# WELCOME

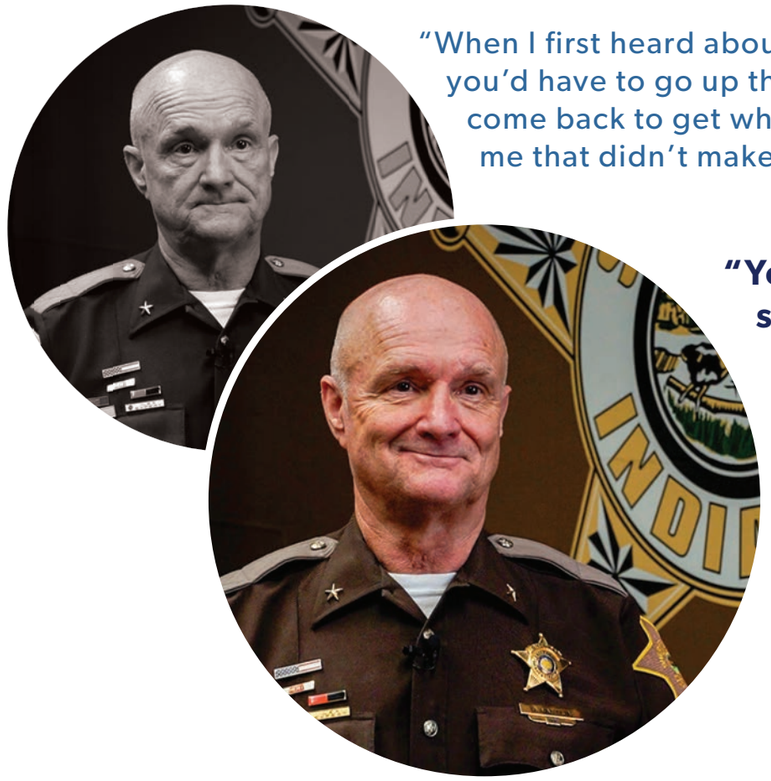
## Public Hearing

## US 24 & Wabash Street

# Public Comments

## Doug Vantlin,
Sheriff

(Skeptic to Supporter)



"When I first heard about it, I wasn't for it... you'd have to go up the road, turn around, come back to get where you're going...to me that didn't make any sense."

**"You can't argue with success. We've had no cause of accidents up there since they've [the RCIs] been operational."**

## Stanley Hobbs,
Firefighter

"I was not sold on the idea that these RCIs would reduce the number of injuries and number of deaths that we had at these places...but man...they work."


**"If you've got two dangerous intersections like we have, and you have a lot of accidents and even fatalities, all I can say is I do think that the RCIs work. I don't know how else to put it, except they work."**

### ALL INDIANA RCIs:

INDOT continues to track the safety performance of these and future RCIs to assess their effectiveness and advance our understanding of the traffic levels, design, and site conditions most suitable for this highway feature.

| Crash Data | Total Number of Crashes | Fatal & Injury Crashes | Non-Injury Crashes | Property Damage Only Crashes |
|---|---|---|---|---|
| Before | 216 | 49 | 54 | 113 |
| After | 102 | 10 | 13 | 79 |
| % Reduction | 53% | 80% | 76% | 30% |

# PUBLIC TESTIMONIALS

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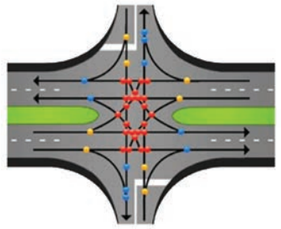
## Conflict points for existing US 24 and Wabash Street:

**Conflict Point: The location where two vehicles can potentially collide with each other at road intersections.*

**CONVENTIONAL INTERSECTION**

- (24) Crossing Conflict Points
- (10) Merge Conflict Points
- (8) Diverge Conflict Points

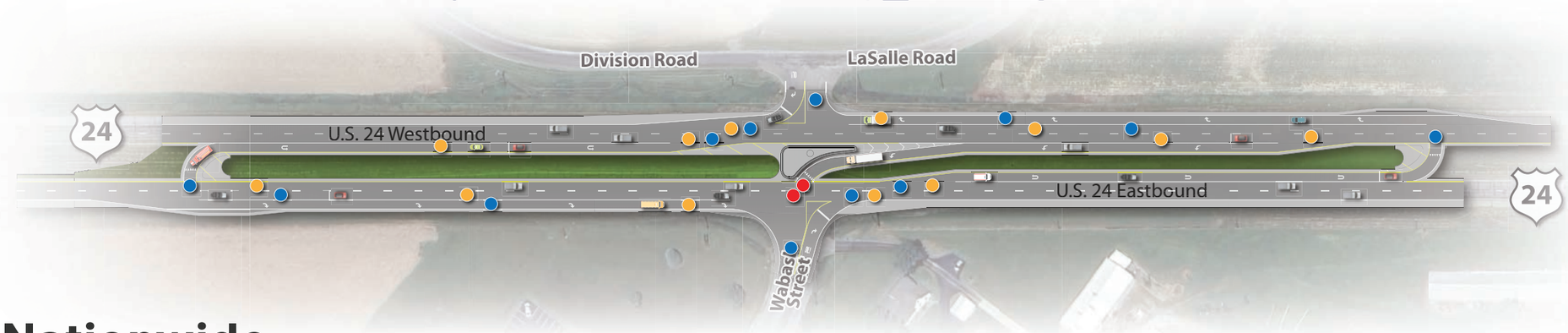


A traditional intersection has **42 conflict points** where an accident could occur.

Of those, **24 conflict points** can cause serious crashes like T-bone or right-angle crashes.

## Conflict points for a Reduced Conflict Intersection (RCI) at US 24 and Wabash Street :

- This RCI reduces the conflict points to **26 total**. Of those, **2 conflict points** can cause serious crashes like T-bone or right-angle crashes.



