

---

# US 36 Added Travel Lanes and Pedestrian Connectivity

Wednesday, June 7, 2023

6:30 p.m.

Pendleton Heights High School



# Welcome

---

- Purpose of public meeting
- Format
- Visit our sign-in table
- Informational handout
- Submit written comments
- Project display area



# US 36 ATL and Pedestrian Connectivity in Pendleton

## • **Project Team**

- INDOT Greenfield District
- Town of Pendleton
- CDM Smith and consultant team

- Public meeting notice posted in Pendleton Times-Post
- INDOT posted a news release
- INDOT and Town of Pendleton social media posted the announcement
- A copy of presentation and project documentation will be available for review online via – [on.in.gov/US36ATL](http://on.in.gov/US36ATL)



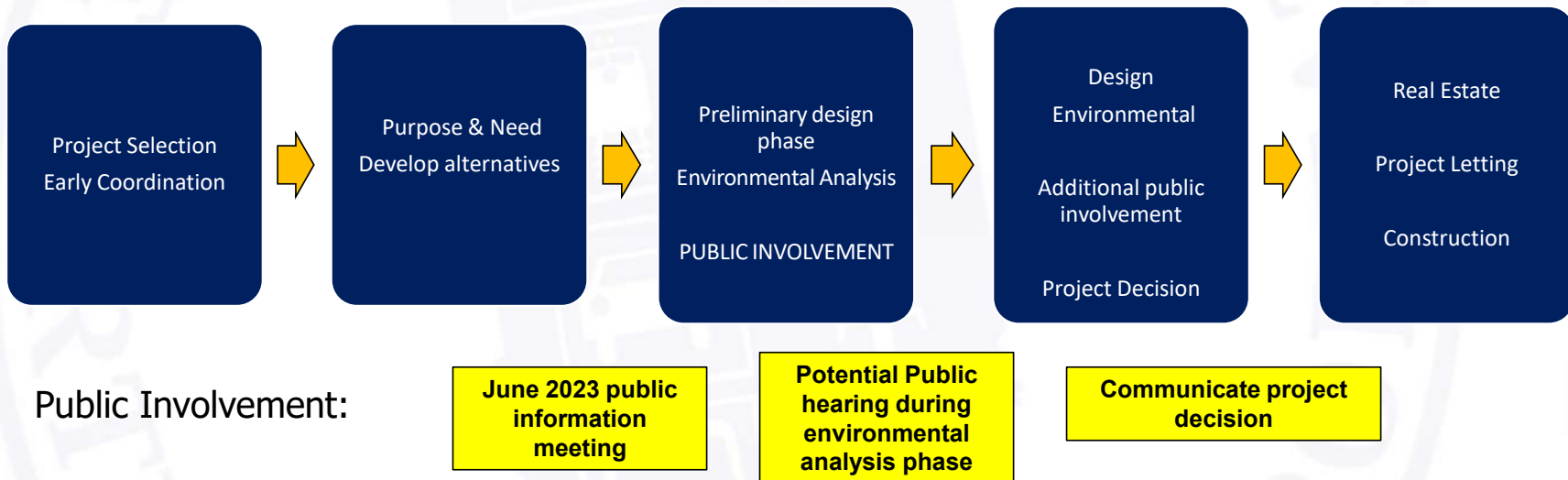
# Project Stakeholders

---

- Indiana Department of Transportation
- Federal Highway Administration
- Town of Pendleton
- Madison County
- Madison County Council of Governments (MPO)
- Elected & local officials
- Residents and citizens
- Commuters
- Businesses
- Emergency services
- Schools
- Churches
- Community organizations



# Project Development



# Environmental Consideration

---

## **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
  - Develop & Screen Alternatives
  - Preferred Alternative – determine a course of action
- **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?
- **Draft environmental document is under development**





# Types of items evaluated

---

- Right-of-way
- Streams, Wetlands, and Other Waters
- Floodplains
- Endangered Species
- Farmland
- Cultural Resources (Historic/Archaeological)
- Parks and Recreational Lands (Trails)
- Air Quality
- Community Impacts
- Public Involvement



# Environmental Analysis & Public Involvement

---

- **Notice of Entry for Survey – 2020, 2022, and 2023**
  - Letters mailed to properties within general area
    - Describes early project proposal
    - Project personnel in area, access to properties
    - Gather data for environmental analysis
- **Public information meeting – June 2023 (TODAY)**
  - Project webpage: [on.in.gov/US36ATL](https://on.in.gov/US36ATL)
- **Section 106 of National Historic Preservation Act – 2021-2023**
  - Take into account proposal's impact to historic & archaeological properties
  - Public invited to participate
  - Public notices issued with 30-day comment period
  - "No Adverse Effect" finding anticipated
- **Draft environmental document – November 2023**
  - Opportunity to request a public hearing at that time





# Project Location

- US 36 and SR 9 from approximately Angle Road to Huntsville Road
- State Street from RR to US 36
- SR 38 from US 36 to west of roundabout
- US 36 from SR 9 to CR 300



# Existing Conditions

- US 36 / SR 9
  - Two 12-foot travel lanes with shoulders except between Jcts which is four lanes and curbed
- State Street / SR 38
  - Two 12-foot travel lanes with turn lanes
- US 36 East Leg
  - Two 12-foot travel lanes with turn lanes
- Open drainage for most of corridor
- Limited sidewalk
- Signalized intersections at State St/SR 38 and US 36/SR 9
- Traffic congestion and safety concerns
- No lighting



# Crash Data

- Crash data is from 2017 to 2019
  - Total crashes is 166
  - Index of Crash Frequency is 6.02
  - Index of Crash Cost is 4.58
- Main types of collisions are rear end, right angle, and left turn

