highway Administration Statistics

Traditional Intersections account for:

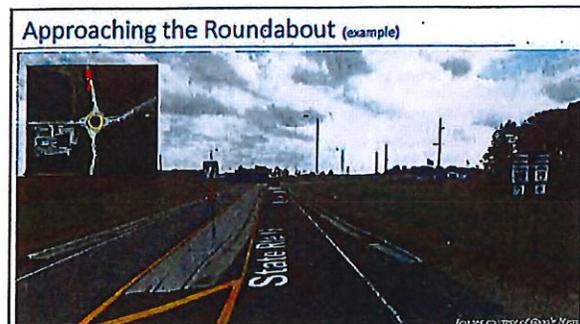
- 45% of all crashes – FHWA
- 33% of all traffic fatalities – FHWA

Compared to traditional intersections roundabouts:

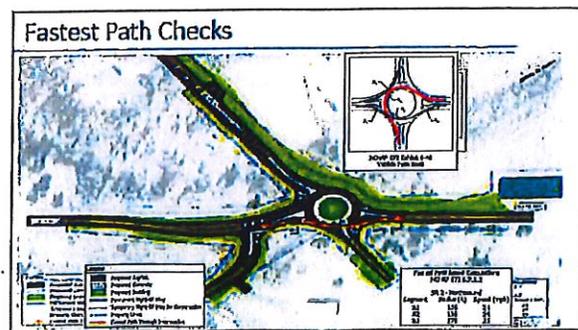
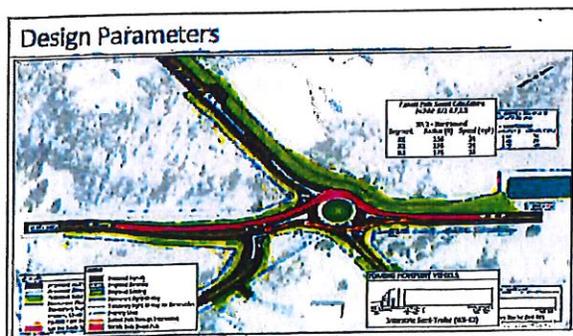
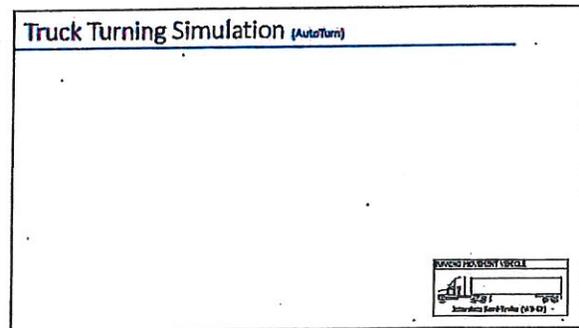
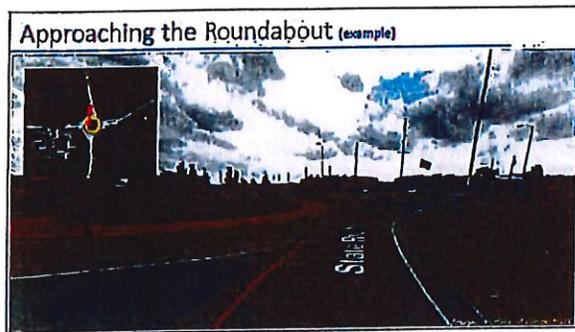
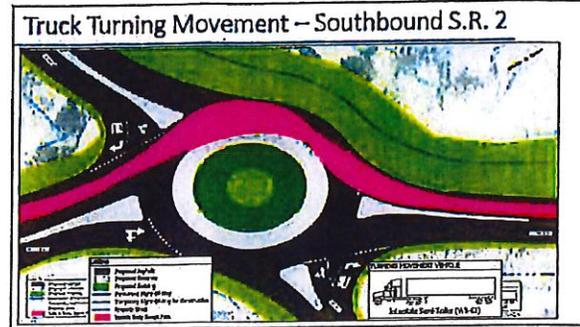
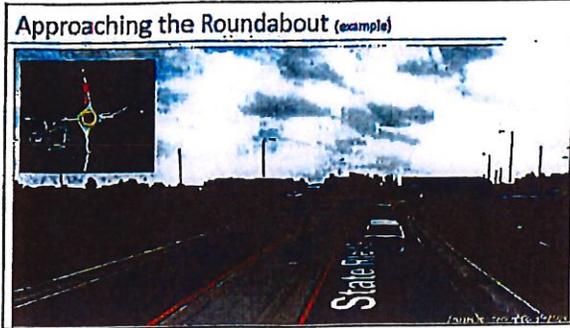
- Reduce fatalities and injuries by 82% – FHWA
- Reduce total crashes by 44% – FHWA
- Require vehicles to travel at lower speeds

For more information:
<http://safety.fhwa.dot.gov/intersection/innovative/roundabouts/>

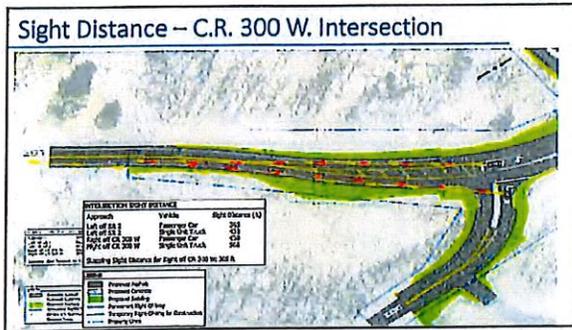
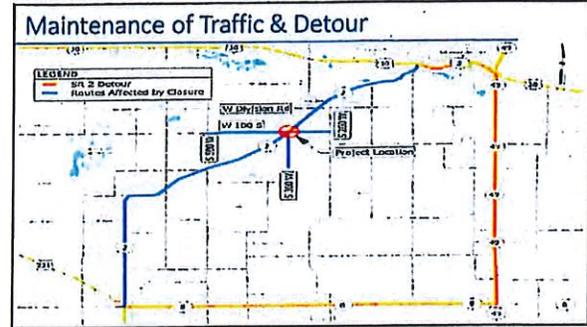
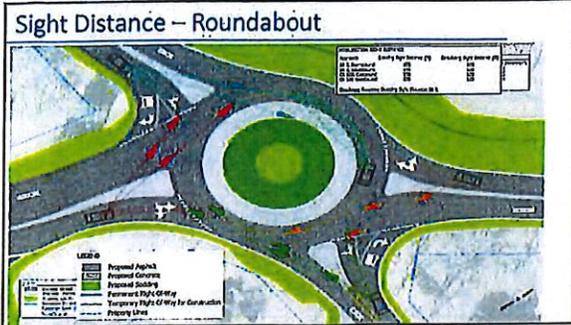
- Collisions at traditional intersections are severe because:
 - High Speed
 - Angle of Impact