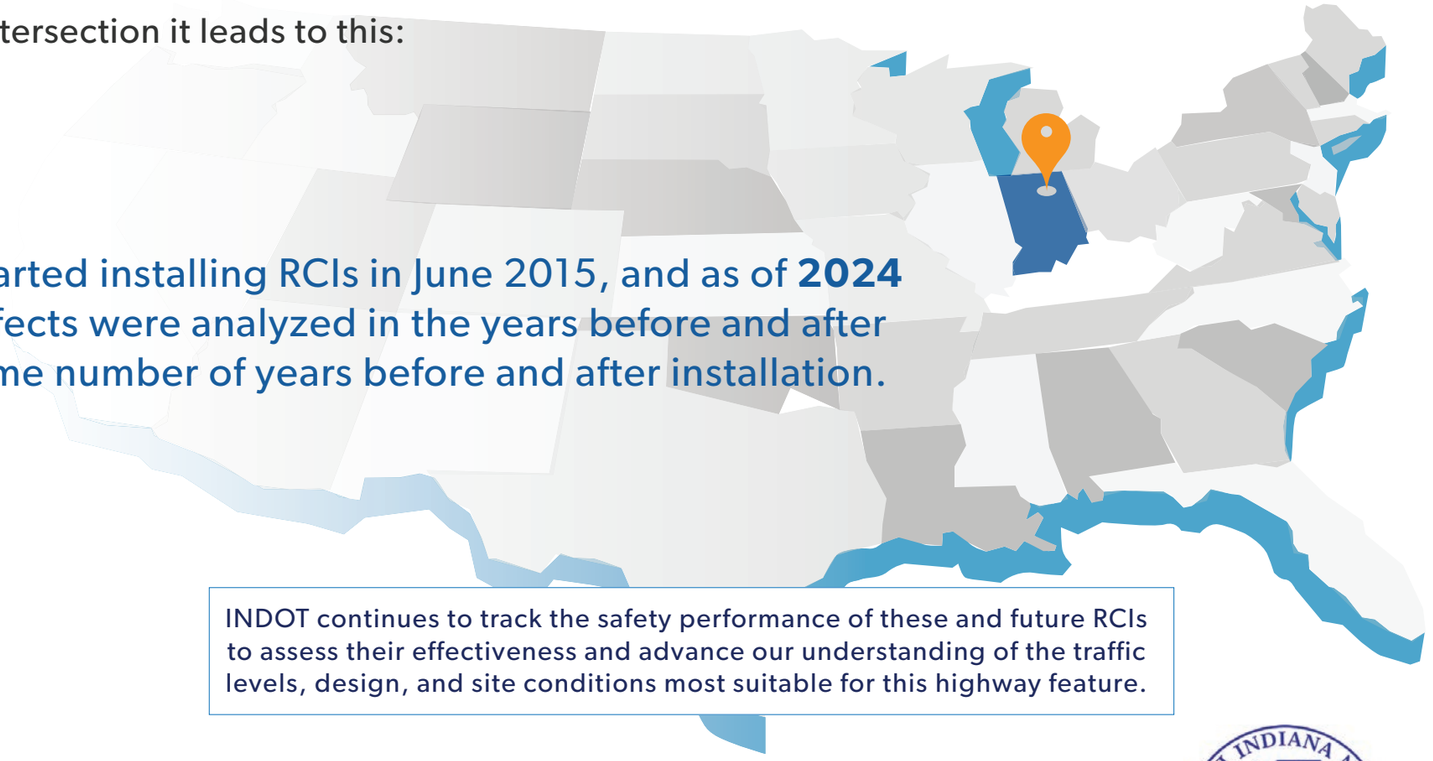

- (2) Crossing
- (12) Merge
- (12) Diverge

**(26) Total Conflict Points**

## Nationwide

Across the U.S., when an RCI is installed at an unsignalized intersection it leads to this:

- 44% reduction in ALL crashes
- 63% reduction in FATAL and INJURY crashes



## INDIANA

The Indiana Department of Transportation (INDOT) started installing RCIs in June 2015, and as of **2024** INDOT has installed **12 RCIs** across the state. Their effects were analyzed in the years before and after construction, with the study periods including the same number of years before and after installation. Overall, these locations experienced:

- **78% reduction in FATAL and INJURY crashes**
- **30% reduction in property damage crashes**
- **53% reduction in crashes of all severities**

INDOT continues to track the safety performance of these and future RCIs to assess their effectiveness and advance our understanding of the traffic levels, design, and site conditions most suitable for this highway feature.

# RCI FACTS & DATA

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# Commonly Asked Questions

## 1. Why choose a Reduced Conflict Intersection (RCI)?

- RCIs reduce the number of severe crashes that occur when vehicles cross over busy, high-speed traffic lanes to reach other lanes or roads.
- They are safer alternatives to traditional roadway intersections on four-lane highways with certain traffic and site conditions because they significantly reduce right-angle crashes, the type of crash most responsible for fatalities and serious injuries at traditional intersections.
- An RCI improves the driver's sight lines over a traditional intersection. Vehicles will only be contending with one direction of traffic at a time, improving safety and traffic performance at this intersection.
- RCIs eliminate the need for vehicles on secondary roads to cross high-speed mainline lanes of traffic.
- RCIs installed at four-lane highway intersections across Indiana and the nation have shown a substantial decrease in fatal and serious injury crashes.

## 2. Why not choose another alternative?

- Traffic Signal: A traffic signal creates the potential for other types of traffic accidents and disrupts the flow of traffic on US 24.
- Interchange: An interchange is not warranted based on traffic volumes.
- Converting the intersection to an RCI is the preferred alternative to address the safety improvement purpose of the project. The RCI is an effective, appropriate approach for the amount of traffic at the intersection.

## 3. Won't this add more time to my commute?

- Using RCIs can take the same or less time than trying to wait for a safe and appropriate gap to cross traffic.
- RCIs provide additional storage for vehicles crossing or turning left onto US 24, reducing the wait time for right-turning vehicles entering US 24.

## 4. How will buses and farm equipment fit?

- RCIs are designed to fully accommodate the wide-turning radius of large vehicles such as:
  - School Buses
  - Farm Equipment
  - Semi-trailer Trucks

  (Where road and median width is not sufficient to accommodate larger vehicles, an additional pavement area is added.)

## 5. How will emergency vehicles traverse an RCI?

- The design of this RCI will fully accommodate access of emergency vehicles from Wabash Street onto westbound and eastbound US 24.




24

# RCI FACTS & DATA

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INDIANA DEPARTMENT OF TRANSPORTATION INDOT

## Location Map


800′

Division Road

STOP

LaSalle Road

U-turn Loon

24

U.S. 24 Westbound

YIELD

U.S. 24 Eastbound

24

800′

U-turn Loon

Lighting (typ.)

**US 24 Westbound Left Only**

Left-turn allowed from US 24 westbound to Wabash Street southbound due to higher ADT and accessibility to emergency services.

