

State Road (S.R.) 23 & Adams Road Intersection Improvement Project

Indiana Department of Transportation

(March 24, 2026)



Welcome

- Thank you so much for taking time out of your day to partner with the Indiana Department of Transportation (INDOT) on the S.R. 23 and Adams Road Intersection Improvement Project. Your feedback is **valuable and critical** to the success of this project.
 - Visit sign-in table with informational handouts
 - Participate during comment session
 - speak in front of group
 - submit comments virtually using Q&A function
 - Submit written comments
 - Visit display areas



Agenda

- Project Team Overview
- Project Stakeholders
- Project Development Process
- Project Overview
- Public Comments



Project Team Overview



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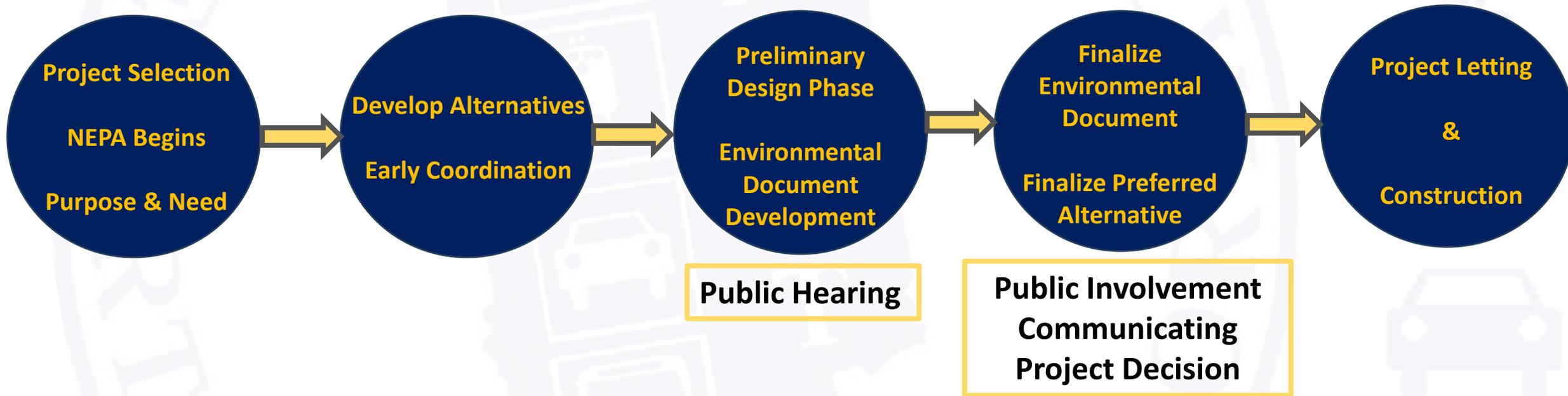


Project Stakeholders

- Indiana Department of Transportation / Federal Highway Administration
- St. Joseph County
- Harris Township
- Elected and Local Officials
- Residents, Citizens, and Commuters
- Businesses
- Community Organizations, Churches, and Schools
- Emergency Services



Project Development Process



S.R. 23 & Adams Road Intersection Improvement

Need

The need for the project stems from the current Level of Service (LOS) at the intersection.

- Scale of A to F, with A being the best and F being the worst
- Current LOS:
 - C (westbound Adams Road; AM Peak Hour)
 - F (westbound Adams Road; PM Peak Hour)

Purpose

The purpose of the project is to improve the LOS of the intersection of S.R. 23 and Adams Road to a minimum LOS C through the design year (2046).



Existing Conditions



Looking northwest along Adams Road at the intersection with S.R. 23

S.R. 23

- Two 11-foot travel lanes with 6 to 10-foot paved shoulders
- Urban Minor Arterial Roadway

Adams Road

- Two 11-foot travel lanes with no shoulders
- Local Street



Existing Conditions



Looking east/northeast at the S.R. 23 / Adams Road Intersection

- Stop controlled for Adams Road approaching S.R. 23
- S.R. 23 free flow



Alternatives Considered

- No Build/Do Nothing Alternative
- Traditional Traffic Signal (no added turn lanes on S.R. 23)
- Traditional Traffic Signal (added turn lanes on S.R. 23)
- Continuous Green T Intersection
- Single-Lane Roundabout (Preferred Alternative)