3/22/2017



3/22/2017



Real Estate

ACQUISITION
FOR TEMPORARY USE DURING CONSTRUCTION OF THE PROJECT AND PERMANENT USE OF THE PROJECT.

RELOCATION
OF REAL ESTATE LOCATED WITHIN THE RIGHT-OF-WAY OF THE PROJECT.



Real Estate Acquisition Process

- "Uniform Act of 1970"
 - All federal, state and local governments must comply
 - Requires an offer for just compensation
- Acquisition Process
 - Appraisals
 - Review Appraisals
 - Negotiations
- INDOT Real Estate Team to work with Impacted property owners
- Right-of-way
 - Permanent ROW: 4 acres
 - Permanent ROW is land, once purchased by INDOT from legal land owner, becomes ROW owned by INDOT
 - Temporary ROW: 0.8 acre
 - Temporary ROW is land required during the construction of a project and is used for the purposes of construction related activity
 - INDOT pays legal land owner a fee for land use during construction
 - Project includes possible residential relocation located northwest of the intersection

3/22/2017

Project Schedule

- Public Hearing: 3/23/17
- Public comments requested by COB 4/10/17
- INDOT review and consideration of comments – Spring 2017
 - finalize environmental document
 - design
 - project decision
- Real estate acquisition phase – Summer 2017
- Construction: 2018

Thank You

- Please visit with INDOT project officials following the public comment session
- Project Open House
 - Project maps, displays, real estate acquisition table, INDOT project team and informal Q & A
 - INDOT LaPorte District page <http://www.in.gov/indot/2705.htm>
 - LaPorteDistrictCommunications@indot.in.gov

Submit Public Comments

- Submit public comments using the options described in first page of information packet:
 - Public Comment Form
 - Via e-mail
 - Participating during public comment session via microphone
 - Verbal comments recorded and transcribed for inclusion into public hearings transcript
- INDOT respectfully requests comments be submitted by Monday, April 10, 2017
- All comments submitted will become part of public record, entered into transcript, reviewed, evaluated and given full consideration during decision making process.

Next Steps

- Public and project stakeholder input
 - Submit comments via options described on page 3 of information packet
- INDOT review and evaluation
 - All comments are given full consideration during decision-making process
 - Address comments, finalize/approve environmental document, complete project design
- Communicate a decision
 - INDOT will notify project stakeholders of decision
 - Work through local media, social media outlets; paid legal notice
 - Make project documents accessible via repositories
- Questions? Contact Public Involvement Team

Response to Public Comments - Transcribed from Public Hearing

Commenter Name:	General Nature of Comment:	Response to Comment:
<p>Robert Ruple (Ruple)</p>	<p>-Improvements to the intersection are a long time coming. -Would prefer speed limit be decreased from the south. -Intersection slope could be shaved down, but he understands some of the associated complications. -Concerned about detour signage, as they witnessed too many semi trucks using roads during the closure for the recent replacement of the bridge northeast of the intersection.</p>	<p>-The 45 mph speed limit was recently extended south to include the intersection. It was updated to match to growing urbanization of the SR 2 corridor south of Valparaiso, and keep it in context with what motorists expect the speeds to be. Higher speeds on more rural / open roads and slower speeds on more urban / tight roads. Due to their geometric design and free-flowing traffic, roundabouts are a proven traffic calming measure that will aid in reducing speeds along SR 2. -For projects along state routes, INDOT requires that detours utilize alternate state routes. This is due to the fact that state routes are designated truck routes, and are designed to accommodate the size and height of these vehicles. The designated detour of US 30, SR 49, and SR 8 is the shortest such route available. Signage will be placed in advance and at the beginning of the detour, in addition to signage along the detour routes. INDOT will notify trucking companies and organizations of the detour. These communicative measures are to help minimize instances of trucks proceeding past the detour along SR 2 and then being forced to attempt U-turns or other difficult maneuvers once they come across the project site. Due to the length of the official detour, the county may decide to maintain a local detour on their own accord. The local detour will not be recommended for trucks as the roads are not designed to carry the heavy loads and will deteriorate quickly. They also may not have adequate clearances resulting in trucks getting stuck or causing additional damage. -As currently configured the existing vertical sight distance at the intersection meets standards. While lowering SR 2 would improve sight distance along SR 2 it does not address the main safety issues at the intersection. Skew of CR 100 in relationship to SR 2, addition of CR 300 to intersection, refuge for turning vehicles, and increasing traffic along CR 100.</p>
<p>Don Brethorst</p>	<p>-Operates a heavy-haul transportation company immediately southwest of the intersection. -His trailers range from 181'-10" long to over 250' long. -He believes the state transportation officials fail to adequately consider the impacts of their decisions on oversized shipments. -Discussed the challenges associated with maneuvering a load through a roundabout, and associated back-up in traffic. -Believes trucks and farm implements will tie up traffic through the intersection. -Opposes not only this roundabout, but any roundabout in the nation on a state or federal highway.</p>	<p>-Thank you for bringing this critical information to our attention. INDOT recognizes the unique nature of your business and the importance of the heavy haul industry toward interstate commerce. -The purpose of the project remains to improve the operational safety and functionality intersection, and INDOT believes this purpose will be best met through the preferred alternative of a roundabout intersection. -Accommodations for heavy haul vehicles will be analyzed as part of the final intersection design. The designers have reached out to the Specialized Carriers & Riggers Association (SCRA), who have prepared literature regarding roundabout design and its impact on heavy haul mobility. Their recommendations will be incorporated to the greatest degree possible.</p>

