Intersection Improvement Project S.R. 66 at Orchard Road (CR 275W)

Tuesday, June 13, 2017
Welcome

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

• Introduction of INDOT Project Team
  • Project Management
  • Public Involvement
  • Vincennes District – INDOT Regional Office
  • Environmental Services
  • Real Estate

• PARSONS
  • Engineering, Design & Environmental Analysis Team

• Recognition of elected and local public officials

• 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:
  • Spencer County Journal-Democrat
    • Thursday, May 25, 2017
    • Thursday, June 8, 2017
Project Stakeholders

- Indiana Department of Transportation
- Indiana Division Federal Highway Administration
- Spencer County
- City of Rockport and local communities
- Elected & Local officials
- Residents and citizens
- Commuters
- Businesses
- Emergency services
- Schools
- Churches
- Community Organizations
Project Development

1. Project Selection
   Early Coordination

2. Environmental phase begins
   Purpose & Need
   Develop alternatives

3. Preliminary design phase
   Release environmental document for public review and comment

4. Additional work to finalize environmental document and project design

5. Real Estate Acquisition
   Construction

Public Hearing

Communicate project decision
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
  - Identify a 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 documentation released for public involvement
  - Solicit public input/engage project stakeholders during development of proposed a project and/or consideration of a proposed action
  - Released for public involvement April 2017
  - Is available for review via several public repositories
Environmental Analysis

- Right-of-way
- Streams, Wetlands, and Other Waters
- Floodplains
- Endangered Species
- Farmland
- Cultural Resources (Historic/Archaeological)
- Parks and Recreational Lands (Trails)
- Early Coordination (inform resource agencies)
- Red Flag Investigation
- Air Quality
- Noise
- Community Impacts
- Environmental Justice (low income & minority populations)
- Hazardous Materials
- Permits
- Mitigation
- Public Involvement
- Commercial Development
Project Resource Locations

• INDOT Vincennes District Office
  3650 South U.S. Highway 41
  Vincennes, IN 47591
  • Toll Free 1-800-279-5758
  • swincommunications@indot.in.gov
  • http://www.in.gov/indot/2707.htm
  • Planning, Project Development/Delivery, Construction, Maintenance for Southwest Indiana

• Spencer County Public Library — 210 Walnut Street, Rockport, IN 47635; Phone (812) 649-4866

• INDOT Office of Public Involvement
  100 North Senate Avenue, Room N642, Indianapolis, IN 46204; Phone (317) 232-6601
  rclark@indot.in.gov
Intersection Improvement – S.R. 66 at C.R. 275 W

• Purpose & Need
  • Improve safety and capacity at intersection
  • Improve small drainage structure
    • To ensure a structurally sufficient and hydraulically adequate drainage crossing of S.R. 66
Alternatives Considered

• No Build
  • Does not involve any improvements to the existing intersection
  • Traffic light would remain
  • Does not address or enhance safety and capacity
  • Does not meet the purpose and need of project

• Single-lane mini roundabout
  • This type of roundabout minimizes right-of-way and environmental impacts to adjacent roadside waterways
  • This type of roundabout does not meet criteria in INDOT Design criteria - urban environments with speeds of 30 mph or lower
  • Is not feasible at this location per INDOT Design criteria

• Single-lane rural roundabout offset to the east
  • Roundabout within existing right-of-way and avoid acquiring right-of-way from school
  • Would impact adjacent utilities, overhead power poles would require relocation, impacts to adjacent waterways
  • Increased impact and higher cost resulted in this alternative to not be carried forward
Preferred Alternative

- **Roundabout off-set to the northwest of intersection**
  - Diameter would be approximately 130 feet
  - Single 16-foot travel lane within the intersection
  - Dedicated right-turn lane on the Orchard Road southbound approach
  - Travel lanes in all directions would remain unchanged
  - Meets purpose and need of project by enhancing safety and adding capacity

- **Small drainage structure improvement**
  - Several pipes will be replaced including dual pipe structure
  - New curb and gutter with a storm sewer will be installed within intersection
  - Meets purpose and need of project by ensuring a structurally-sufficient and hydraulically-adequate crossing of S.R. 66
Preferred Alternative
What is a Roundabout?
Roundabout

- One-way circular intersection
- Traffic flows counter-clockwise around a center island
- Yield at entrance
- No parking
- No “activity” in center island
Benefits of a Roundabout

• **Enhances Safety**
  - Roundabouts reduce the number of potential accidents 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
Roundabouts reduce conflict points – vehicles travel in same direction
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/
Roundabouts Enhance Safety

- Collisions at traditional intersections are severe because:
  - High speed
  - Angle of impact
What is NOT a Roundabout

• Traffic circle
  • Stop control or signalized
  • D Circle, Washington, D.C.
  • Monument Circle – Indianapolis

• Rotary
  • Common in New England states
  • Entering traffic has right-of-way
Maintenance of Traffic

• S.R. 66 will remain open at all times

• Detours for Orchard Road and C.R. 275 W
  • Northbound will be closed when schools are on summer break
  • Will remain open to emergency vehicles
  • Private drives (access) will be maintained
Real Estate

ACQUISITION
ACQUIRING REAL PROPERTY FOR FEDERAL AND FEDERAL-AID PROGRAMS AND PROJECTS

June 2005

RELOCATION
YOUR RIGHTS AND BENEFITS AS A DISPLACED PERSON UNDER THE FEDERAL RELOCATION ASSISTANCE PROGRAM

June 2005
Real Estate Acquisition Process

- "Uniform Act of 1970"
  - All federal, state and local governments must comply
  - Requires an offer for just compensation

- Acquisition Process
  - Appraisals
  - Review Appraisals
  - Negotiations

- INDOT Real Estate Team to work with impacted property owners

- Right-of-way
  - Permanent ROW: 0.8 acre
    - ROW from commercial property and South Spencer School Corp
    - Permanent ROW is land, once purchased by INDOT from legal land owner, becomes land owned by INDOT
  - Temporary ROW 0.04 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 Schedule

• Public Hearing: 6/13/17

• Public comments requested by COB 6/30/17

• INDOT review and consideration of public comments – Fall 2017
  • Finalize environmental documentation
  • Final design
  • Communication project decision

• Real estate acquisition – 2018

• Construction: 2020
Submit Public Comments

• Submit public comments using the options described on 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 request comments be submitted by Friday, June 30, 2017**

• All comments submitted will become part of public record, entered into transcript, reviewed, evaluated and given consideration during decision making process.
Next Steps

• Public and project stakeholder input
  • Submit comments via options described on page 1 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 documentation accessible via repositories

• Questions? Contact Public Involvement Team
  • Vincennes District Office
    • 1-800-279-5758 swincommunications@indot.in.gov
  • Office of Public Involvement
    • 317-232-6601 rclark@indot.in.gov
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 Vincennes District page http://www.in.gov/indot/2707.htm