Wabash Street

STOP

Mountable Curb for **Emergency Vehicles ONLY**

0 120 240

FEET

# PROPOSED INTERSECTION IMPROVEMENT

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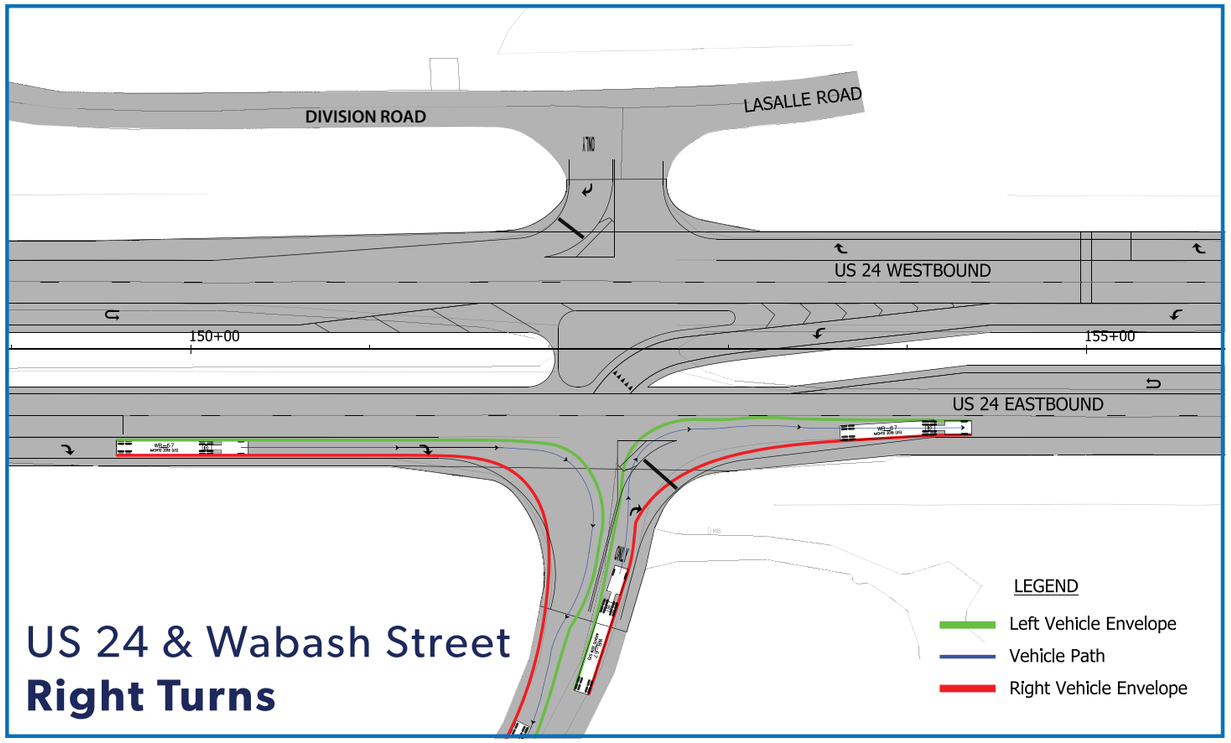
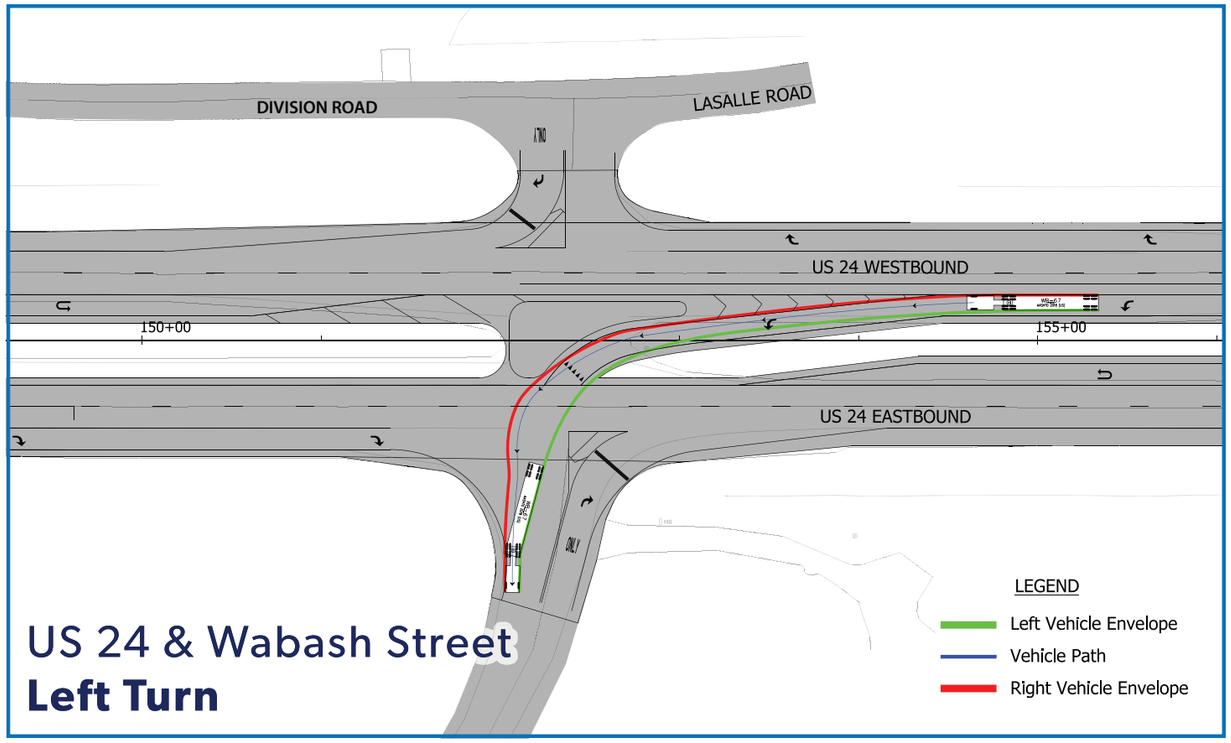
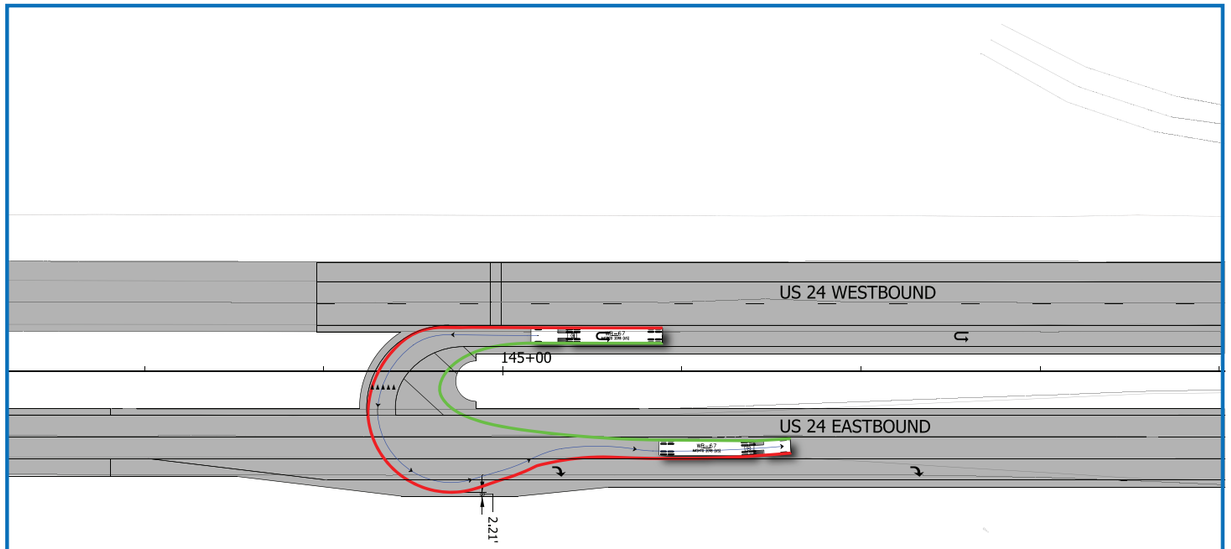
INDIANA DEPARTMENT OF TRANSPORTATION
INDOT