Alternatives Considered

No Build/Do Nothing Alternative

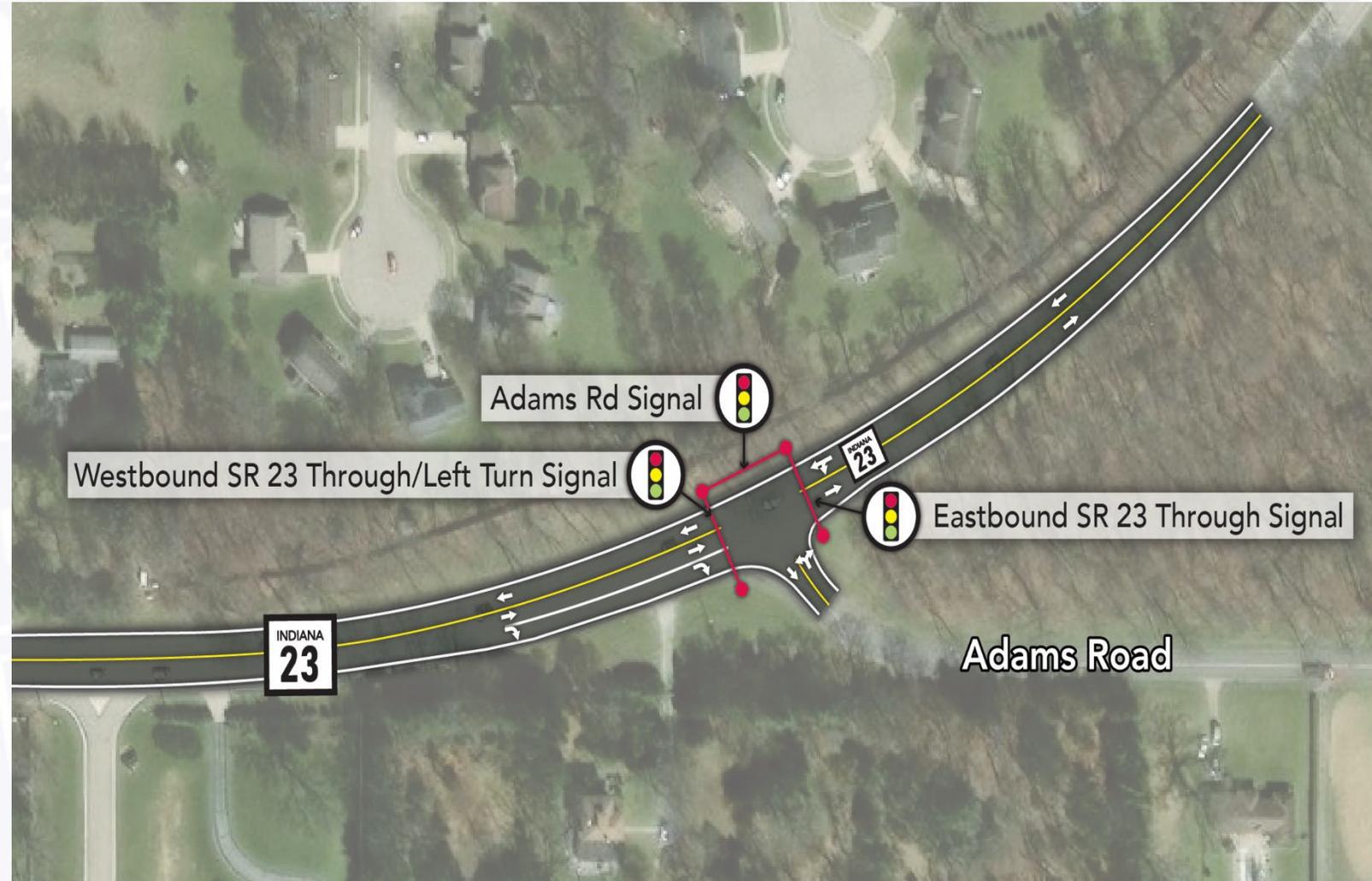
- No work takes place
- No environmental impacts or right-of-way acquisition
- Does not meet the purpose and need