Type of Collision	Number
Backing Crash	2
Collision with Object in Road	2
Head On	4
Left Turn	20
Left / Right Turn	4
Opposite Direction Sideswipe	2
Other	9
Ran Off Road	9
Rear End	75
Right Angle	37
Same Direction Sideswipe	2
<b>Total</b>	<b>166</b>

# Purpose and Need

---

- Purpose

- Reduce travel delay
- Improve pedestrian and bicycle accessibility and connectivity
- Improve safety by reducing conflict points

- Need

- Heavy congestion and queuing during peak hours and when I-69 is diverted
- Lack of safe pedestrian and bicycle access



# Alternatives Considerations

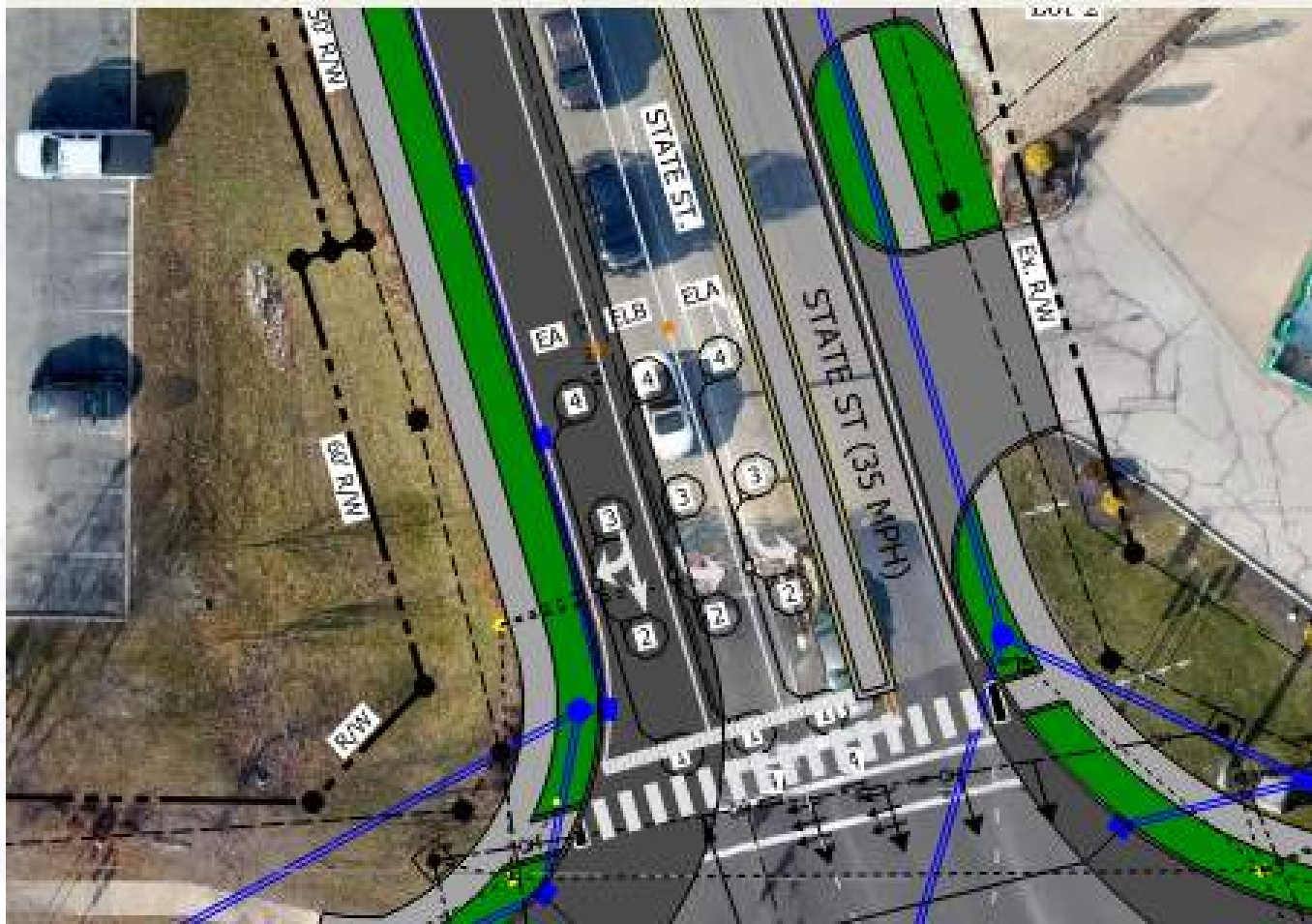
---

- **Goals of the project**
  - Add capacity
  - Improve pedestrian infrastructure
  - Improve safety
- **Iterative analysis for alternatives**
  - Improve EB State St operations
  - Additional through lane
  - Add turn lanes at intersections
  - Pedestrian infrastructure
  - Access management