Response to Public Comments - Transcribed from Public Hearing

Commenter Name:	General Nature of Comment:	Response to Comment:
<p>Dave Miller</p>	<p>-Retired Indiana State Trooper. Lives on CR 300 W. -Disapproves of proposed removal of left hand turn from CR 300 W onto southbound SR 2. -Believes it is erroneous to use accident data from only 2010-2012, and goes onto state that 24 accidents in a period 5 to 7 years ago does not create a bad intersection. -Asserts that CR 500W is a worse intersection. -Dislikes roundabouts, and mentioned that his first accident occurred in a roundabout. -Believes speeds approaching roundabout will be too high, despite posted limits. -Has witnessed accidents at the intersection over 25 years, but asserts very few involved injuries. He is unaware of any fatal accidents in that time. -Would rather see some of the trees cleared and the hill cut down to open up the sight lines. -Would like to see a stop light added by adding sensors while also using the existing warning flasher poles. -Asserts that the intersection improvement is a result of the proposed 450 subdivision.</p>	<p>-While CR 300 W may be slightly inconvenienced by the currently proposed roundabout configuration, it is the safest alternative. The safety of the intersection is of utmost importance, acutely so when concerning elementary and middle school traffic. -Crash data presented during the public hearing was the data utilized by INDOT when the project was originally scoped and developed in 2012. More recent crash data (through 2016) has been gathered and has been included in the final NEPA document. The additional crash statistics confirms the results shown during the hearing. -The 45 mph speed limit was recently extended south to include the intersection. It was updated to match to growing urbanization of the SR 2 corridor south of Valparaiso, and keep it in context with what motorists expect the speeds to be. Higher speeds on more rural / open roads and slower speeds on more urban / tight roads. Due to their geometric design and free-flowing traffic, roundabouts are a proven traffic calming measure that will aid in reducing speeds along SR 2. -27.6% of crashes at the intersection of SR 2 at CR 100 S occurring between 2010 and 2016 involving injury to at least one person. According to the National Highway Traffic Safety Administration, injuries occur in 20% of accidents, nationwide. The frequency at which injury crashes occur at this intersection can be attributable to the speeds at which the crashes occur. -The intersection of SR 2 at CR 500 is outside the scope of the CR 100 project. As part of a separate project INDOT has analyzed the accident history and geometry of the CR 500 intersection and determined that the best improvement option for that intersection is to correct the vertical sight distance, which is below standard, by lowering the vertical curves on either side of the intersection. This will greatly improve sight lines for vehicles navigating the intersection. -Current intersection geometry does not meet vertical grade (steep east-west grades along CR 100) or horizontal (CR 300) requirements to function safely as a signalized intersection. To signalize the roadway would need to be lowered to facilitate unimpeded traffic at speed (green light) along CR 100. CR 300 would have to be relocated such that it ties into SR 2 outside of the intersection. Due to higher speeds associated with green light traffic the relocation would be further south than in the preferred alternate. Dedicated left turn lanes would be added to provide refuge and safety for turning vehicles. Inclusion of left turn lanes would require widening of existing roadway along all four approaches. The lowering and widening of SR 2 and CR 100 in conjunction with the relocation of CR 300 would result in R/W impacts to adjacent properties. While the signal would increase safety at the intersection, it does not prevent highly dangerous "T-bone" and "head-on" collisions, nor address the skew of the intersection and its impact to sight lines.</p>

Response to Public Comments - Transcribed from Public Hearing

Commenter Name:	General Nature of Comment:	Response to Comment:
<p>Butch Shipowe</p>	<p>-Area resident since 1951 -Owns a nearby lawn care service which has large trucks entering and exiting from SR 2. -Recommends reducing the speed limit to 45 mph from the south, installing solar-powered warning beacons and "Truck entrance" warning signage -Recommends that a study be done to understand how accident's rates might change with reduced speed.</p>	<p>-The 45 mph speed limit was recently extended south to include the intersection. It was updated to match to growing urbanization of the SR 2 corridor south of Valparaiso, and keep it in context with what motorists expect the speeds to be. Higher speeds on more rural / open roads and slower speeds on more urban / tight roads. Due to their geometric design and free-flowing traffic, roundabouts are a proven traffic calming measure that will aid in reducing speeds along SR 2. -INDOT monitors data regarding accident reduction by way of various types of highway safety improvements. These factors are used to aid in optimizing roadway improvement costs. According to the data, upgrading signage (which is already present) has been shown to reduce head-on collisions by 20%, and all other collisions by 10%. Installation of red and yellow flashing beacons (which has already occurred) reduces crashes by 50%. Installation of advanced warning flashers reduces crashes by 30%. Adding a signal reduces rear end collisions by 90% or more, and reduces right-angle collisions by 80%. However, many complications with installing a signal are present, as outlined in the following bullet point. -Current intersection geometry does not meet vertical grade (steep east-west grades along CR 100) or horizontal (CR 300) requirements to function safely as a signalized intersection. To signalize the roadway would need to be lowered to facilitate unimpeded traffic at speed (green light) along CR 100. CR 300 would have to be relocated such that it ties into SR 2 outside of the intersection. Due to higher speeds associated with green light traffic the relocation would be further south than in the preferred alternate. Dedicated left turn lanes would be added to provide refuge and safety for turning vehicles. Inclusion of left turn lanes would require widening of existing roadway along all four approaches. The lowering and widening of SR 2 and CR 100 in conjunction with the relocation of CR 300 would result in R/W impacts to adjacent properties. While the signal would increase safety at the intersection, it does not prevent highly dangerous "T-bone" and "head-on" collisions, nor address the skew of the intersection and its impact to sight lines.</p>
<p>Angela Minch</p>	<p>-Avoids routes with roundabouts because she doesn't like them. -Asserts that the 5-point intersection has worked just fine for the 31 years she has lived there. -Would prefer a stop light to be installed at the high school, where there have been accidents involving students.</p>	<p>-Review of crash data has indicated to INDOT that the intersection is unsafe for the motorist public. The current configuration of the five-way intersection is unsafe because SR 2, the intersection's most heavily traveled roadway, is aligned on a significant skew, which impedes driver sight distance. Moreover, the existing intersection lies atop vertical curve along State Road 2, which further impedes intersection sight distance. The existing thru movement along State Road 2 (posted speed of 45 m.p.h.), coupled with the intersection sight distance issues, has resulted in severe crashes. -While the intersection of SR 2/CR 500 W is outside of the scope of this document, INDOT is proceeding with improvements to improve the functional safety of that intersection as well. Utilizing similar analysis as this project and based on site-specific traffic projections, INDOT has determined that best improvement option for that intersection is to correct the grades along SR 2 to greatly improve sightlines for vehicles navigating the intersection.</p>