Alternatives Considered

Traditional Traffic Signal (no added turn lanes on S.R. 23)

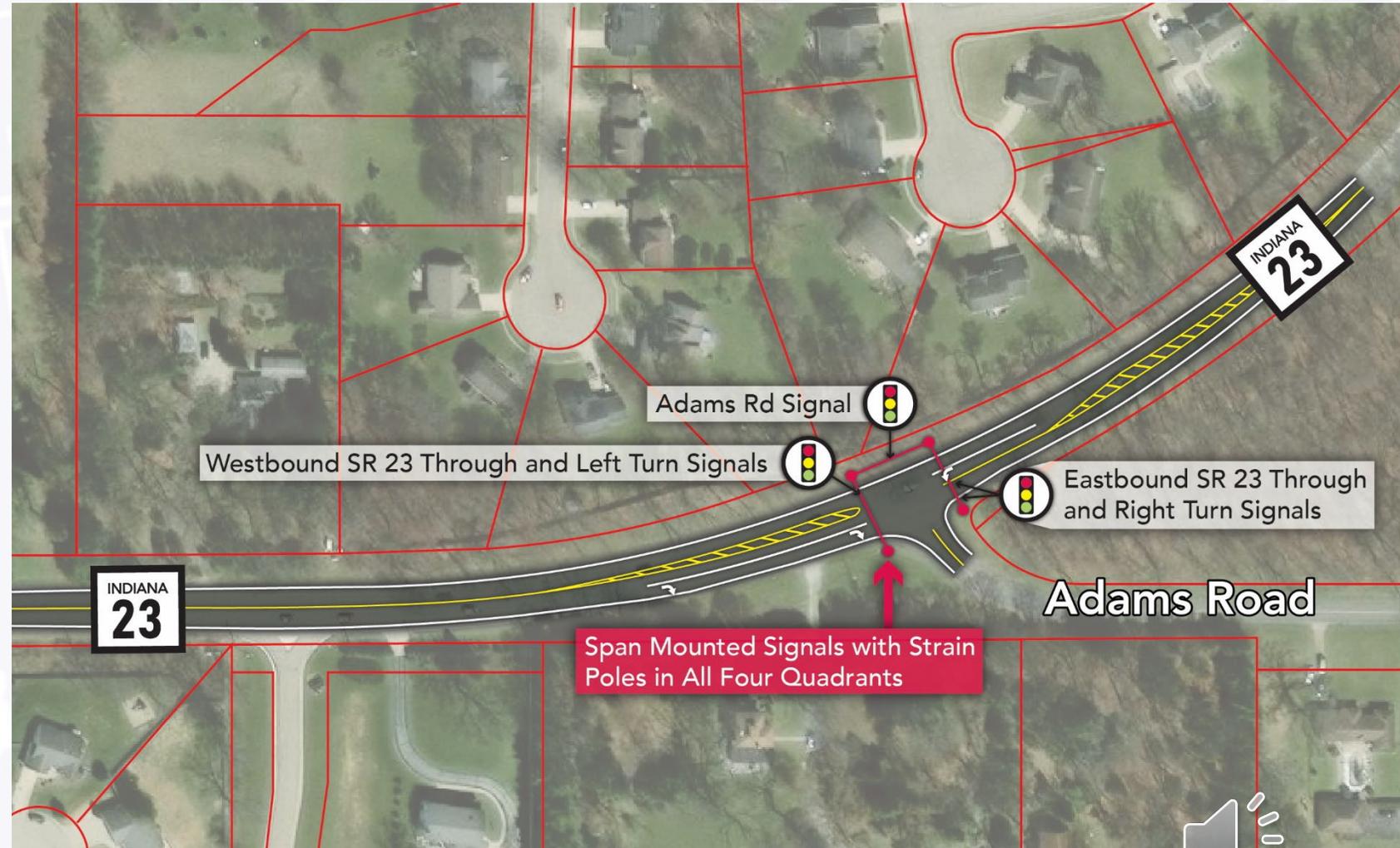
- Includes signage for no left turns for southbound S.R. 23 to eastbound Adams Road
- Improves LOS compared to current configuration but not as much as preferred alternative



