



Modern **ROCKVILLE** **ROAD**

Public Hearing

Thursday, July 6, 2023

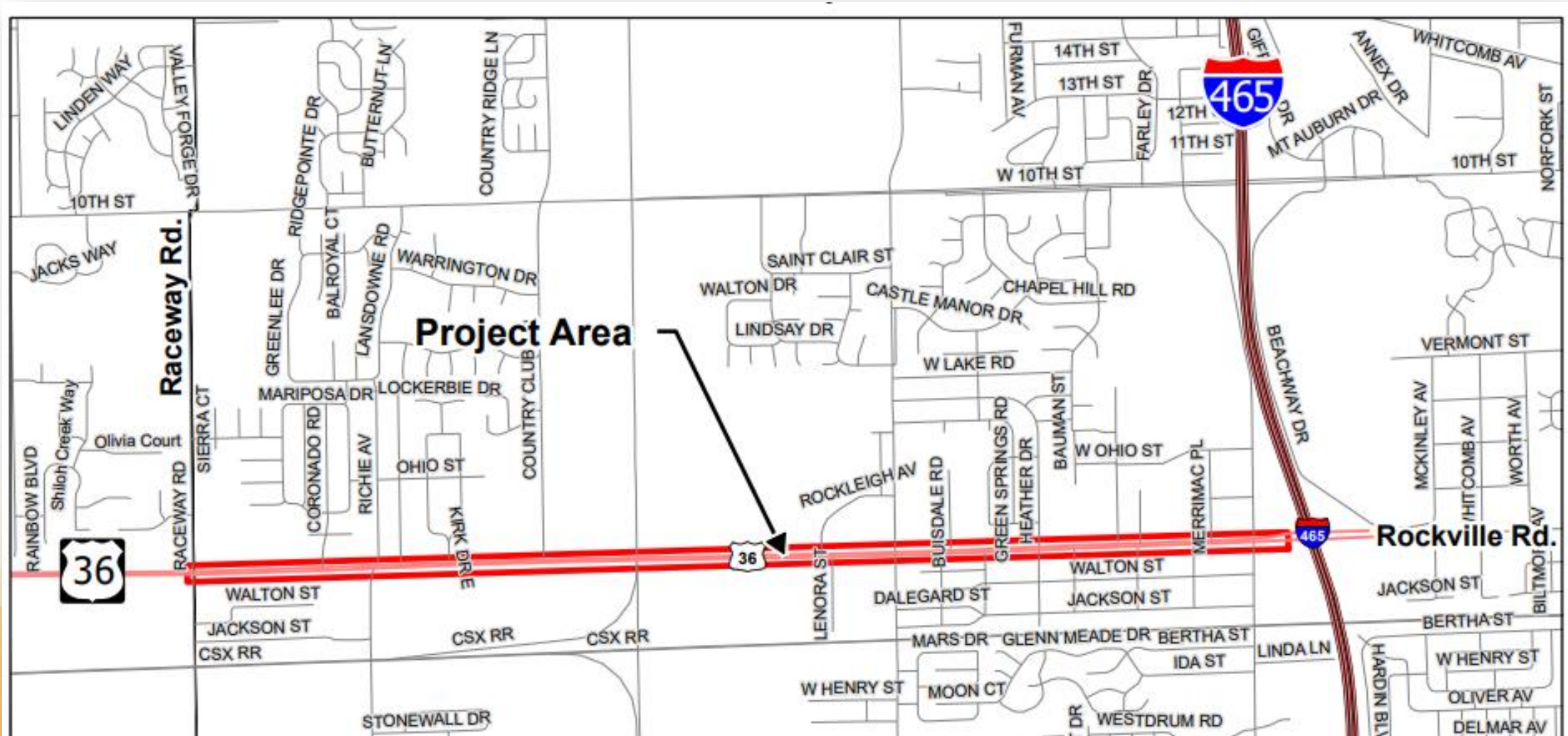
The presentation will start at 6 p.m.

Please silence electronic devices.