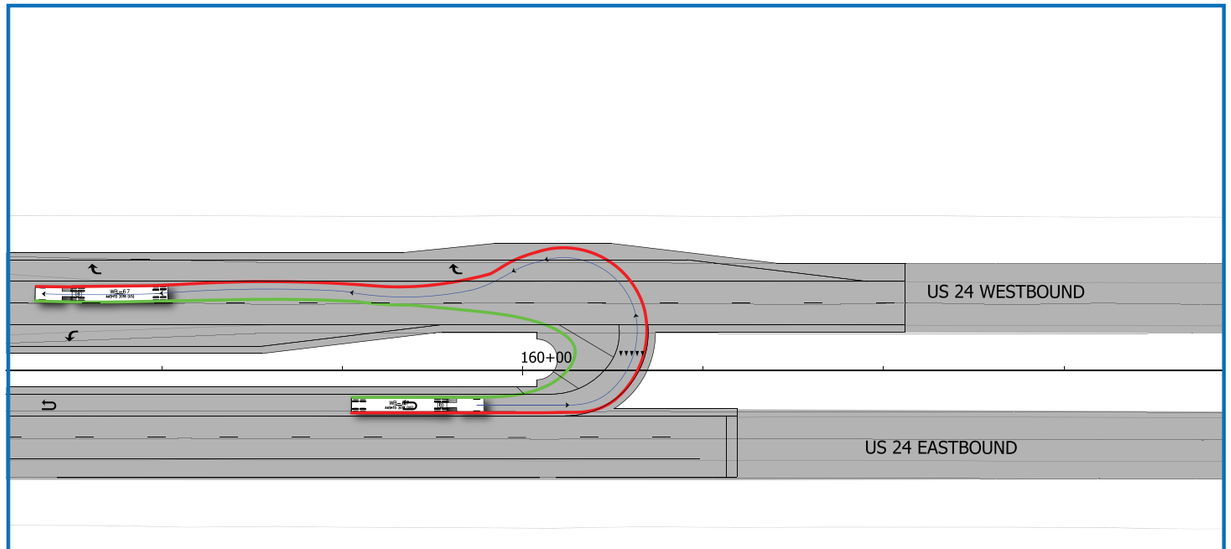

## US 24 & Wabash Street
## **Right Turns**




## US 24 & Wabash Street
## **Left Turn**




## **US 24 Westbound U-Turn**




## **US 24 Eastbound U-Turn**

# TRUCK TURNING MOVEMENTS

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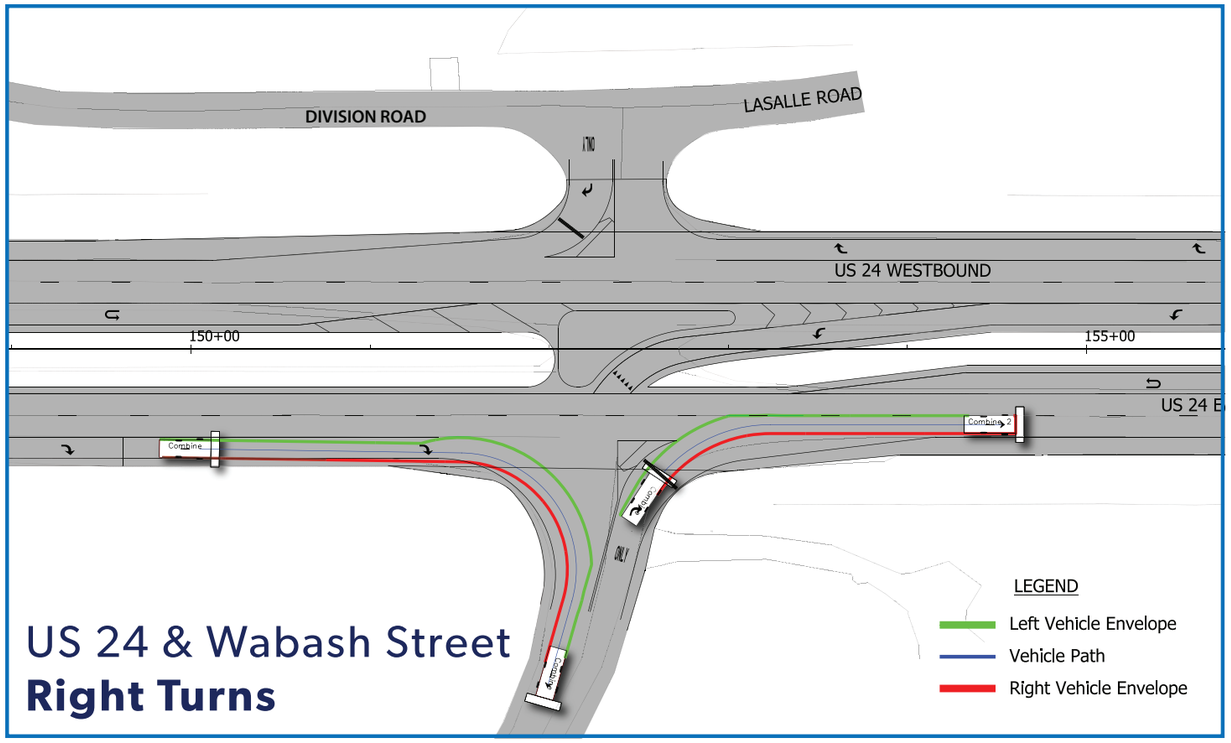
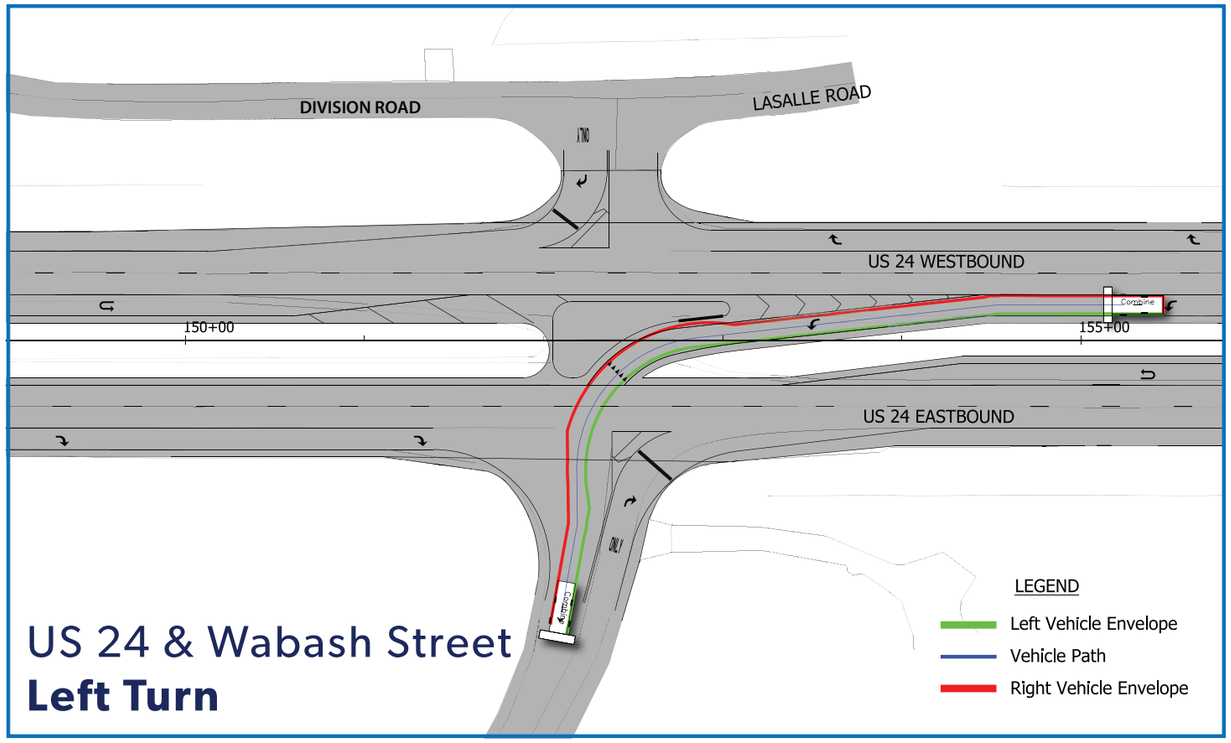
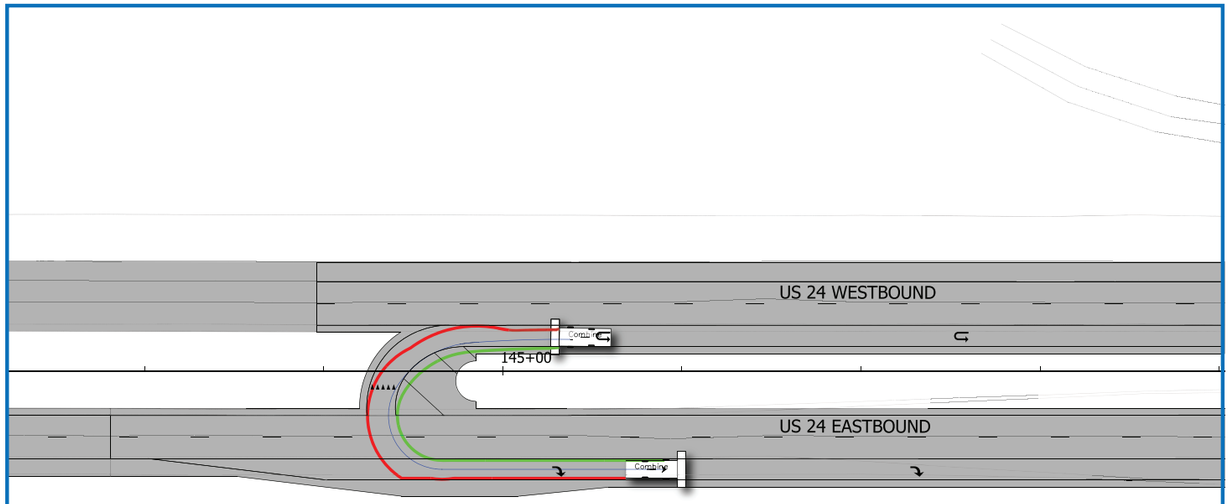