Alternatives Considered

Traditional Traffic Signal (added turn lanes on S.R. 23)

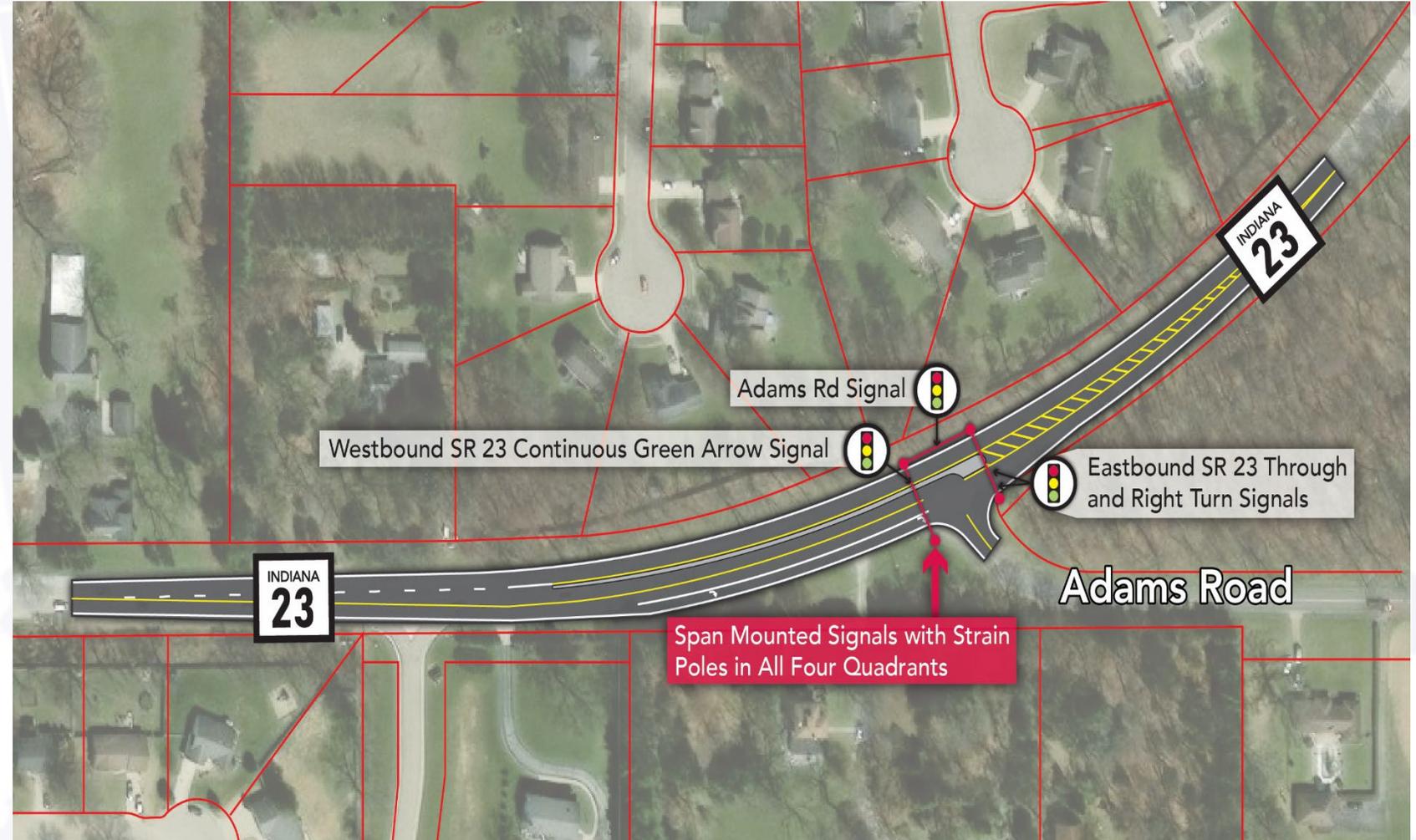
- Adds turn lanes for northbound and southbound S.R. 23 to Adams Road
- Improves LOS compared to current configuration but not as much as preferred alternative