Agenda

- **Open house with the project team**
- Welcome & Introductions
- **Formal Public Hearing**
 - Presentations
 - Public statements for the record
 - Comments limited to 3 minutes
 - Project team will issue responses to all comments in the final environmental document
 - Adjourn formal hearing
- Project Team is available after presentation

Project Location



US 36 (Rockville Road) from Raceway Road to the southbound ramp of I-465

Project Timeline

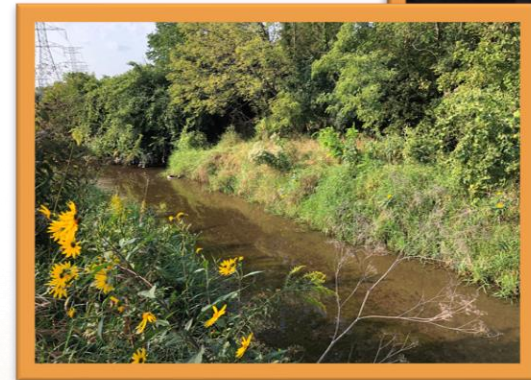
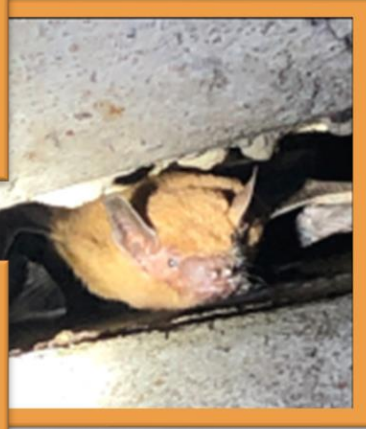
Public Involvement to Date

- **2019:** Project Launched
- **2020:** Stakeholder Outreach
 - Initial Issues & Solutions Questionnaire
 - Project website and social media
- **2021:** Design Options Comment Form
- **2021 and 2022:** Stakeholder Meetings
- **2022:** Public Involvement Meeting
- **Now:** Environmental Study, Preferred Design Option and Public Hearing



Compliance with National Environmental Policy Act (NEPA)

- Conducted as a requirement of the National Environment Protection Act (NEPA)
- Federal funding
 - NEPA Categorical Exclusion (CE)
 - Balance project impacts with purpose and need
 - Public Involvement
 - Wetlands and streams
 - Threatened and endangered species
 - Section 106 historic properties
 - Right-of-way
 - Noise
 - Hazardous materials



Modern ROCKVILLE ROAD

The **PURPOSE** of the project is to:

- Increase safety and improve traffic operations throughout the U.S. 36/Rockville Road project corridor
- Modernize deteriorated infrastructure
- Provide Americans with Disabilities Act (ADA) standards



The **NEED** for this project is based on the following elements:

- High crash history
- Forecasted congestion and delay
- Deteriorating condition of the Shiloh Creek culvert
- Lack of complete and ADA compliant pedestrian or bicycle facilities

Congestion and Delays That Will Only Get Worse

- Levels of Service forecasted for 2025 a.m. to 2045 a.m. peak hours

		2025 A.M.	2045 A.M.
<i>U.S. 36 Intersection with</i>		LOS	LOS
Bridgeport Road		C	D
Country Club Road		B	B
Transfer Drive		A	A
Girls School Road		D	E
High School Road		C	D

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- Levels of Service forecasted for 2025 p.m. to 2045 p.m. peak hours