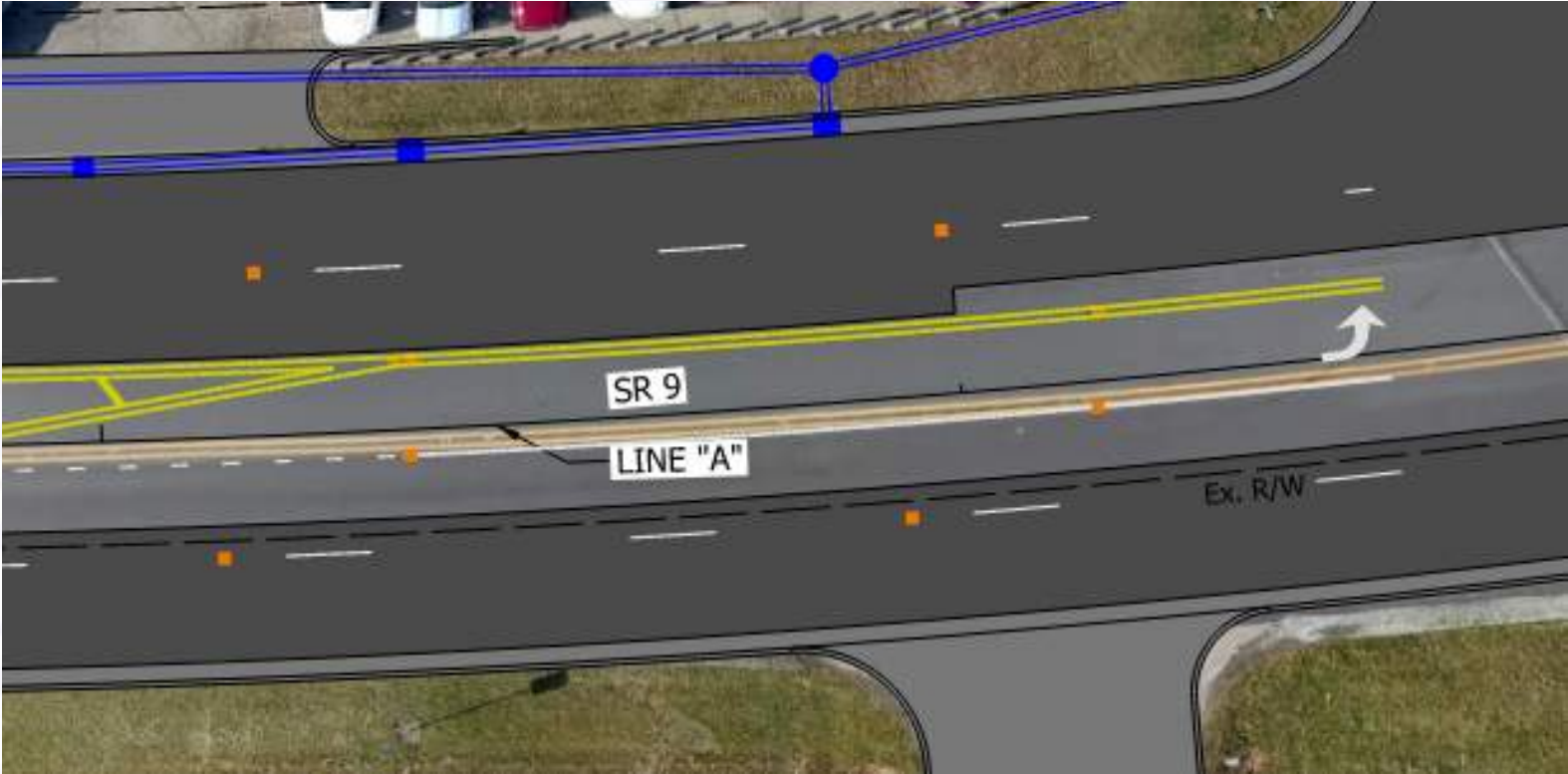


# Improve EB State St Operations





# Additional Through Lane



# Add Turn Lanes at Intersections







# Access Management

## What is Access Management?



Access management is a set of techniques used to control entry to highways and other roadways. Good access management promotes the **safe** and **efficient** use of the transportation network. The Preferred Alternative includes added raised medians along State Street, SR 38, and US 36 to improve traffic operations.

### How



The Preferred Alternative proposes to **restrict the location of left turns** off of State Street, SR 38, and US 36

### Why



Following INDOT design standards for access control, limiting left turns would:



**Improve safety** by decreasing the chance of collision from oncoming traffic and rear-end crashes



**Improve operations** by reducing backups along State Street, SR 38, and US 36



# Access Management



# Preferred Alternative - Proposed Improvements

---

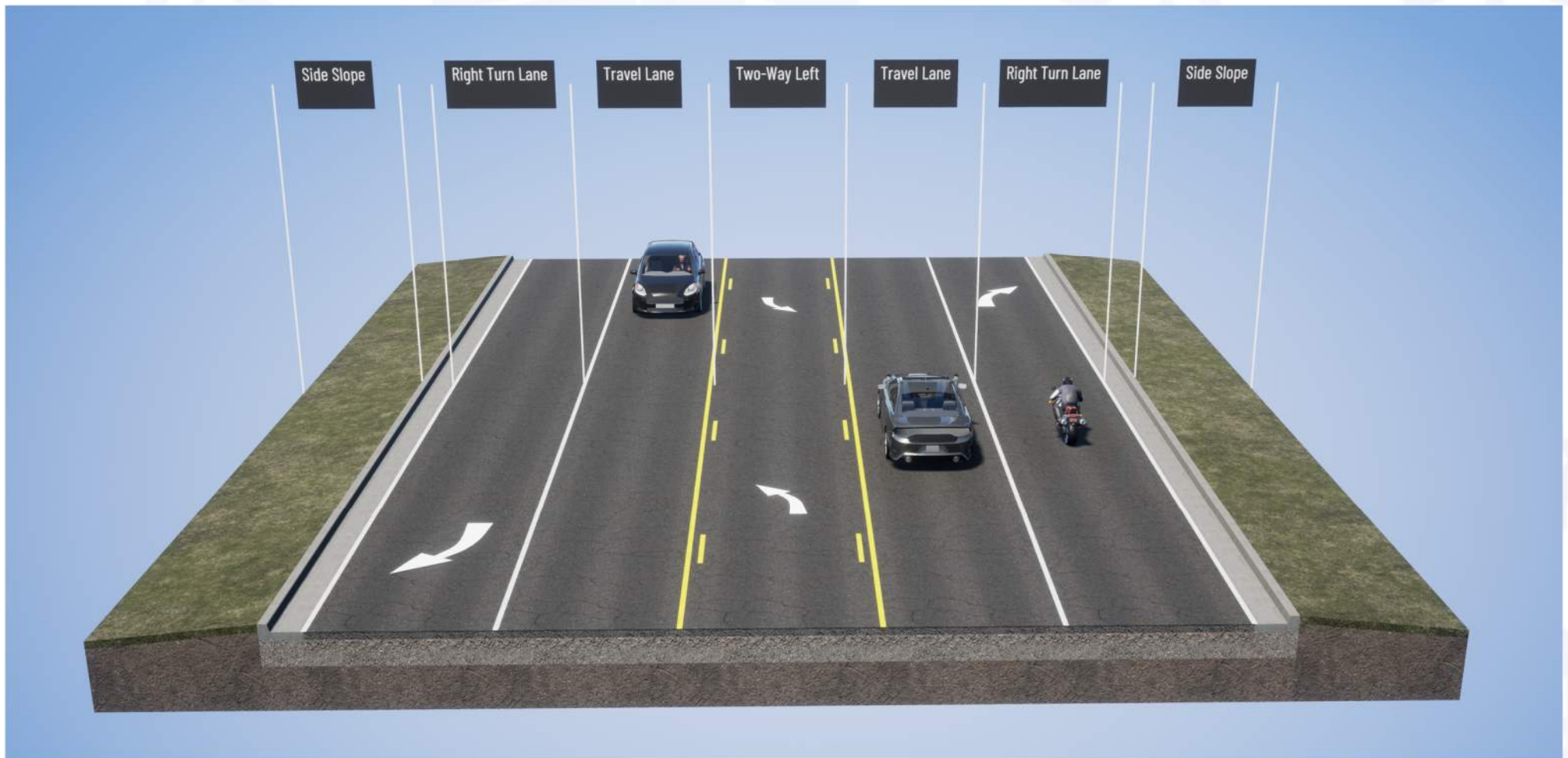
- Add travel lanes on US 36
- Add turn lanes at both major intersections
- Improve drainage
- Improve pedestrian infrastructure\*
  - Sidewalk
  - Shared-use Paths
  - Lighting
  - Amenities
- Access management
- Other improvements

\* Pedestrian infrastructure construction is split into three phases by geography and will be constructed in separate years.