Response to Public Comments - Transcribed from Public Hearing

Commenter Name:	General Nature of Comment:	Response to Comment:
<p>Roy Kastern</p>	<p>-Has lived in the area for 75 years. -Was involved in a wreck at the intersection about 52 years ago, and survived. -Opposes the roundabout, and favors the a traffic signal. -Recommends that access to the proposed subdivision be made by extending CR 300 W across SR 2, thereby creating a 6-way intersection with stop light.</p>	<p>-A signalized intersection would require significant impacts to adjacent properties as grades would be required to be adjusted to allow vehicles to safely traverse the intersection on the east-west movement at full travel speeds. The road would also have to be significantly widened on all approaches at the intersection resulting in additional right-of-way impacts in order to accommodate turn lanes that would be required to meet traffic projections and provide the same level of service as a roundabout. While a signal would increase safety of the intersection, it still does not prevent dangerous "T-bone" and "head-on" collisions nor help to improve poor sightlines resulting from the existing skewed configuration of the intersection. -Generally speaking, intersections operate more efficiently with fewer legs. Therefore adding a sixth leg to the intersection of SR 2 and CR 100 S would introduce additional safety concerns. The proposed configuration reduces the primary intersection to four legs, while realigning CR 300 W to intersect with SR 2 south of the proposed roundabout. Access to the proposed subdivision would be more appropriately located away from the intersection.</p>
<p>Lisa Mikulich</p>	<p>-As a school bus driver, she is opposed the roundabout: -Concerned with cars speeding through roundabout to avoid being behind the bus. -Would prefer to traverse the intersection (which shed does 4 times per day) in its current configuration.</p>	<p>-The proposed roundabout will have a single circulatory lane with single-lane approaches. The single-lane approaches will prohibit vehicles trailing the bus from passing it near the roundabout. Traffic simulations based on traffic data collected from the intersection and vehicle accelerations data indicate that during the peak hour sufficient gaps in traffic are present to allow semi-trucks and buses to enter then circulate the roundabout without significant delay. -All intersections, including roundabouts, are designed to accommodate the vehicles that traverse them. On rural SR 2 this means school buses, emergency vehicles, semi trucks, and the occasional combine. If a roundabout remains as the preferred improvement for this intersection, it will be designed to accommodate all movements for a school bus as well as other design vehicles. Please refer to the following link for a brochure explaining how to safely and correctly navigate a roundabout: http://www.in.gov/indot/files/PI_RoundaboutBrochure.pdf</p>
<p>Gail Bretthorst</p>	<p>-Co-owner of heavy-haul business (along with Don Bretthorst). -Inquired about how much the project will cost, and referenced \$1.5 million. -Would prefer that a stoplight be installed, and inquired if that would be cheaper. -She prefers the remaining money then be spent on other infrastructure. -Understands the safety concern, as she can hear the collisions from her house.</p>	<p>-The current estimated cost for constructing the roundabout is \$1.39 million. -Current intersection geometry does not meet vertical grade (steep east-west grades along CR 100) or horizontal (CR 300) requirements to function safely as a signalized intersection. To signalize the roadway would need to be lowered to facilitate unimpeded traffic at speed (green light) along CR 100. CR 300 would have to be relocated such that it ties into SR 2 outside of the intersection. Due to higher speeds associated with green light traffic the relocation would be further south than in the preferred alternate. Dedicated left turn lanes would be added to provide refuge and safety for turning vehicles. Inclusion of left turn lanes would require widening of existing roadway along all four approaches. The lowering and widening of SR 2 and CR 100 in conjunction with the relocation of CR 300 would result in R/W impacts to adjacent properties. While the signal would increase safety at the intersection, it does not prevent highly dangerous "T-bone" and "head-on" collisions, nor address the skew of the intersection and its impact to sight lines.</p>