Alternatives Considered

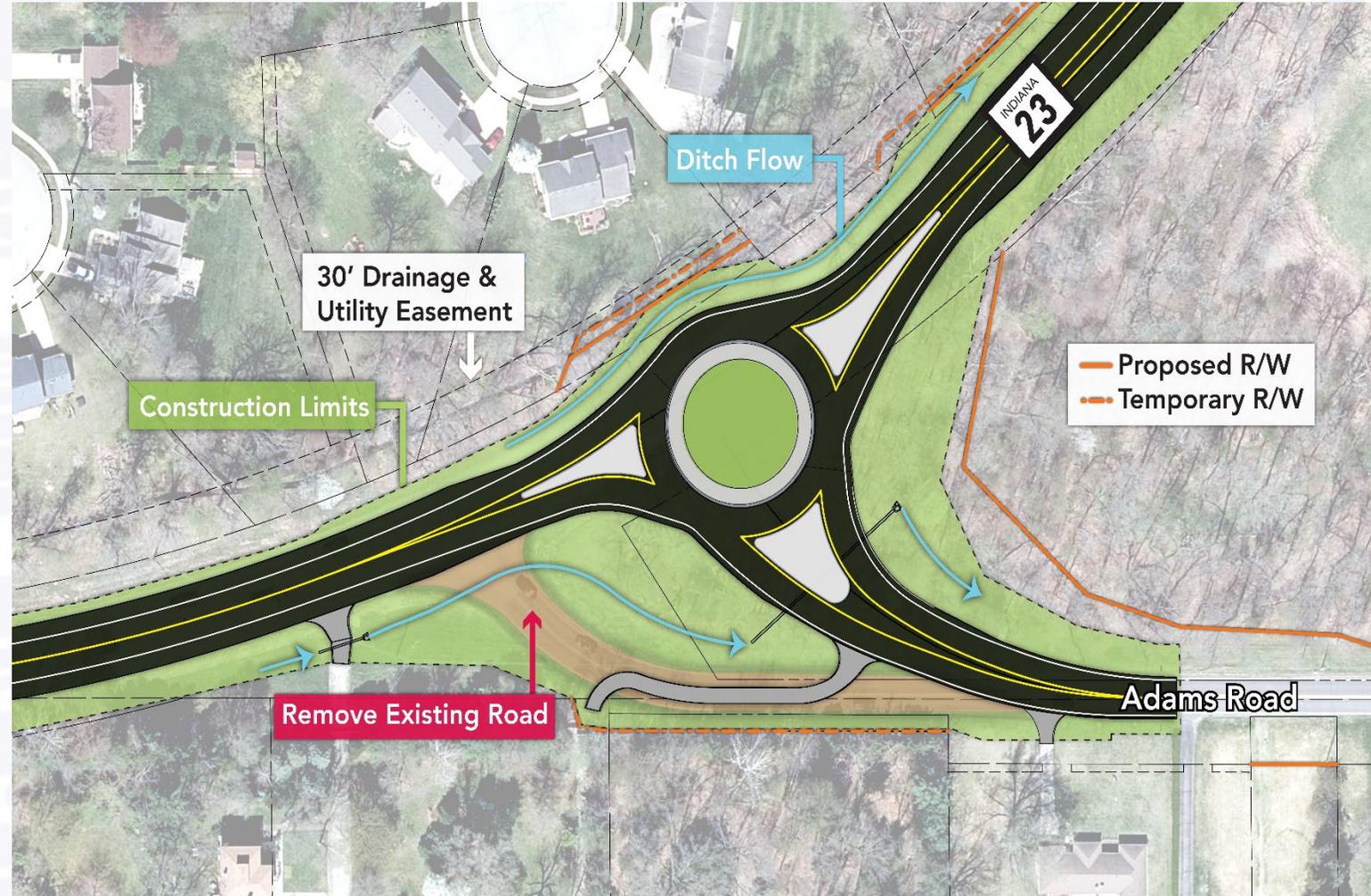
Continuous Green T-Intersection

- Allows southbound S.R. 23 traffic to travel unimpeded through the intersection
- Eliminates southbound S.R. 23 left turn onto Adams Road
- Improves LOS compared to current configuration but not as much as preferred alternative



