

**U.S. 41 Intersection Safety
Improvements in Terre Haute, Vigo County
Monday, March 26, 2012
6:00 pm Presentation
Ivy Tech Community College**



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
- Informal Q & A following formal presentation and comment session



Public Hearing

- 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 at: <http://www.in.gov/indot.htm>
- Legal notice of public hearing published in Terre Haute Tribune Star on Monday, March 12, 2012 & Monday, March 19, 2012



Project Team

- Indiana Department of Transportation
- Indiana Division Federal Highway Administration
- West Central Indiana Economic Development District
- A & F Engineering
- Recognition of Elected Public Officials

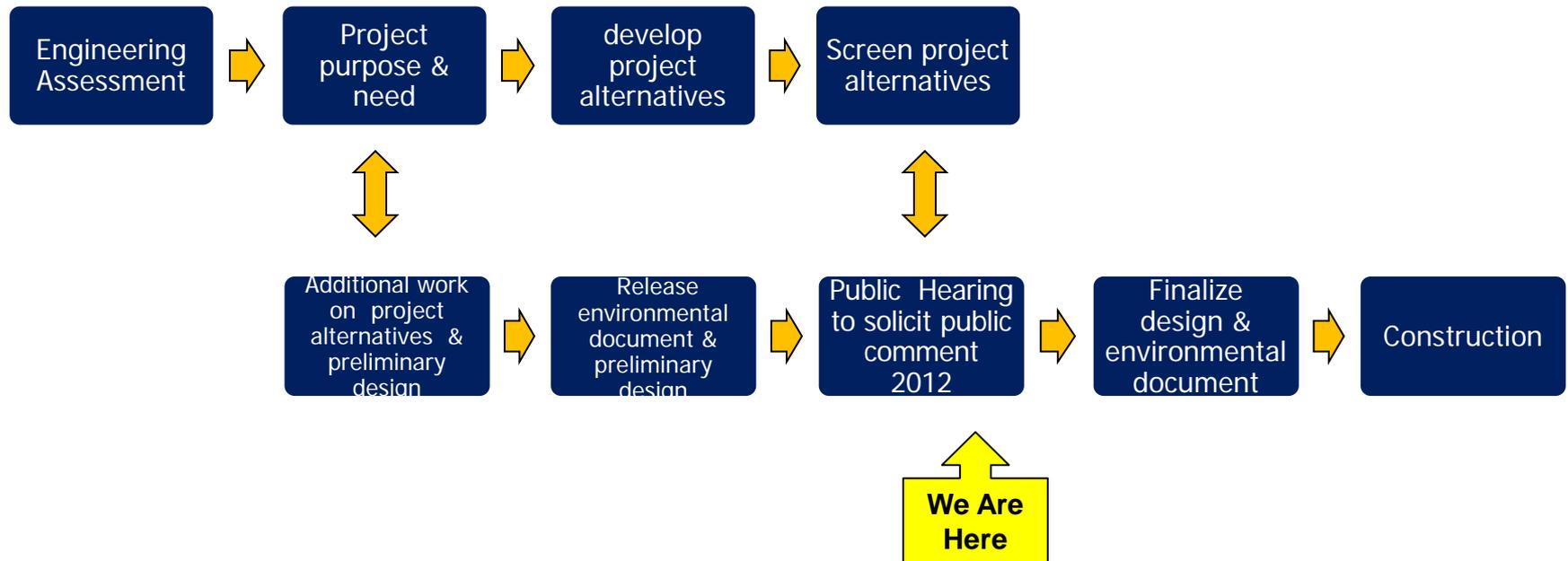


Project Stakeholders

- Indiana Department of Transportation
- Indiana Division Federal Highways Administration
- West Central Indiana Economic Development District
- Vigo County
- City of Terre Haute and local communities
- Elected Public Officials
- Community residents and citizens
- Emergency Services
- Commuters
- Trucking Industry
- Commercial District / local businesses
- Community Organizations



Project Development Process



Environmental Document

- Requirement of the National Environmental Policy Act (NEPA)
 - Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments
 - Impacts are described in environmental document
 - Environmental document was released for public involvement February 2012



Environmental Document

- Development of document begins once purpose and need for the project has been clearly identified
- Develop a number of possible alternatives including a “Do Nothing” alternative as a baseline for comparison
- Screen alternatives to identify a preferred alternative
- Solicit public comment on environmental document and preliminary design plan
- Solicit, address, and fully consider public comments as part of decision making process