Response to Written Public Comments

Commenter Name:	General Nature of Comment:	Response to Comment:
James Atkinson	<p>-In favor of the roundabout. -Rebuts the opinions provided during the hearing by the heavy haul company, stating that he has only seen them pass through the intersection 3 times in the past 9 years. -Primary interest in the project is that of safety.</p>	<p>-The purpose of the project remains to improve the operational safety and functionality of the intersection. Based on the analyzed data, this is achieved best by the preferred roundabout intersection alternative. -Accommodations for heavy haul vehicles will be analyzed as part of the final intersection design. The designers have reached out to the Specialized Carriers & Riggers Association (SCRA), who have prepared literature regarding roundabout design and its impact on heavy haul mobility. Their recommendations will be incorporated to the greatest degree possible.</p>
Laura Awdey	<p>Originally inquired about traffic data, specifically that along CR 300 W. Rickie Clark provided to her a write-up prepared by Troyer Group explaining the traffic figures and methodology. Upon receiving that data, Ms. Awdey provided further comment with her concerns regarding the 'T' intersection of CR 300 W at SR 2. Specific comments included the following: -Recommendations that the left turn lane onto CR 300 W be lengthened -The roundabout be designed with 5 legs -Traffic data should have been collected while school was in session -Inconsistencies occur among the traffic data reported in the draft NEPA document and the turning movement analysis (which was provided to her by Rickie Clark)</p>	<p>-Regarding the proposed left turn lane onto CR 300 W from SR 2, the traffic analysis has revealed that the 95th percentile queue is one vehicle. The proposed storage lane for left-turning vehicles can accommodate two vehicles. In the rare event that three or more vehicles become queued to turn left onto CR 300 W, traffic may briefly back up into the roundabout until a sufficient gap in SR 2 northbound traffic allows the vehicles access to CR 300 W. Given the data used in the traffic analysis, such an occurrence will be quite rare. -Intersections operate more efficiently and safer as the number of conflict points decreases. Therefore adding a fifth leg to the intersection of SR 2 and CR 100 S would introduce additional safety concerns. The fifth leg would also increase impacts to the residential property in that corner. -Ideally traffic data would have been collected while school was in session. However, the peak one-hour period was determined to be between 4:00 PM and 5:00 PM, when 889 vehicles traversed the intersection. The peak one-hour periods associated to school traffic are between 7:00 AM and 8:00 AM (689 vehicles) and between 3:00 PM and 4:00 PM (760 vehicles). The proposed intersection will have excess capacity to accommodate any potential traffic spikes to occur outside of the evaluated peak period of 4:00 PM to 5:00 PM. Additionally, the school and its traffic lies in opposite direction to Valparaiso which is the main traffic generator in the area. The school's traffic pattern is not in line with the controlling movements which are eastbound to northbound in the morning and southbound to westbound in the afternoon. -The traffic counts reported in the draft NEPA document were Annual Average Daily Traffic (AADT) figures. Those were projected to the design year (2038) using a 1.45% growth rate. The original intersection turning movement analysis was performed early in the project development process, and used an assumed 1.00% growth rate. This was done prior to INDOT specifying that a 1.45% growth rate be used instead. The turning movement analysis has since been updated and its results remain the same. Both the roundabout and the intersection of SR 2 at CR 300 W function at a satisfactory level of service (LOS) while factoring in both the existing turning movements and the projected 2038 turning movements. The only intersection approach that is at risk of experiencing significant delay is the SR 2 southbound approach. To alleviate this delay, the roundabout geometry will allow for the addition of a channelized right turn lane at a later date to mitigate against congestion. Such a lane is not yet warranted based on the current traffic data.</p>

Response to Written Public Comments

Commenter Name:	General Nature of Comment:	Response to Comment:
<p>Robert and Christine Rapley</p>	<p>-In favor of roundabout. -Would prefer speed limit be decreased further away from the intersection. -Concerned about detour signage, as they witnessed too many semi trucks using roads during the closure for the recent replacement of the bridge northeast of the intersection.</p>	<p>-The 45 mph speed limit was recently extended south to include the intersection. It was updated to match to growing urbanization of the SR 2 corridor south of Valparaiso, and keep it in context with what motorists expect the speeds to be. Higher speeds on more rural / open roads and slower speeds on more urban / tight roads. Due to their geometric design and free-flowing traffic, roundabouts are a proven traffic calming measure that will aid in reducing speeds along SR 2. -For projects along state routes, INDOT requires that detours utilize alternate state routes. This is due to the fact that state routes are designated truck routes, and are designed to accommodate the size and height of these vehicles. The designated detour of US 30, SR 49, and SR 8 is the shortest such route available. Signage will be placed in advance and at the beginning of the detour, in addition to signage along the detour routes. INDOT will notify trucking companies and organizations of the detour. These communicative measures are to help minimize instances of trucks proceeding past the detour along SR 2 and then being forced to attempt U-turns or other difficult maneuvers once they come across the project site. Due to the length of the official detour, the county may decide to maintain a local detour on their own accord. The local detour will not be recommended for trucks as the roads are not designed to carry the heavy loads and will deteriorate quickly. They also may not have adequate clearances resulting in trucks getting stuck or causing additional damage.</p>
<p>Roxanne Slavich</p>	<p>-Opposes the roundabout, and states desire that INDOT continue to consider resident input. -Would prefer the hill upon which the intersection currently sits be leveled to clear sight lines. -Suggests that the current warning lights could converted to a traffic signal. -Suggests a speed limit reduction to 45 mph. -Suggests increasing police patrol.</p>	<p>-Regarding the public input sought for this project, INDOT followed state and federal public involvement procedures in accordance to the National Environmental Policy Act (NEPA). Per NEPA, INDOT published two legal notices of public hearing in the <i>Times of Northwest Indiana</i> newspaper on March 8th and March 16th (2017) to announce the public hearing and the availability of the draft environmental document and preliminary design plans. Documents were made available for public review at several locations including the Hebron Public Library, the INDOT district office in LaPorte and also were made available on-line via the LaPorte district web page http://www.in.gov/indot/2705.htm. The federal and state requirements pertaining to public involvement in transportation decision making, are to publish paid legal notice, ensuring project documents are available for public review and allowing/providing opportunities for the public to comment at the hearing and also during a public comment period. However, in addition to meeting these requirements, INDOT also mailed a copy of the notice of public hearing to area residents within close proximity of the project and also to impacted residents which INDOT may need to approach with respect to real estate acquisition, should the project advance. Additional steps were taken to publicize the hearing including media announcements, social media, agency website postings and notification to elected and local officials. -The project development process includes analyzing all potential alternatives to address the purpose and need of the project. As such, increased speed reduction, additional signing, and signal control have all been investigated and vetted. Based mostly on level of safety improvement, but also considering costs, the preferred alternate is the best solution for this intersection. -The 45 mph speed limit was recently extended south to include the intersection. It was updated to match to growing urbanization of the SR 2 corridor south of Valparaiso, and keep it in context with what motorists expect the speeds to be. Higher speeds on more rural / open roads and slower speeds on more urban / tight roads. Due to their geometric design and free-flowing traffic, roundabouts are a proven traffic calming measure that will aid in reducing speeds along SR 2.</p>