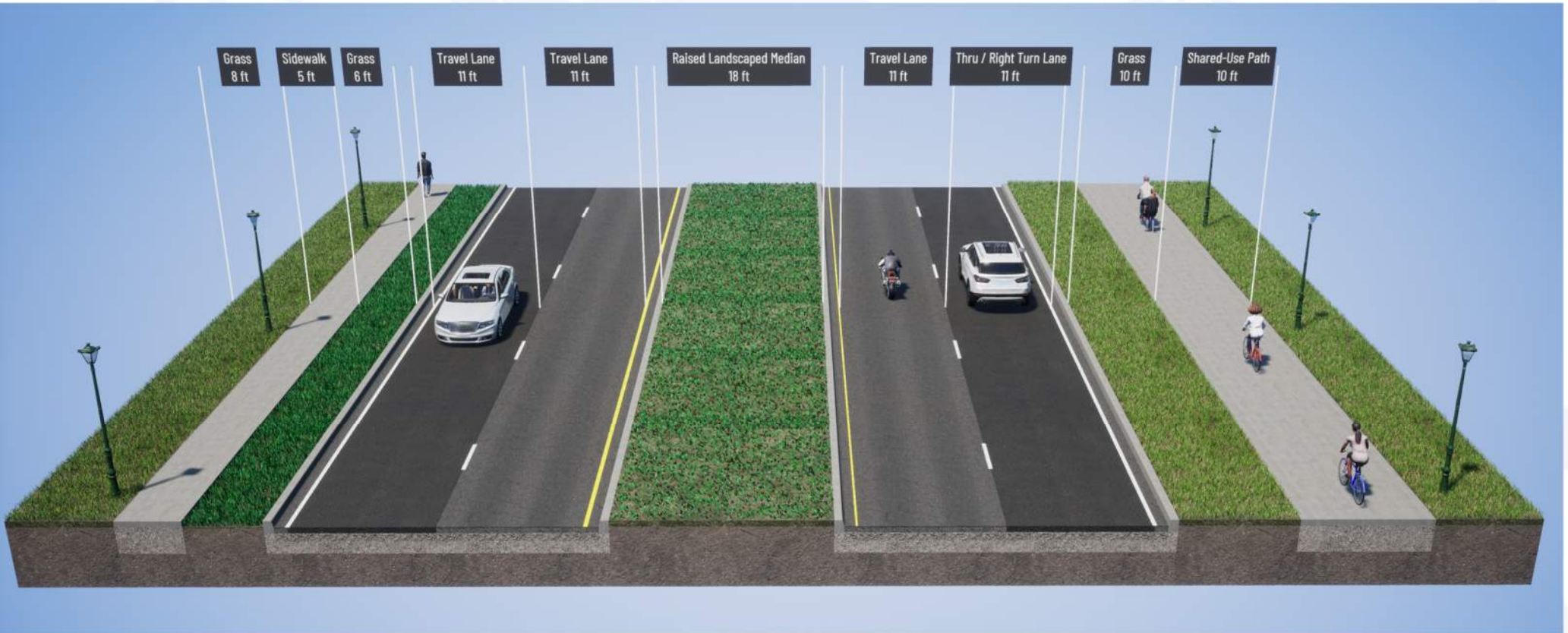




# Existing Typical Section – US 36



# Proposed Typical Section – US 36

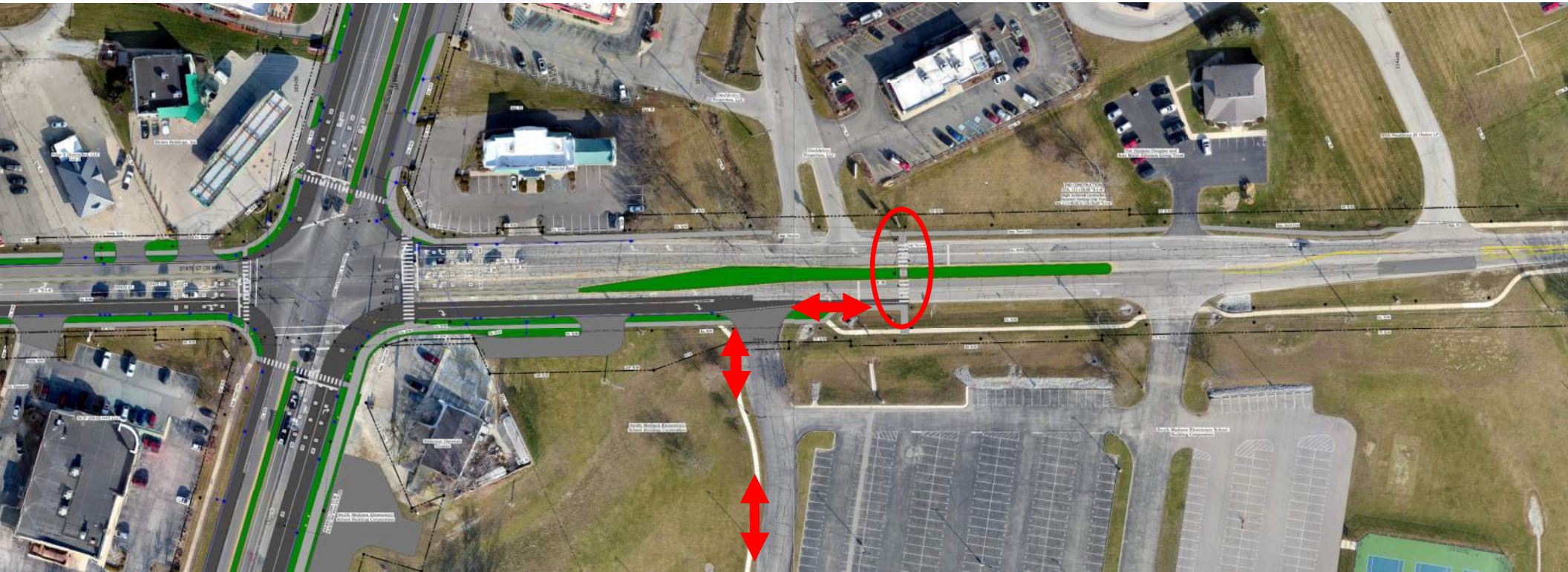


# Typical Section – HAWK Signal (Pedestrian Hybrid Beacon)



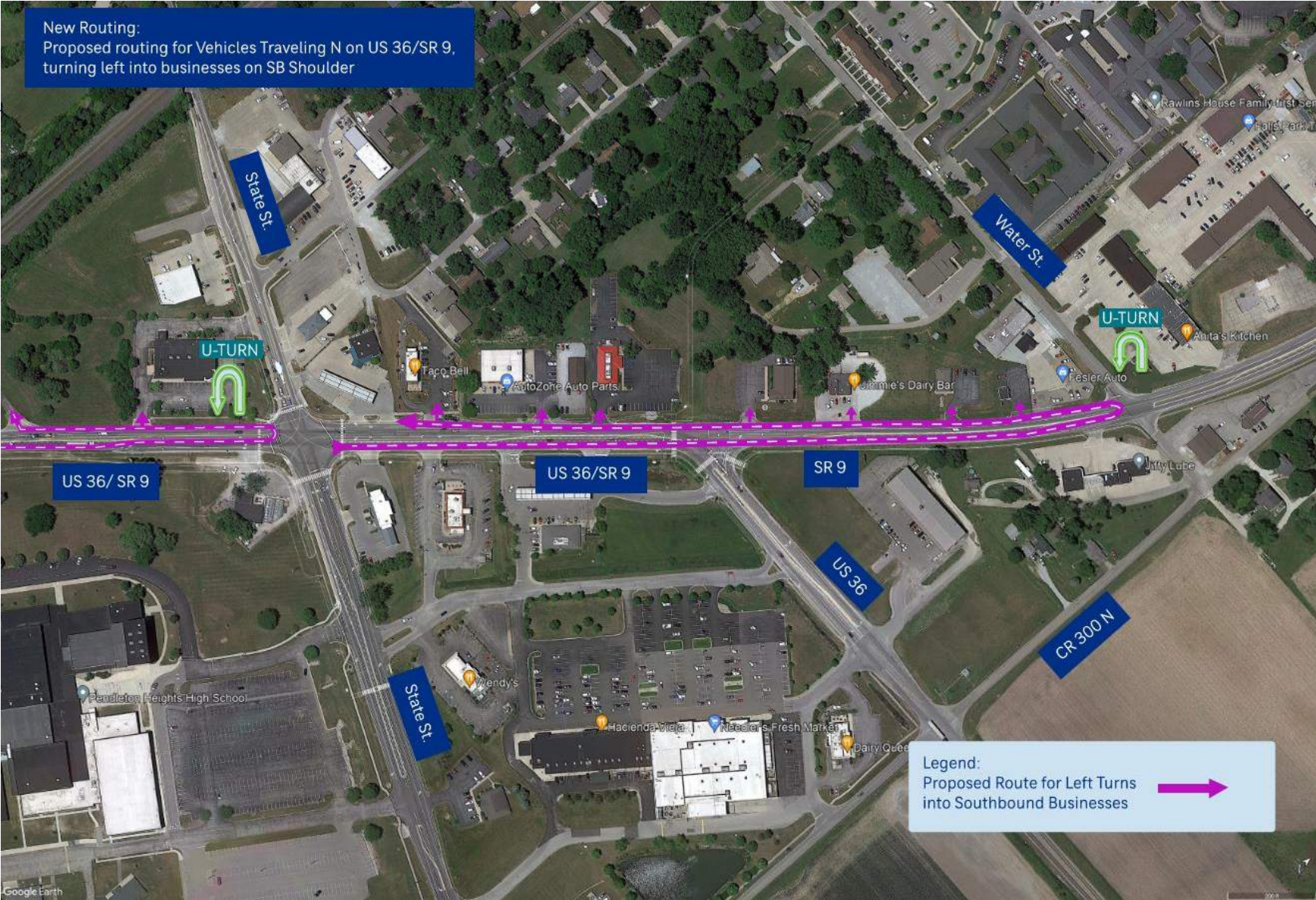


# Pedestrian Routing to/from school and HAWK





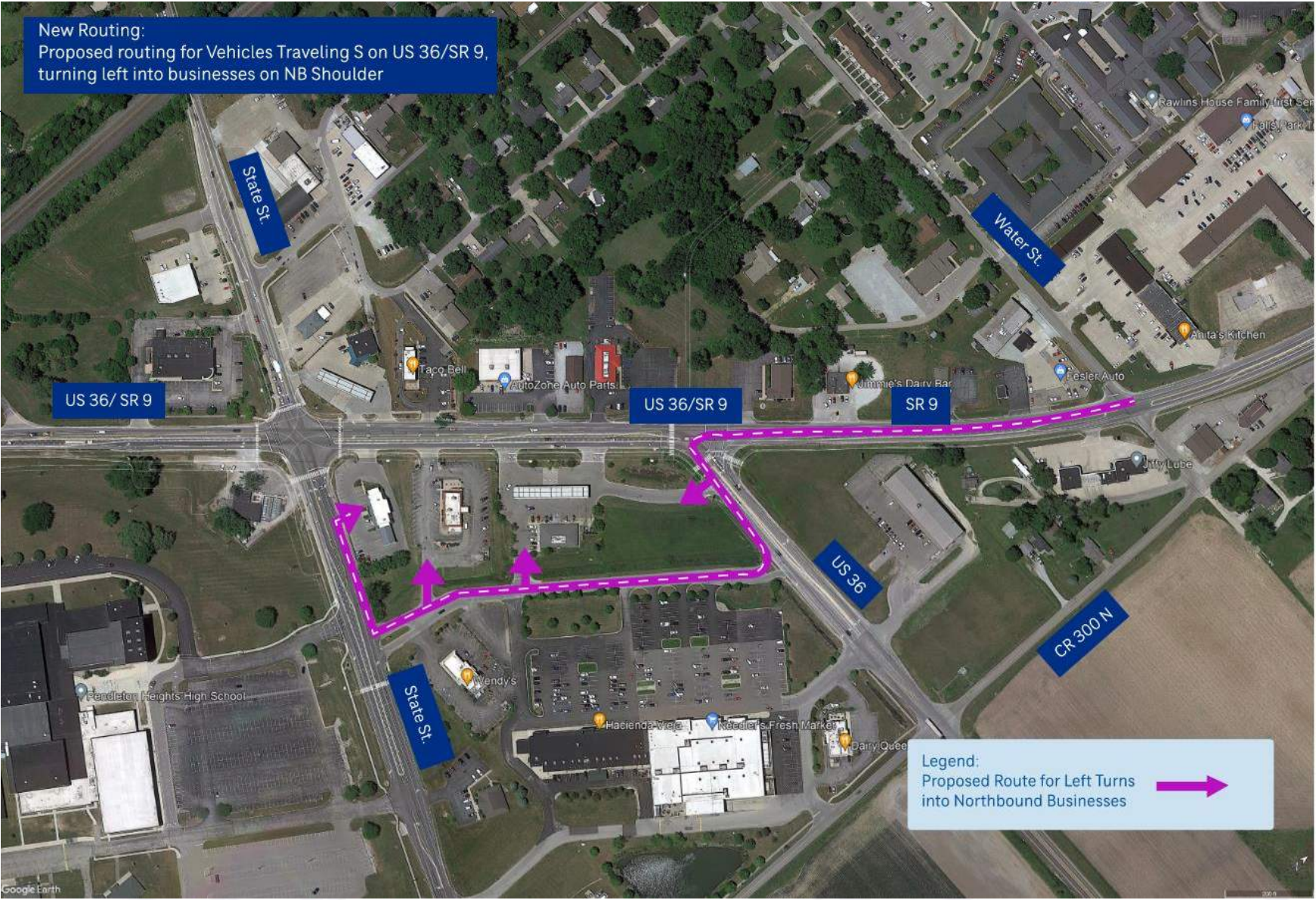
New Routing:  
Proposed routing for Vehicles Traveling N on US 36/SR 9,  
turning left into businesses on SB Shoulder



Legend:  
Proposed Route for Left Turns  
into Southbound Businesses →



New Routing:  
Proposed routing for Vehicles Traveling S on US 36/SR 9,  
turning left into businesses on NB Shoulder