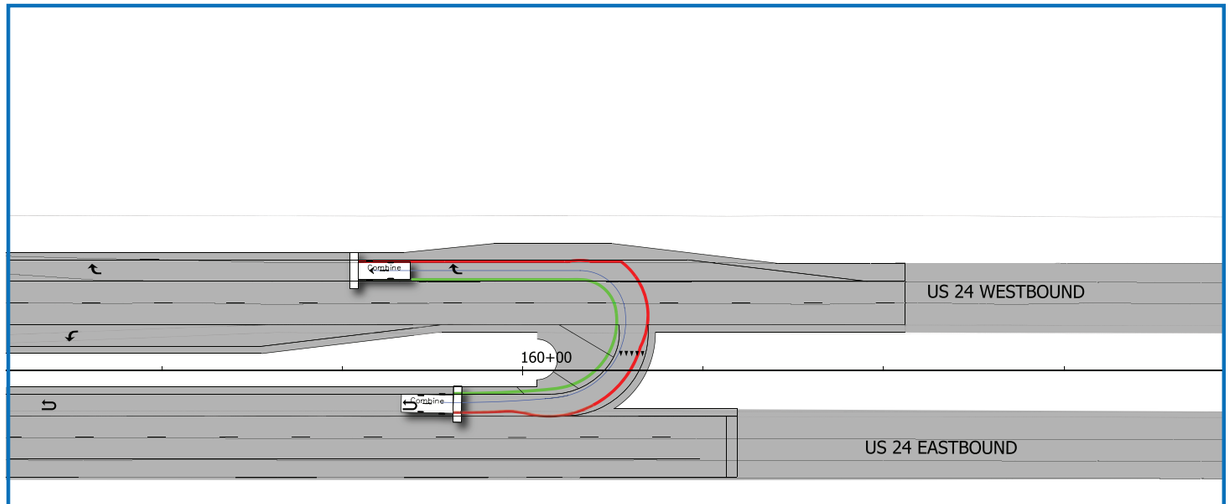

## US 24 & Wabash Street
## **Right Turns**




## US 24 & Wabash Street
## **Left Turn**




## **US 24 Westbound U-Turn**




## **US 24 Eastbound U-Turn**

# COMBINE TURNING MOVEMENTS

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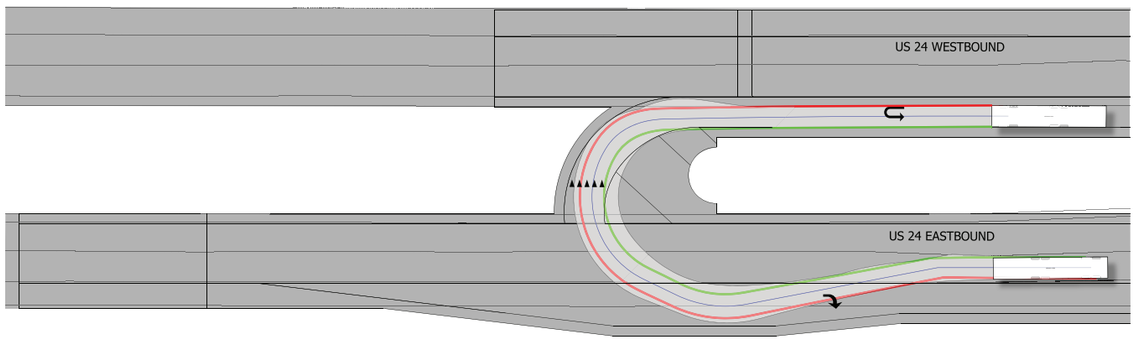
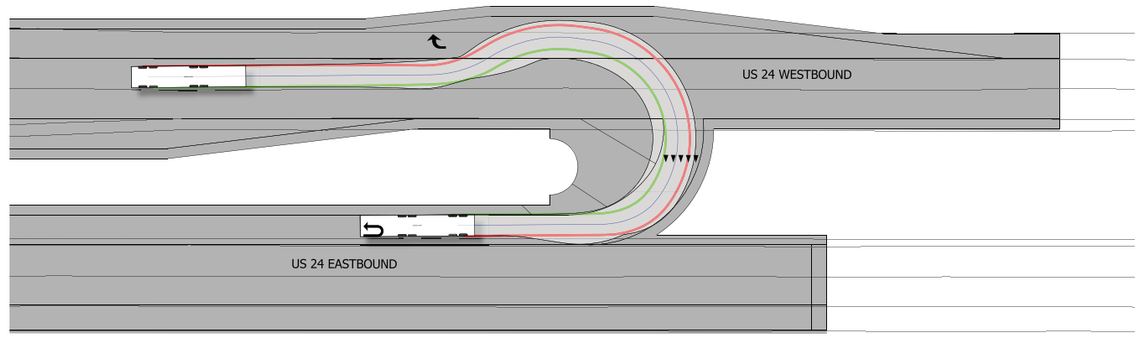