Response to Written Public Comments

Commenter Name:	General Nature of Comment:	Response to Comment:
<p>Roxanne Slavich (cont.)</p>	<p>-Does not support the roundabout alternative, and wishes that other solutions brought up during hearing are pursued, including: -Reduced speed limits -Intersection warning signage -Traffic signal -Improve visibility from County Roads -Realign only CR 300 W to reduce intersection congestion</p>	<p>(response continued from prior page) -Current intersection geometry does not meet vertical grade (steep east-west grades along CR 100) or horizontal (CR 300) requirements to function safely as a signalized intersection. To signalize the roadway would need to be lowered to facilitate unimpeded traffic at speed (green light) along CR 100. CR 300 would have to be relocated such that it ties into SR 2 outside of the intersection. Due to higher speeds associated with green light traffic the relocation would be further south than in the preferred alternate. Dedicated left turn lanes would be added to provide refuge and safety for turning vehicles. Inclusion of left turn lanes would require widening of existing roadway along all four approaches. The lowering and widening of SR 2 and CR 100 in conjunction with the relocation of CR 300 would result in R/W impacts to adjacent properties. While the signal would increase safety at the intersection, it does not prevent highly dangerous "T-bone" and "head-on" collisions, nor address the skew of the intersection and its impact to sight lines. -The roundabout alternative provides the greatest level of safety for the amount of traffic at the intersection. It does this by addressing the skew between SR 2 and CR 100, reducing speeds, reducing conflict points, and eliminating "T-bone" and "head-on" collisions. According to the Federal Highway Administration, roundabouts on average reduce crashes by 44% and fatalities and injuries by 82%.</p> <p>-The project development processes includes addressing all alternatives to an improvement project. As such, speed reduction, additional signing, and signal control have all been investigated and vetted as not the optimal configuration for this particular intersection project based primarily on the level of safety each configuration provides, but also considering the cost of the option. As an assessment of an exhaustive list of decision criteria is not practical in this format, a few of the major criteria are briefly outlined here as examples of decision criteria used in the analysis: - Additional signing and reducing speeds will not prevent serious accidents, primarily "T-bones" and "head-on" collisions. It will also not improve the undesirable configuration of the intersection. It also will not assist in meeting projected increases in traffic demand. -Current intersection geometry does not meet vertical grade (steep east-west grades along CR 100) or horizontal (CR 300) requirements to function safely as a signalized intersection. To signalize the roadway would need to be lowered to facilitate unimpeded traffic at speed (green light) along CR 100. CR 300 would have to be relocated such that it ties into SR 2 outside of the intersection. Due to higher speeds associated with green light traffic the relocation would be further south than in the preferred alternate. Dedicated left turn lanes would be added to provide refuge and safety for turning vehicles. Inclusion of left turn lanes would require widening of existing roadway along all four approaches. The lowering and widening of SR 2 and CR 100 in conjunction with the relocation of CR 300 would result in R/W impacts to adjacent properties. While the signal would increase safety at the intersection, it does not prevent highly dangerous "T-bone" and "head-on" collisions, nor address the skew of the intersection and its impact to sight lines. -The roundabout alternative provides the greatest level of safety for the amount of traffic at the intersection. It does this by addressing the skew between SR 2 and CR 100, reducing speeds, reducing conflict points, and eliminating "T-bone" and "head-on" collisions. According to the Federal Highway Administration, roundabouts on average reduce crashes by 44% and fatalities and injuries by 82%. -Only realigning CR 300 to the south and out of the intersection will remove conflict points and confusion, and therefore improve safety. It does not address the skew between SR 2 and CR 100, vertical grades, or the increased traffic along CR 100 which are the main causes of the accidents. Because of this it is not a viable option on its own.</p>
<p>Susanne and Thomas Gatesman</p>	<p>-Does not support the roundabout alternative, and wishes that other solutions brought up during hearing are pursued, including: -Reduced speed limits -Intersection warning signage -Traffic signal -Improve visibility from County Roads -Realign only CR 300 W to reduce intersection congestion</p>	<p>(response continued from prior page) -Current intersection geometry does not meet vertical grade (steep east-west grades along CR 100) or horizontal (CR 300) requirements to function safely as a signalized intersection. To signalize the roadway would need to be lowered to facilitate unimpeded traffic at speed (green light) along CR 100. CR 300 would have to be relocated such that it ties into SR 2 outside of the intersection. Due to higher speeds associated with green light traffic the relocation would be further south than in the preferred alternate. Dedicated left turn lanes would be added to provide refuge and safety for turning vehicles. Inclusion of left turn lanes would require widening of existing roadway along all four approaches. The lowering and widening of SR 2 and CR 100 in conjunction with the relocation of CR 300 would result in R/W impacts to adjacent properties. While the signal would increase safety at the intersection, it does not prevent highly dangerous "T-bone" and "head-on" collisions, nor address the skew of the intersection and its impact to sight lines. -The roundabout alternative provides the greatest level of safety for the amount of traffic at the intersection. It does this by addressing the skew between SR 2 and CR 100, reducing speeds, reducing conflict points, and eliminating "T-bone" and "head-on" collisions. According to the Federal Highway Administration, roundabouts on average reduce crashes by 44% and fatalities and injuries by 82%. -Only realigning CR 300 to the south and out of the intersection will remove conflict points and confusion, and therefore improve safety. It does not address the skew between SR 2 and CR 100, vertical grades, or the increased traffic along CR 100 which are the main causes of the accidents. Because of this it is not a viable option on its own.</p>