Legend:  
Proposed Route for Left Turns  
into Northbound Businesses





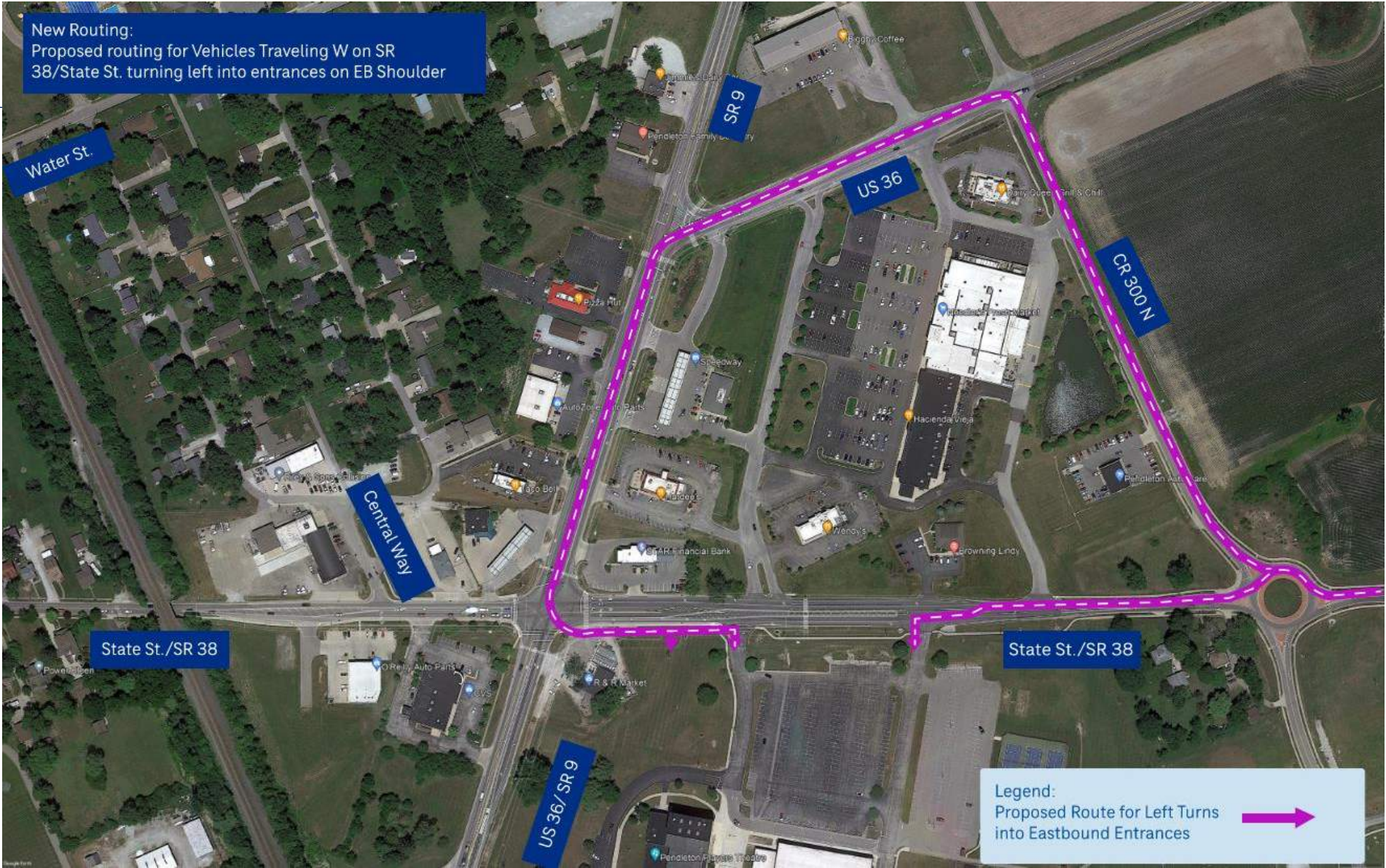
New Routing:  
Proposed routing for Vehicles Traveling E on SR 38/State  
St. turning left into businesses on WB Shoulder



Legend:  
Proposed Route for Left Turns  
into Westbound Businesses →



New Routing:  
Proposed routing for Vehicles Traveling W on SR  
38/State St. turning left into entrances on EB Shoulder