## US 24 Westbound U-Turn

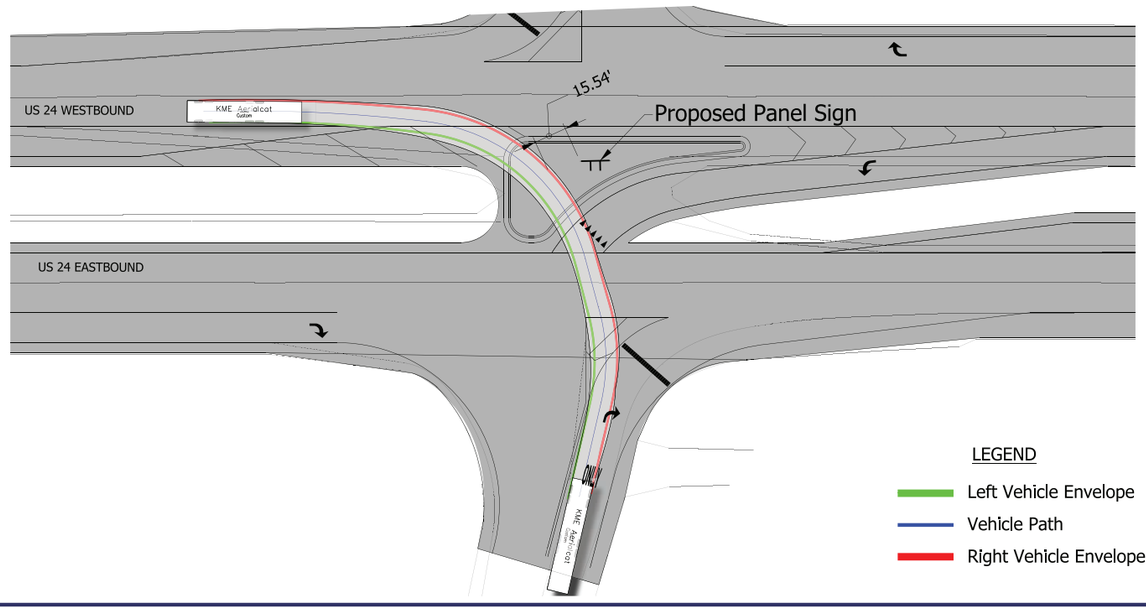
LEGEND
- Left Vehicle Envelope
- Vehicle Path
- Right Vehicle Envelope