Preferred Alternative: Single-Lane Roundabout

- Construct single-lane roundabout NE of existing intersection
- Re-align Adams Road
- Reconstruct S.R. 23 pavement
- Extend/install stormwater culverts
- Reconstruct private drive



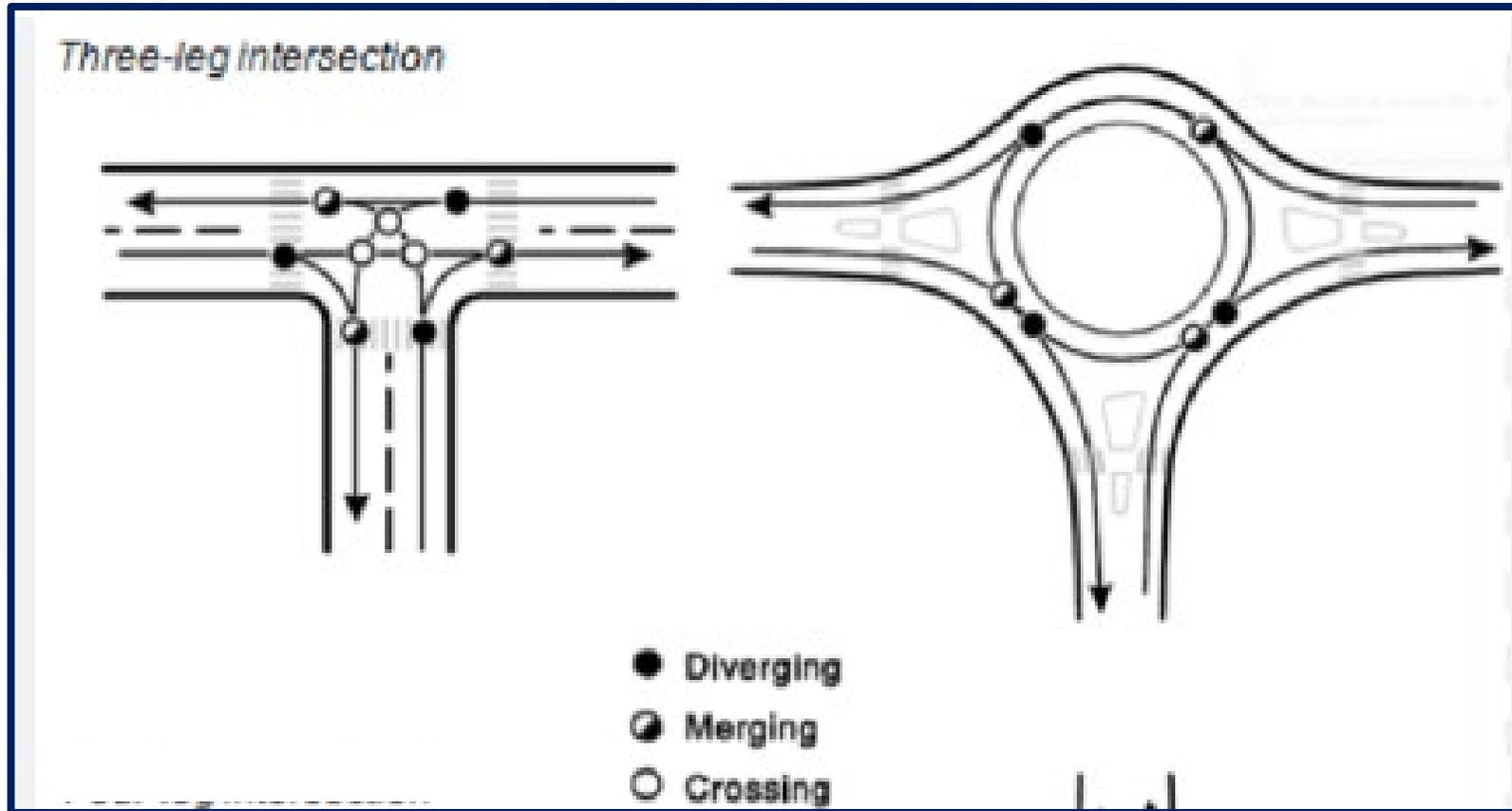
What does a Roundabout Accomplish?