Elements of the Environmental Documentation

Real Estate

Air Quality

Noise

Farmland

Hazardous Materials

Historic/Archaeological

Cultural Resources

Community Impacts

Wetlands and Waterways

Floodplains

Endangered Species



Noise Analysis

- INDOT performed a noise analysis for the corridor
- Per INDOT's policy, Noise Abatement must be both feasible and reasonable to be constructed
- Results of analysis using seven receptors showed the average noise today is between 68 and 72 dB at all locations



Noise Analysis

- Preferred alternative project would increase noise by less than 1 dB at all locations in 20 years
- Installation of noise abatement methods would be detrimental to businesses
- Therefore, installation of noise abatement methods would not be feasible or reasonable for this project.



Project Limits

- Along U.S. 41 – from driveway into CVS just south of Johnson Drive to driveway into hotels and gas station just south of I-70 ramps
- North end point of this project will be south end point of ramp project completed several years ago



Roadway Classification

- U.S. 41 classified as Urban Principal Arterial
- U.S. 41 on National Truck Network



Existing Conditions

- 3 thru lanes northbound, 2 through lanes southbound
- Traffic signal at Davis Drive & Johnson Drive
- Exclusive left turn lanes at Davis Drive, Johnson Drive, Honey Creek Parkway, CVS Driveway & into hotel driveway at North edge of project
- Most of project contains continuous right turn lane northbound and southbound



Existing Conditions

- Asphalt Travel Lanes
 - Through lanes: 11ft wide
 - Turning lanes: 12ft wide
- North of Davis Drive
 - Curbed on outside edge of pavement
- South of Davis Drive
 - Northbound shoulder: minimal
 - Southbound shoulder: 9ft wide
- Center Medians
 - Vary in width
 - Most medians have guardrail



Project Purpose

■ Enhance safety

- INDOT is currently building S.R. 641 to ease the capacity restriction on U.S. 41
- Increase safety along U.S. 41 corridor just south of I-70
- Reduce accident rates
- Update signal modernization at Davis Drive and improve signage
- Increase intersection safety & capacity by adding turn lanes and increasing storage lengths on existing turn lanes
- Increase safety by moving southbound merge location to a less dense area in corridor
- Pavement overlay throughout project limits to make smoother, safer driving lanes



Project Need

- Collision rates in project area due to lane channelization and traffic operations
 - Recent five-year analysis showed 466 accidents in project limits
 - Index of Accident Cost
 - Johnson Drive – 3.45
 - Davis Drive – 3.07
 - Index of Accident Frequency
 - Johnson Drive – 3.82
 - Davis Drive – 3.70
 - 3.0 to 4.0 considered high accident history
 - 38% of accidents were angle collisions
 - 37% were rear end collisions
 - Lack of storage contributed to many rear end collisions



Alternatives Considered



- Do Nothing
 - Does not meet purpose and need of the project

Preferred Alternative

- U.S. 41 Intersection Safety Improvements from Davis Drive to Johnson Drive
 - Provide a third southbound through lane from Johnson Drive to Davis Drive to move the merge location to a less dense area of the corridor
 - Install double left-turn lanes at the U.S. 41/Davis Drive intersection to improve capacity and safety
 - Enhance southbound transition taper from 3 lanes to 2 lanes, south of Johnson Drive so all 3 southbound thru lanes approaching the U.S. 41/Johnson Drive intersection will be utilized
 - Addition of third southbound thru lane will be accommodated by replacing the existing variable width paved median with a narrower 4ft curbed median
 - The existing northbound and southbound left-turn lanes on U.S. 41 at Honey Creek Parkway would be eliminated



Options Considered for Preferred Alternative

■ U.S. 41 Intersection Safety Improvements with a northbound left-turn lane at U.S.41/Honey Creek Parkway

- Keeps a left-turn lane for northbound U.S. 41 traffic to Honey Creek Parkway
- Insufficient room for a northbound left-turn lane for U.S. 41 at Honey Creek Parkway due to added capacity along southbound U.S. 41 at Johnson Drive
- Keeping a northbound left-turn lane for U.S. 41 at Honey Creek Parkway is not feasible
- The loss of the northbound left-turn lane is mitigated by the second left-turn lane being added at Davis Drive



Options Considered for Preferred Alternative

- U.S. 41 Intersection Safety Improvements with a southbound left-turn lane at U.S. 41/Honey Creek Parkway
 - Option would meet purpose and need of project but reduces capacity for the left-turn lane and would be less effective at meeting purpose and need
 - Would reduce capacity for the southbound U.S. 41 left turn lane at Johnson Drive
 - Public comment will be considered regarding this alternative and a decision will be made prior to finalizing the environmental document