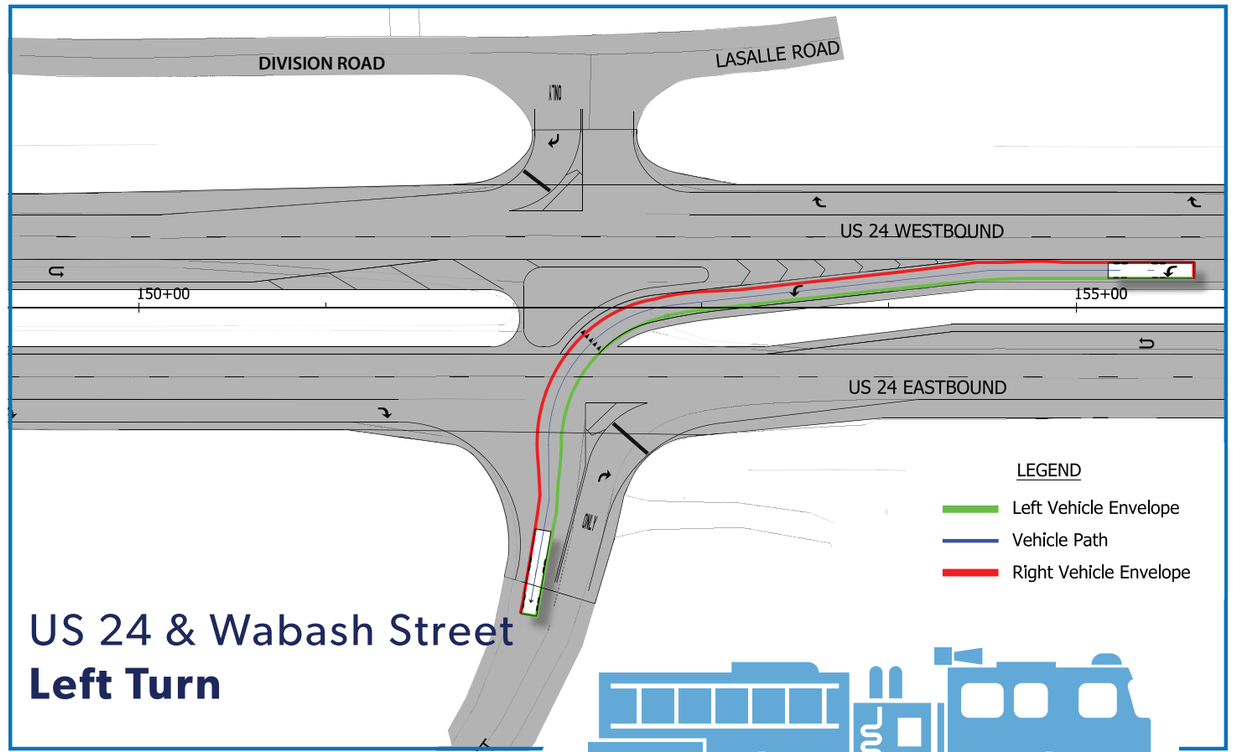

## US 24 Eastbound U-Turn

LEGEND
- Left Vehicle Envelope
- Vehicle Path
- Right Vehicle Envelope

## Wabash Street Northbound to Westbound US 24
## Emergency Vehicles ONLY




LEGEND
- Left Vehicle Envelope
- Vehicle Path
- Right Vehicle Envelope




LEGEND
- Left Vehicle Envelope
- Vehicle Path
- Right Vehicle Envelope

## US 24 & Wabash Street
## Left Turn



# FIRE TRUCK TURNING MOVEMENTS

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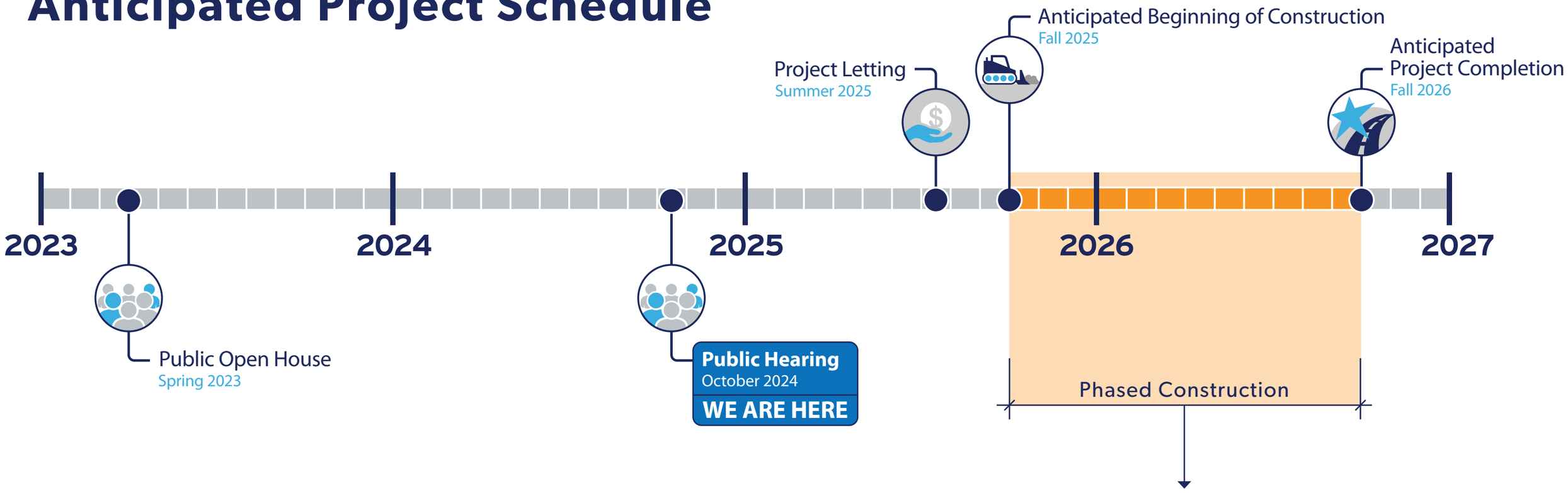
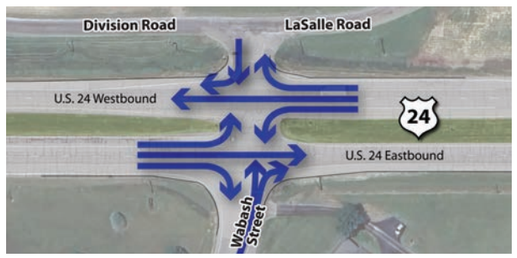
# Anticipated Project Schedule



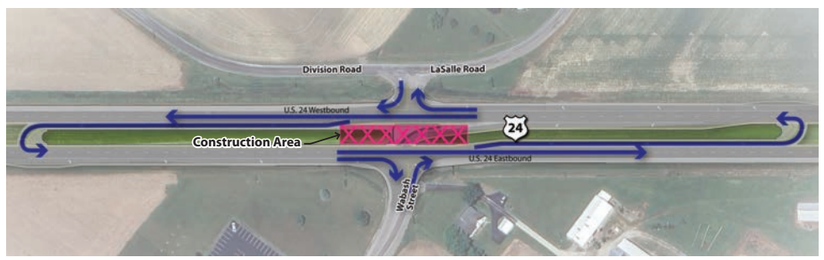

## Phased Construction

### Phase 1 - 3:




- **All movements** remain **OPEN** from westbound and eastbound U.S. 24 onto Wabash Street and Lasalle Road/Division Road.
  - **Phase 1:** Two through lanes **OPEN** on U.S. 24
  - **Phase 2-3:** One through lane **OPEN** on U.S. 24

### Phase 4:

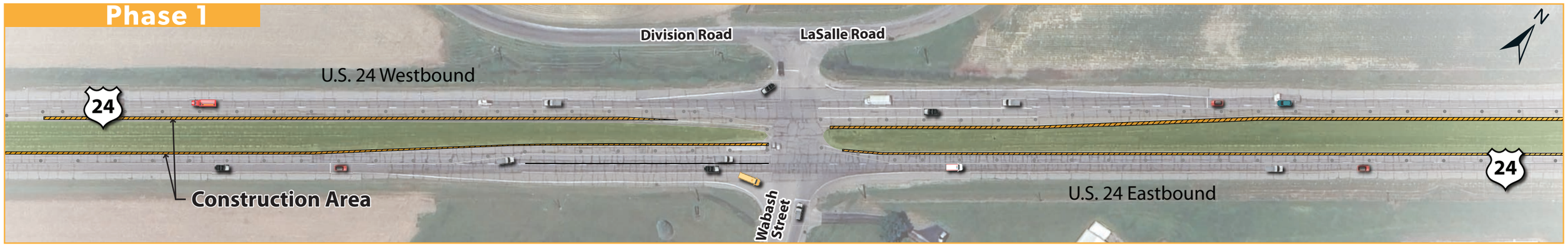



- Westbound and eastbound U.S. 24 remain **OPEN**.
- **Right turning movements** from westbound and eastbound U.S. 24 to Wabash Street and Lasalle Road/Division Road remain **OPEN**.
- **Left turning movements** from westbound and eastbound U.S. 24 onto Lasalle Road/Division Road and Wabash Street will be made by using U-turns.