Legend:  
Proposed Route for Left Turns  
into Eastbound Entrances →

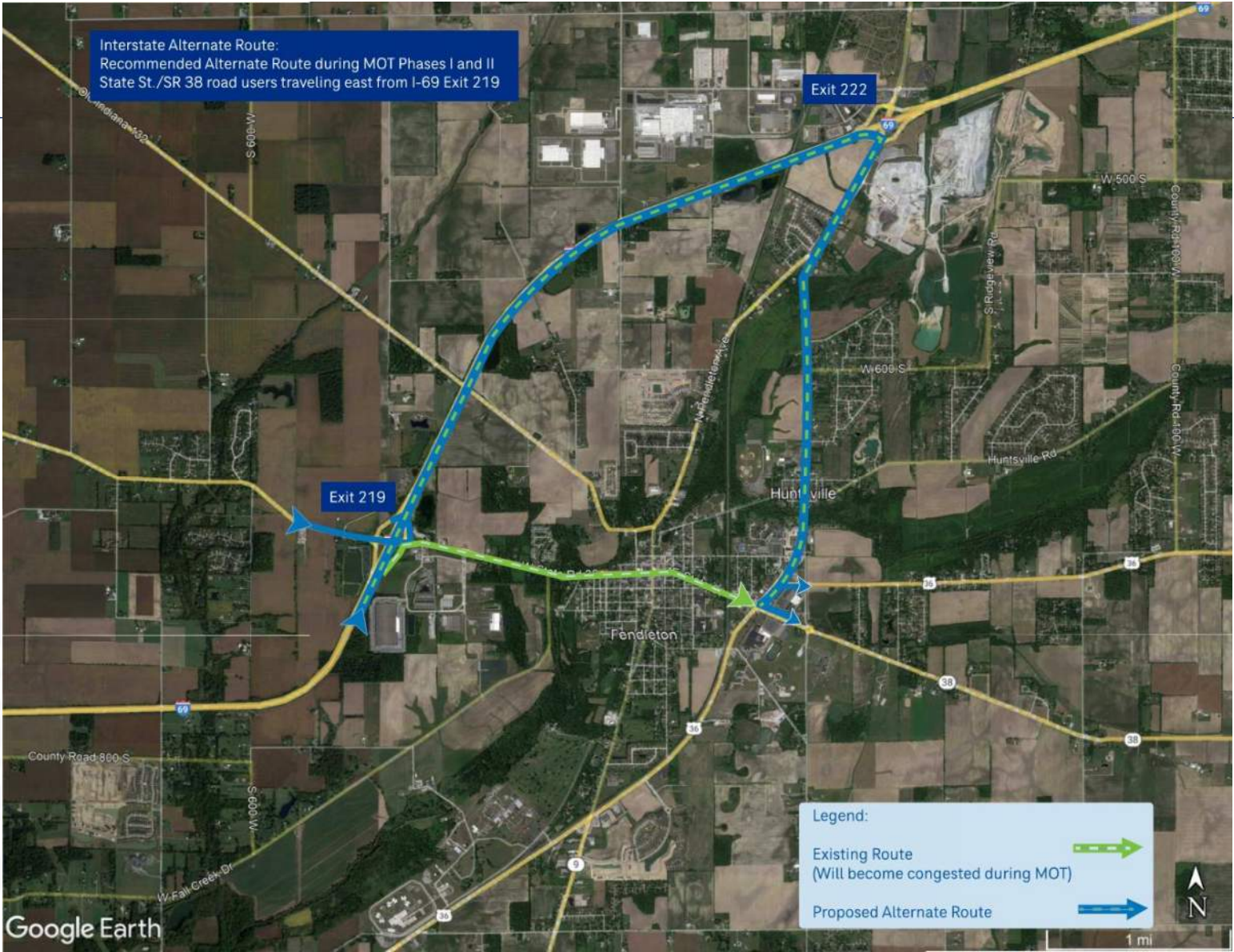
# Maintenance of Traffic

---

- Maintain local access to all residences, farm fields and businesses during construction using surrounding roads, temporary entrances or other appropriate means
- Phase 0: Strengthen shoulders on US 36 and SR 9
- Phase 1: Construct one side of each road
- Phase 2: Construct the other side of each road
- Phase 3: Median construction







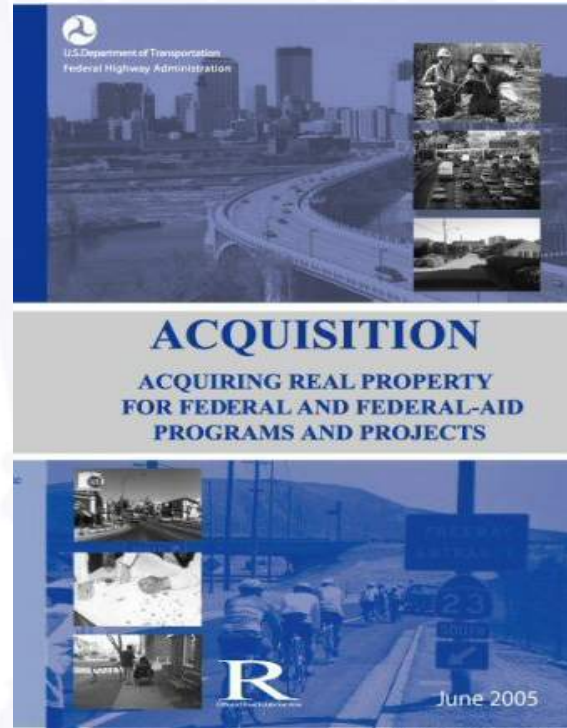


Local Alternate Route:  
Recommended Alternate Route during MOT Phases I and II  
Eastbound State St./SR 38 road users traveling north on SR 9



# Real Estate

---





# 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

- **Right-of-way (ROW)**

- Permanent
  - Permanent ROW is land, once purchased by INDOT from the legal land owner, becomes ROW owned by INDOT
  - Approximately 5.1 acres required
- Temporary
  - 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
  - Approximately 0.7 acres required

ROW acquisition activities are ongoing

# Project Schedule

---

- Preliminary Engineering – ongoing
- Environmental Analysis Phase – ongoing
- Real estate acquisition activities – 2023/2024
  - Appraising
  - Negotiations/buying
- Utilities coordination/relocation – 2024
- Construction – 2024 through 2025
  - Phase 1 – All road work and ped work between Jcts
- Future construction
  - Phase 2 – Pedestrian work south of SR 38
  - Phase 3 – Pedestrian work along Hayden Way



# Submit Public Comments

---

- Submit public comments using:
  - Public Comment Form at this meeting
  - Use the QR code and comment through INDOT's website ([indot4u.com](http://indot4u.com))
- INDOT respectfully requests that comments be submitted by Friday, July 7, 2023
  - Submit to Kim Szewczak, Project Manager, [kszewczak@indot.in.gov](mailto:kszewczak@indot.in.gov)
- Comments will be reviewed, evaluated and given full consideration during decision-making process





# Thank You

---

- **Please visit with the project team following the presentation**
- **Project Open House**
  - Project maps and displays
  - Project team informal Q & A
- Public Meeting webpage – **[on.in.gov/US36atl](http://on.in.gov/US36atl)**
- **Follow project updates on social media**
  - Facebook: [facebook.com/INDOTEast/](https://facebook.com/INDOTEast/)
  - Twitter: [@INDOTEast](https://twitter.com/INDOTEast)