Proposed Conditions

- 3 through lanes northbound
- 3 through lanes southbound; 1 southbound lane added
- Additional left turn lanes for northbound and southbound at Davis drive
- Remove ability for left turn at Honey Creek Parkway
 - INDOT is considering including the southbound left turn lanes at Honey Creek Parkway
- No significant changes to right turn lanes

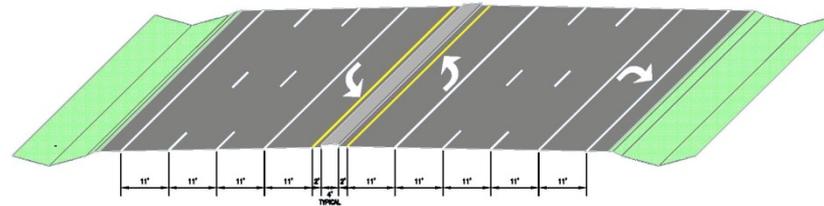


Proposed Conditions

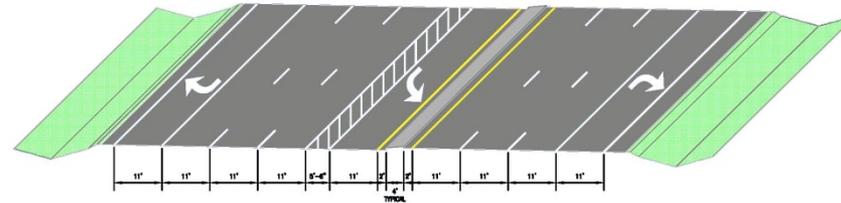
- Asphalt Travel Lanes
 - All will be wedged and resurfaced
 - Thru lanes: 11ft wide
 - Turning lanes: 11ft wide
- North of Davis Drive
 - Remains curbed
 - Center curb will be added
 - Medians and guardrail will be removed
 - Minor work at Davis Drive, Johnson Drive and other driveways to match grades
 - No major work expected except on U.S. 41
- South of Davis Drive
 - Northbound shoulder: Added
 - Southbound shoulder: Reduced to 3-5ft wide



Cross Section



PROPOSED IMPROVEMENTS
STA. 509+30 TO STA. 513+81 (JOHNSON AVE.)



PROPOSED IMPROVEMENTS
STA. 513+81 (JOHNSON AVE.) TO
STA. 518+00 (HONEY CREEK PKWY.)



8365 Keystone Crossing, Suite 201, Indianapolis, IN. 46240 (317) 202-0864

RECOMMENDED FOR APPROVAL _____
DESIGN ENGINEER _____ DATE _____
DESIGNED: ODS DRAWN: OMS
CHECKED: JER CHECKED: ODS

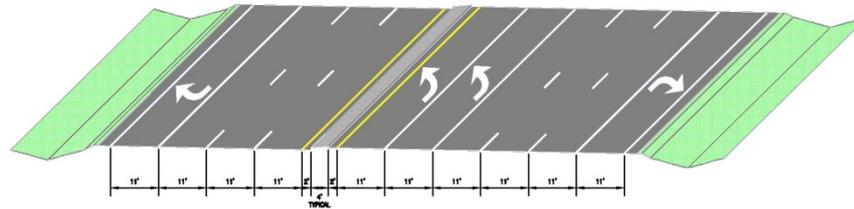
INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

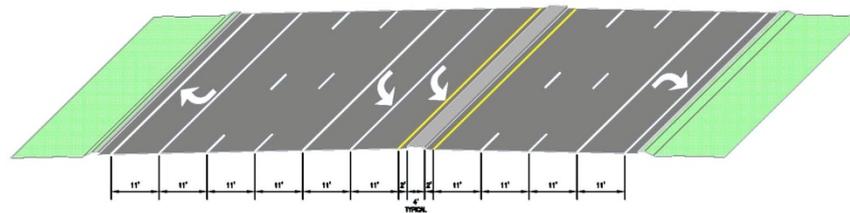
HORIZONTAL SCALE	BRIDGE FILE
1" = 10'	N/A
VERTICAL SCALE	DESIGNER
1" = 10'	001/381
SURVEY BOOK	SHEETS
	1 of 1
CONTRACT	PROJECT
0-3086	001/381



Cross Section



PROPOSED IMPROVEMENTS
 STA. 518+00 (HONEY CREEK PKWY.) TO
 STA. 525+83 (DAVIS DR.)