- Improves LOS to A or B for the future 2046 design year
- Adds traffic calming measures
 - Reduces speeds
 - Reduces congestion
 - Reduces conflict points



Roundabout Conflict Points

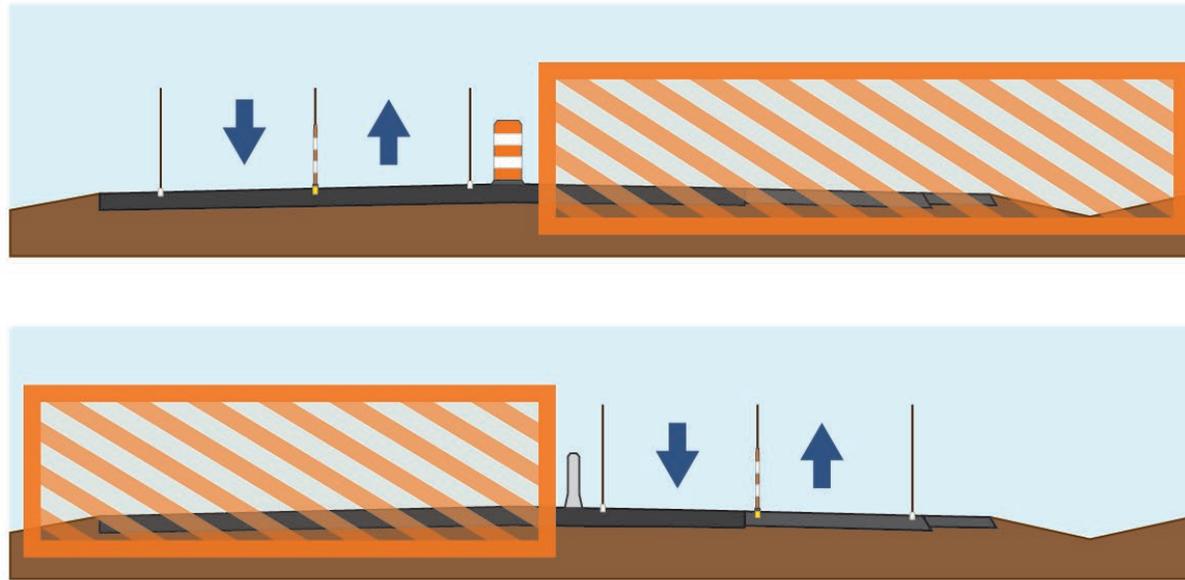
- Conflict Points are minimized
 - Roundabout (6 potential points)
 - Stop-controlled three-legged intersection (9 potential points)



Maintenance of Traffic (MOT) Overview

The MOT will require phased construction utilizing four (4) phases including lane shifts, detour routes, and temporary roadway closures.

- Both directions of S.R. 23 to remain open during all MOT phases
- Adams Road to be temporarily closed between Birch Road and S.R. 23 during MOT Phase 2 (approximately 6-8 months)
- Birch Road to be used for access to/from S.R. 23



Real Estate Acquisition Process

- “Uniform Act of 1970”
 - All federal, state, and local governments must comply.
 - Requires an offer for just compensation.
- Acquisition Process
 - INDOT Real Estate Team to work with impacted property owners.
 - Appraisals
 - Review Appraisals
 - Negotiation
 - Agreement
- Right-of-Way (ROW)
 - Existing Apparent ROW
 - INDOT acquired land by a Highway Grant many years ago.
 - Permanent ROW (1.53 acres)
 - Land that is purchased and becomes ROW owned by INDOT.
 - Temporary ROW (0.30 acre)
 - Land temporarily acquired for purposes of construction-related activities.