Response to Written Public Comments	
Commenter Name:	Response to Comment:
<p>Roy Kasern</p>	<p>General Nature of Comment:</p> <ul style="list-style-type: none"> -Roundabout not needed, and are not appropriate in rural area. -Asserts that project's purpose is to benefit the proposed subdivision. -Recommends that a traffic light be installed
<p>David Clausen</p>	<p>General Nature of Comment:</p> <ul style="list-style-type: none"> -Asserts that all residents are in opposition to roundabout, and that no communication has occurred with residents through project's development -Roundabout will prevent farmers from safely maneuver their equipment through the intersection. -Opposed "T" intersection of SR 2 and CR 300 W. This will cause traffic from CR 300 W to wait on traffic from SR 2. Creates an other point where accidents can occur. -Prefers CR 300 W be aligned into roundabout and its resulting larger diameter, which would aid truck movement. -Believes problem will arise if roadside areas are not maintained, thereby restricting sight distance. -Encourages consideration of signalized intersection with reduced speed limits and increased warning signage.
	<p>Response to Comment:</p> <p>-According to a 2009 study completed by the Transportation Research Record, the application of a roundabout in high-speed rural intersections reduced the average crash rate by 84%; the average injury rate by 89%; angle crashes were reduced by 86%; and traffic fatalities were completely eliminated at all of the study locations.</p> <p>-This project was initiated as a safety improvement project and was driven by the traffic incident rates at the intersection. The projected increase in traffic from the proposed development was factored in the design of the roundabout. This was done to make sure the improved intersection could handle this potential increase.</p> <p>-Regarding the public input sought for this project, INDOT followed state and federal public involvement procedures in accordance to the National Environmental Policy Act (NEPA). Per NEPA, INDOT published two legal notices of public hearing in the <i>Times of Northwest Indiana</i> newspaper on March 8th and March 15th (2017) to announce the public hearing and the availability of the draft environmental document and preliminary design plans. Documents were made available for public review at several locations including the Hebron Public Library, the INDOT district office in LaPorte and also were made available on-line via the LaPorte district web page http://www.in.gov/indot/2705.htm. The federal and state requirements pertaining to public involvement in transportation decision making, are to publish paid legal notice, ensuring project documents are available for public review and allowing/providing opportunities for the public to comment at the hearing and also during a public comment period. However, in addition to meeting these requirements, INDOT also mailed a copy of the notice of public hearing to area residents within close proximity of the project and also to impacted residents which INDOT may need to approach with respect to real estate acquisition, should the project advance. Additional steps were taken to publicize the hearing including media announcements, social media, agency website postings and notification to elected and local officials.</p> <p>-The maneuverability of the intersection for farm equipment will be considered and modeled as part of the design process.</p> <p>-Overgrown vegetation inside the limits of the right-of-way is an issue at any intersection, regardless of its configuration. It is the responsibility of the county, INDOT, and the adjacent landowners to ensure vegetation is properly maintained so the intersection can continue to operate as safely as possible.</p> <p>-A roundabout with a inscribed diameter large enough to accommodate the additional approach from CR 300 W would result in significant right-of-way impacts to adjacent properties. As a result, it was deemed to be a less feasible option than the smaller-diameter configuration. Given the new information on the high occurrence rate of heavy haul vehicles and INDOT's desire to accommodate them if possible, a larger-diameter roundabout will be reanalyzed and the feasibility as compared to the smaller option will be reconsidered.</p> <p>-Current intersection geometry does not meet vertical grade (steep east-west grades along CR 100) or horizontal (CR 300) requirements to function safely as a signalized intersection. To signalize the roadway would need to be lowered to facilitate unimpeded traffic at speed (green light) along CR 100. CR 300 would have to be relocated such that it ties into SR 2 outside of the intersection. Due to higher speeds associated with green light traffic the relocation would be further south than in the preferred alternate. Dedicated left turn lanes would be added to provide refuge and safety for turning vehicles. Inclusion of left turn lanes would require widening of existing roadway along all four approaches. The lowering and widening of SR 2 and CR 100 in conjunction with the relocation of CR 300 would result in R/W impacts to adjacent properties. While the signal would increase safety at the intersection, it does not prevent highly dangerous "T-bone" and "head-on" collisions, nor address the skew of the intersection and its impact to sight lines.</p>