PROPOSED IMPROVEMENTS
 STA. 525+83 (DAVIS DR.) TO STA. 532+60



8365 Keystone Crossing, Suite 201, Indianapolis, IN. 46240 (317) 202-0864

DESIGNED:	OS	DRAWN:	OS
CHECKED:	JR	CHECKED:	OS

INDIANA
 DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
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VERTICAL SCALE	DESCRIPTION
1" = 10'	001/341
SURVEY BOOK	SHEETS
	1 of 1
CONTRACT	PROJECT
0-3086	001/341



Drainage

- Drainage Flow Line maintained in existing ditches
- Structure added in new center curbs
 - Pipe water to ditches
 - Built under traffic



Maintenance of Traffic (MOT)

- During Construction
 - 2 lanes open northbound and southbound at all times
 - Lanes narrow to 10ft
 - Speed limit reduced to 30 mph



Maintenance of Traffic (MOT)

- Phase 1
 - Build widening for outer lanes
 - Traffic kept in middle
- Phase 2
 - Build center islands
 - Center lane improvements
 - Traffic maintained on outside
- Phase 3
 - Island modified going into mall at Davis Drive



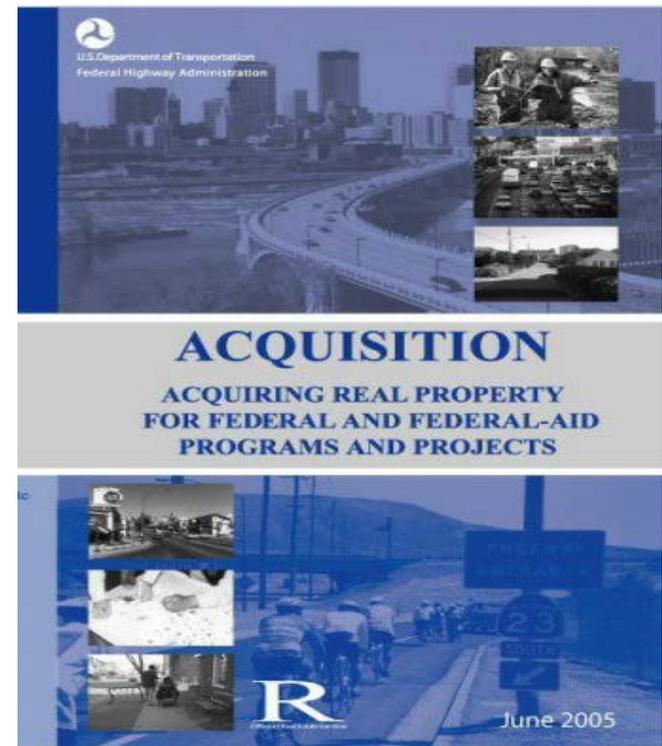
Maintenance of Traffic (MOT)

- Access to all properties maintained
- Limits to MOT
 - Fairgrounds to Margaret Avenue
- Areas north and south of project limits
 - Lane shift tapers
 - Temporary lane closures



Right-of-Way

- No new permanent right-of-way
- Temporary right-of-way needed – 0.04 acre
 - Tying into current footprint from ditch to ditch



Project Schedule

- Public Hearing on March 26, 2012
- Finalize project design and environmental document: Spring 2012
- Contract letting: Fall 2013
- Anticipated Project Start: Spring 2014
- Anticipated Project Completion: Summer-Fall 2014



Submit Public Comments

- Submit public comments using the options described in 1st 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 Wednesday, April 11, 2012**
- All comments submitted will become part of public record, entered into transcript, reviewed, evaluated and given full consideration during decision making process



Project Resource Location

- INDOT Crawfordsville District Office, 41 West 300 North, Crawfordsville, Indiana
- Construction, maintenance and transportation project development activities in West Central Indiana
- Customer Service Center (888) 924-6368
westcentralindiana@indot.in.gov
- Alan Plunkett, Crawfordsville District Deputy Commissioner
 - Debbie Calder – Media Relations Director
 - Aimee Bennett – Customer Service Center
 - Richard Gilyeat - Project Manager



THANK YOU

- Please visit with INDOT project officials
- Project Open House
 - Project maps, displays, public comments table
 - INDOT project officials available for informal Q & A
- Thank you for your attendance this evening