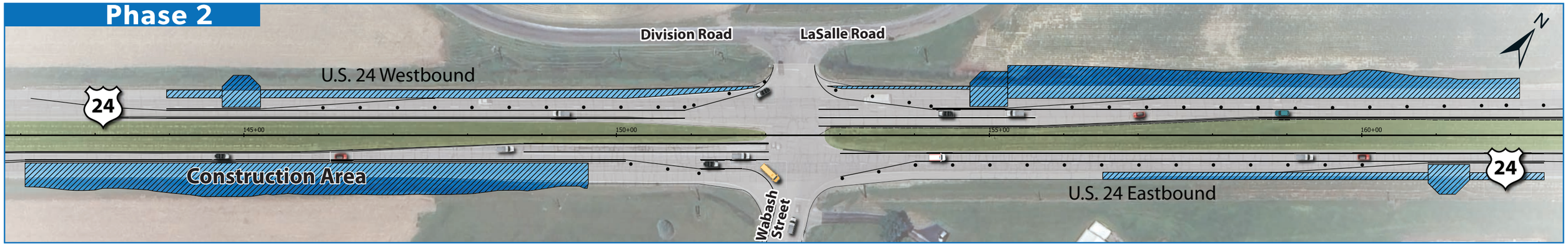
# ANTICIPATED PROJECT SCHEDULE

US 24 & WABASH STREET • PUBLIC HEARING 2024

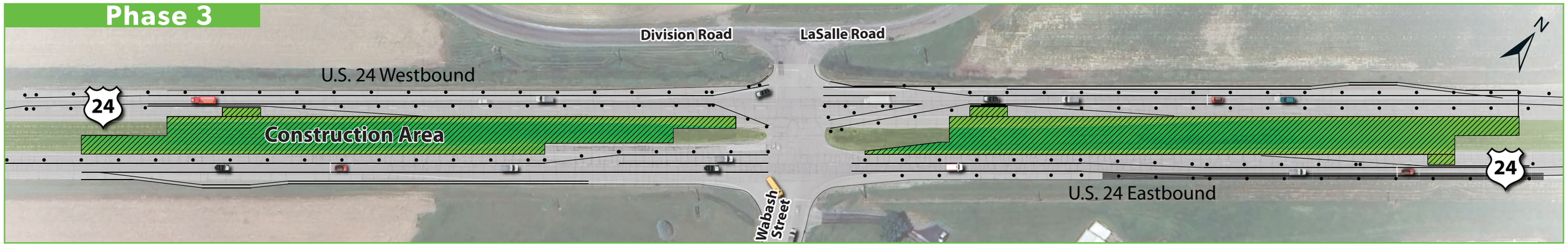
## Phase 1



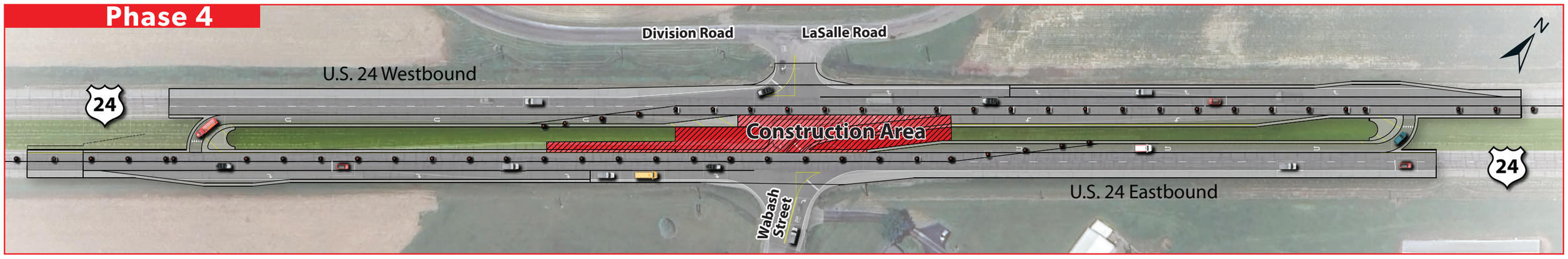

## Phase 2




## Phase 3




## Phase 4




# MAINTENANCE OF TRAFFIC (MOT)

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**NOTE:** All access to residences and businesses will be maintained during construction.

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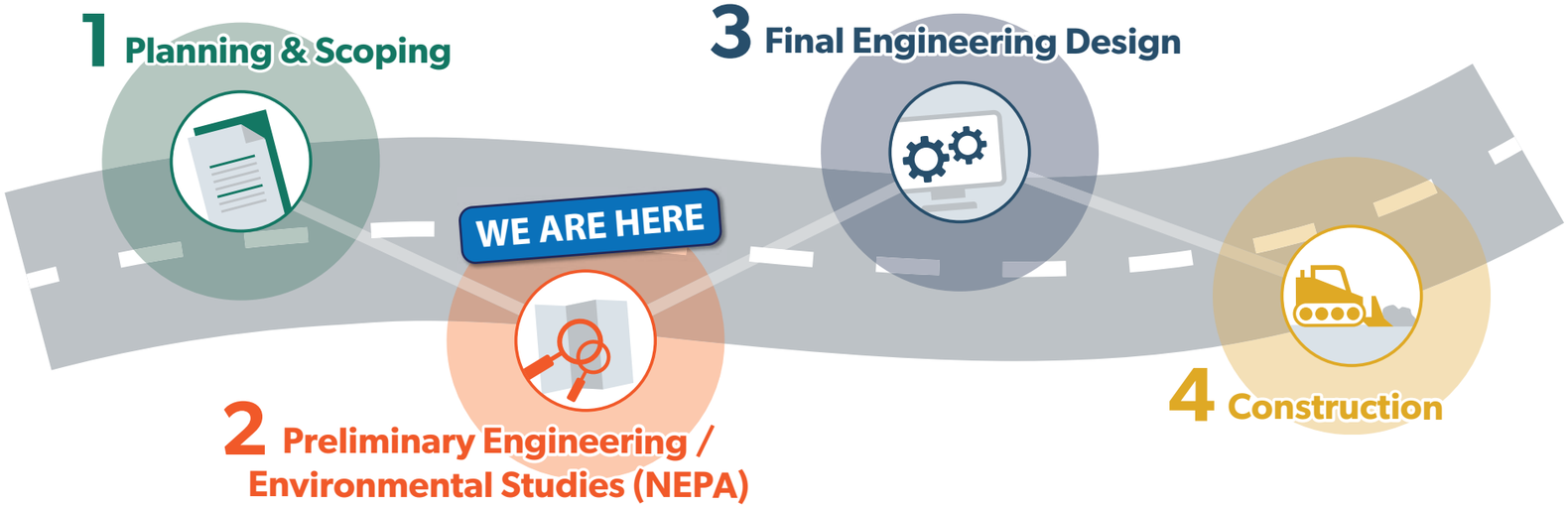
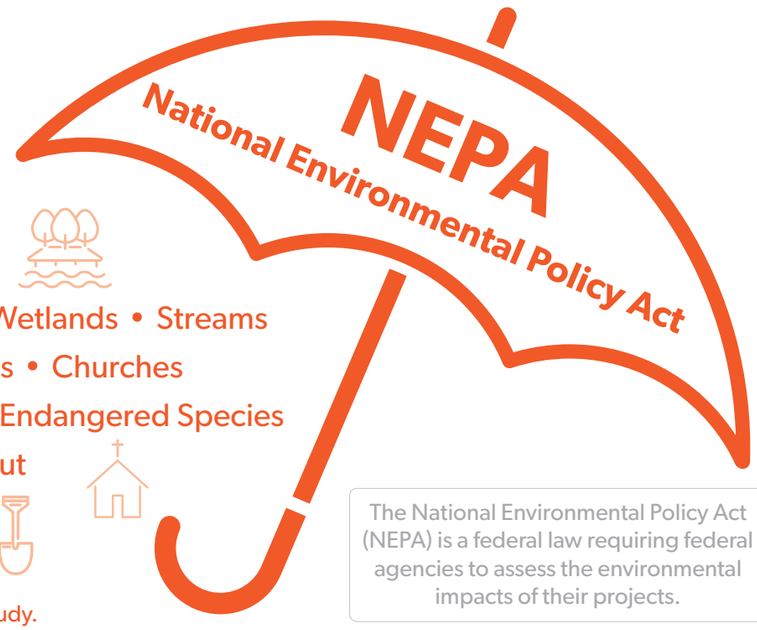
INDOT

# NEPA Process for Advancing Transportation Projects




Air Quality • * Environmental Justice • Hazardous Materials • * Noise • Wetlands • Streams
Floodplains • Cemeteries • Historic Properties • Archaeology Sites • Churches
Managed Lands • Wildlife Habitat • Homes • Businesses • Threatened / Endangered Species
Parks • Public Services • Farmland • Trails • Public Input

* Environmental Justice and Noise were not required for this environmental study.




The National Environmental Policy Act (NEPA) is a federal law requiring federal agencies to assess the environmental impacts of their projects.

## Environmental Impacts Summary

**Streams and Floodplains:**
- No stream impacts
- Not located within a floodplain

**Wetlands:**
- Three wetlands within the project area
- 0.062 acre of wetland impacts

**Forest:**
- No tree clearing

**Farmland:**
- 0 acres of farmland impacted

**Historic Resources:**
- No historic resources present

**Recreation Facilities:**
- 0 impacts to parks and trails

**Hazardous Materials Concerns:**
- 0 impacts to sites with hazardous materials concerns

## Protected Species

**FEDERAL AND STATE THREATENED AND ENDANGERED SPECIES that could be present within or near the project area include:**

**Indiana Bat**
*(Myotis sodalis)*
- Federally Endangered
- Not Likely to Adversely Affect

**Northern Long-eared Bat**
*(Myotis septentrionalis)*
- Federally Threatened
- Not Likely to Adversely Affect

# NEPA PROCESS

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