Response to Written Public Comments

Commenter Name:	General Nature of Comment:	Response to Comment:
Lisa Mikulich	-As a school bus driver, she opposed the roundabout. Too much confusion regarding driver fright-of-way, which is not the case in a traffic signal.	-All intersections, including roundabouts, are designed to accommodate the vehicles that traverse them. On rural SR 2 this means school buses, emergency vehicles, semi trucks, and the occasional combine. If a roundabout remains as the preferred improvement for this intersection, it will be designed to accommodate all movements for a school bus as well as other design vehicles. Please refer to the following link for a brochure explaining how to safely and correctly navigate a roundabout: http://www.in.gov/indot/files/Pl_RoundaboutBrochure.pdf
Greg Ganz	-In favor of roundabout. Current intersection is scary to navigate.	-Thank you for your comment -Regarding the public input sought for this project, INDOT followed state and federal public involvement procedures in accordance to the National Environmental Policy Act (NEPA). Per NEPA, INDOT published two legal notices of public hearing in the <i>Times of Northwest Indiana</i> newspaper on March 8th and March 16th (2017) to announce the public hearing and the availability of the draft environmental document and preliminary design plans. Documents were made available for public review at several locations including the Hebron Public Library, the INDOT district office in LaPorte and also were made available on-line via the LaPorte district web page http://www.in.gov/indot/2705.htm . The federal and state requirements pertaining to public involvement in transportation decision making, are to publish paid legal notice, ensuring project documents are available for public review and allowing/providing opportunities for the public to comment at the hearing and also during a public comment period. However, in addition to meeting these requirements, INDOT also mailed a copy of the notice of public hearing to area residents within close proximity of the project and also to impacted residents which INDOT may need to approach with respect to real estate acquisition, should the project advance. Additional steps were taken to publicize the hearing including media announcements, social media, agency website postings and notification to elected and local officials. -As an INDOT-sponsored project along a State Route, no money from the Porter County Budget will be used to fund the proposed improvement. -Coordination has occurred with Porter County officials, and no concern from law enforcement or first responders has been raised to this point.
Melinda Block	-Public outreach efforts were insufficient. -County budget does not allow for sufficient snow plowing, much less funds for a roundabout. -Local law enforcement and first responders are against the project.	-Current intersection geometry does not meet vertical grade (steep east-west grades along CR 100) or horizontal (CR 300) requirements to function safely as a signalized intersection. To signalize the roadway would need to be lowered to facilitate unimpeded traffic at speed (green light) along CR 100. CR 300 would have to be relocated such that it ties into SR 2 outside of the intersection. Due to higher speeds associated with green light traffic the relocation would be further south than in the preferred alternate. Dedicated left turn lanes would be added to provide refuge and safety for turning vehicles. Inclusion of left turn lanes would require widening of existing roadway along all four approaches. The lowering and widening of SR 2 and CR 100 in conjunction with the relocation of CR 300 would result in R/W impacts to adjacent properties. While the signal would increase safety at the intersection, it does not prevent highly dangerous "T-bone" and "head-on" collisions, nor address the skew of the intersection and its impact to sight lines. -All intersections, including roundabouts, are designed to accommodate the vehicles that traverse them. On rural SR 2 this means school buses, emergency vehicles, semi trucks, and the occasional combine. If a roundabout remains as the preferred improvement for this intersection, it will be designed to accommodate all movements for a semi trucks as well as other design vehicles.
Katie Goble	-Opposes roundabout, but in favor of traffic signal -Questions whether the roundabout will accommodate trucks -Recommends that traffic signal be installed, then re-assessing accident data before construction roundabout.	-Current intersection geometry does not meet vertical grade (steep east-west grades along CR 100) or horizontal (CR 300) requirements to function safely as a signalized intersection. To signalize the roadway would need to be lowered to facilitate unimpeded traffic at speed (green light) along CR 100. CR 300 would have to be relocated such that it ties into SR 2 outside of the intersection. Due to higher speeds associated with green light traffic the relocation would be further south than in the preferred alternate. Dedicated left turn lanes would be added to provide refuge and safety for turning vehicles. Inclusion of left turn lanes would require widening of existing roadway along all four approaches. The lowering and widening of SR 2 and CR 100 in conjunction with the relocation of CR 300 would result in R/W impacts to adjacent properties. While the signal would increase safety at the intersection, it does not prevent highly dangerous "T-bone" and "head-on" collisions, nor address the skew of the intersection and its impact to sight lines. -All intersections, including roundabouts, are designed to accommodate the vehicles that traverse them. On rural SR 2 this means school buses, emergency vehicles, semi trucks, and the occasional combine. If a roundabout remains as the preferred improvement for this intersection, it will be designed to accommodate all movements for a semi trucks as well as other design vehicles.

Response to Written Public Comments

Commenter Name:	General Nature of Comment:	Response to Comment:
Brenda Clausen	<p>-Concerned about seasonal farm machinery, and damage sustained from maneuvering roundabout. -CR 300 W traffic will be inconvenienced by not having access into roundabout. A lot of Boon Grove Elementary and Middle School traffic use this road. -Primary beneficiary of roundabout will be westbound CR 100 S traffic turning north. -Will be difficult for truck to maneuver. -Multi-lane roundabouts are too confusing to maneuver. -Understands the problems associated with installing a traffic signal.</p>	<p>-All intersections, including roundabouts, are designed to accommodate the vehicles that traverse them. On rural SR 2 this means school buses, emergency vehicles, semi trucks, and the occasional combine. If a roundabout remains as the preferred improvement for this intersection, it will be designed to accommodate all movements for a semi trucks as well as other design vehicles, including farm equipment. The maneuverability of the intersection for farm equipment will be considered and modeled as part of the design process. The new intersection will attempt to meet all design standards for potential turning movements and will likely result in better maneuverability than the current configuration. -While CR 300 W may be slightly inconvenienced by the currently proposed roundabout configuration, it is the safest alternative. The safety of the intersection is of utmost importance, acutely so when concerning elementary and middle school traffic. -Multi-lane roundabouts are more confusing, have more points of conflict, and higher speeds generally than single lane roundabouts. Because of this they are not as safe. The decision on whether or not a roundabout is single or multiple lanes is solely based on the traffic it has to handle. Based on the traffic projections for the SR 2 at CR 100 intersection, only a single lane roundabout is needed.</p>
Kathy Strominski	<p>-Would prefer roundabout at SR 2/CR 500 W intersection. -Would prefer this intersection be graded down, with turn lanes installed.</p>	<p>-The intersection of SR 2 at CR 500 is outside the scope of the CR 100 project. As part of a separate project INDOT has analyzed the accident history and geometry of the CR 500 intersection and determined that the best improvement option for that intersection is to correct the vertical sight distance, which is below standard, by lowering the vertical curves on either side of the intersection. This will greatly improve sight lines for vehicles navigating the intersection. -Current intersection geometry does not meet vertical grade (steep east-west grades along CR 100) or horizontal (CR 300) requirements to function safely as a signalized intersection. To signalize the roadway would need to be lowered to facilitate unimpeded traffic at speed (green light) along CR 100. CR 300 would have to be relocated such that it ties into SR 2 outside of the intersection. Due to higher speeds associated with green light traffic the relocation would be further south than in the preferred alternate. Dedicated left turn lanes would be added to provide refuge and safety for turning vehicles. Inclusion of left turn lanes would require widening of existing roadway along all four approaches. The lowering and widening of SR 2 and CR 100 in conjunction with the relocation of CR 300 would result in R/W impacts to adjacent properties. While the signal would increase safety at the intersection, it does not prevent highly dangerous "T-bone" and "head-on" collisions, nor address the skew of the intersection and its impact to sight lines.</p>
Don Strominski	<p>-Asks that bids for this work be presented to local union tradesmen</p>	<p>-The proposed project is currently in the environmental and preliminary design phases of development, should the project advance to project letting, construction contractors will have an opportunity to submit interest per INDOT's bid letting process.</p>
(Indiscernible signature) Craig Dereka	<p>-In favor of roundabout and the safety it provides. -In support of roundabout.</p>	<p>-Thank you for your comment -Thank you for your comment</p>