S.R. 23 & Adams Road Environmental Document

NEPA - National Environmental Policy Act of 1970

- Required for all federally-funded highway improvements
- Environmental document level based on location and scope

- Levels of Review:



Programmatic Categorical Exclusion (PCE)

Categorical Exclusion (CE) Levels 1 through 4

Environmental Assessment (EA)

Environmental Impact Statement (EIS)

- This project is a **CE Level 3** (approved for public involvement on February 9, 2026)
 - 3.52 acres of tree clearing
 - 0.002 acre of wetland impact
 - Adjacent historic property
 - 1.53 acres of new permanent right-of-way acquisition



S.R. 23 & Adams Road Environmental Document

- **Design** to avoid / minimize / mitigate for project impacts
- **Offer** Public Hearing for Preferred Alternative
- **Finalize** plans based on Public Input
- **Obtain** CE Approval from INDOT



Project Cost and Schedule

PROJECT COST

Total Project Cost Estimate: approximately \$2.6 million (Combination of Federal and State Monies)

- Includes preliminary engineering, right-of-way acquisition, and construction

ANTICIPATED PROJECT SCHEDULE*

Public Hearing Comment Period: March 10, 2026 to April 7, 2026

Final Environmental Document Approval: Summer 2026

Right-of-Way Acquisition: anticipated to begin Summer 2026

Project Construction:

- Utility Relocations Prior to Construction (once ROW is acquired)
- Letting Date: 10/14/2027
- Construction: Spring of 2028 through Fall 2028

*Above timeline is dependent upon Funding, Programming & Environmental Process



Project Resource Locations

INDOT LaPorte / Northwest District

- 315 Boyd Boulevard, La Porte, IN 46350

Mishawaka-Penn-Harris Public Library, Harris Branch

- 51446 Elm Road, Granger, IN 46530

INDOT Project Website

- bit.ly/SR23AdamsRd

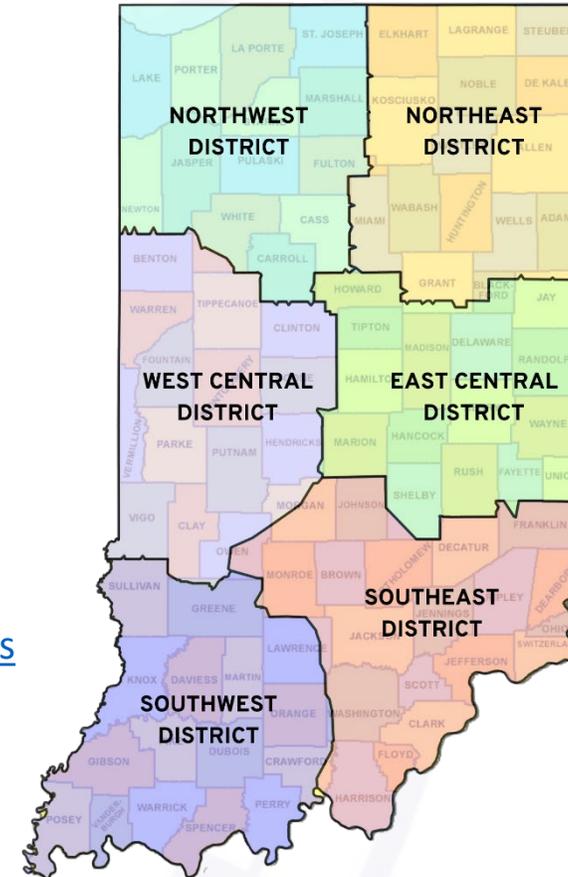
OTHER RESOURCES

INDOT Public Involvement Process

- www.in.gov/public-involvement/public-involvement/the-public-involvement-process

INDOT Transportation Services Call Center

- 855-463-6848 (855-INDOT4U)



Public Comments & Feedback

Ways to Submit Comments*:



Verbally at the public hearing tonight



Online via the Q&A function on the Teams Webinar



Fill out a Comment Form



Contact a Team Member
(Email: rscott@bfsengr.com)

* All comments received will become part of the public record, reviewed and evaluated, and included within the Environmental Document.



INDOT4U

Website: www.INDOT4U.com

Phone: 1-855-463-6848

INDOT requests comments, questions, and concerns be submitted by April 7, 2026.



Public Comment Session

- Those who have signed up to make comments will be called in order.
- Once all those who have signed up are done speaking, the opportunity will be given for anyone else to provide public comments in front of the group tonight.

Please Note:

- NOT a question/answer session
- Be considerate of others
- State your name before giving comments