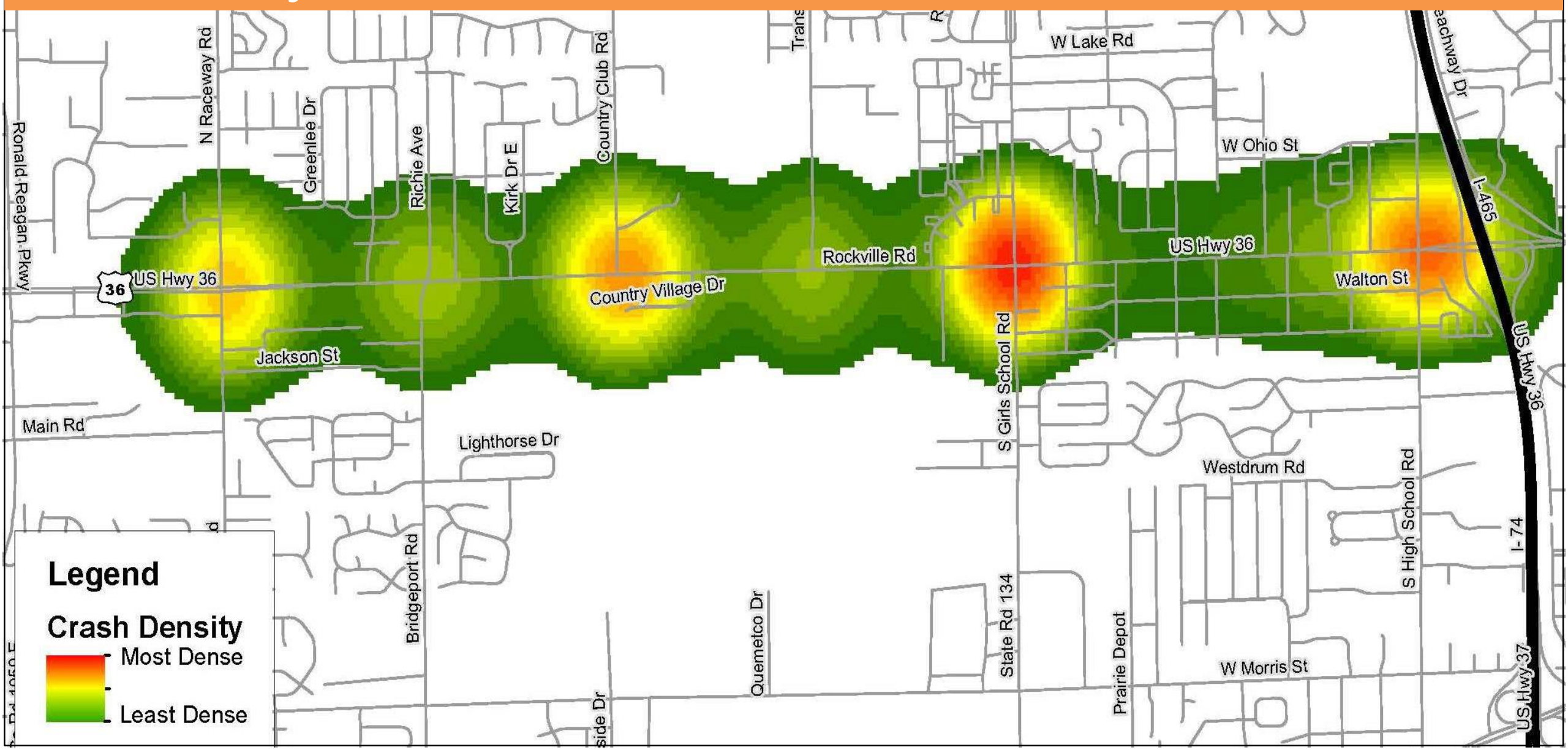
		2025 P.M.	2045 P.M.
<i>U.S. 36 Intersection with</i>		LOS	LOS
Bridgeport Road		C	C
Country Club Road		D	D
Transfer Drive		A	A
Girls School Road		D	E
High School Road		E	E

Congestion and Delays That Will Only Get Worse

- Index of Crash Frequency (Icf)
- Index of Crash Cost (Icc)

Location Along US 36	Type	Icf	Icc
Bridgeport Road	Intersection	0.47	1.07
Bridgeport Road to Country Club Road	Segment	0.34	-0.11
Country Club Road	Intersection	2.78	2.39
Country Club Road to Transfer Drive	Segment	1.36	1.18
Transfer Drive	Intersection	1.38	1.42
Transfer Drive to Girls School Road	Segment	0.52	0.92
Girls School Road	Intersection	4.06	3.60
Girls School Road to High School Road	Segment	0.74	0.54
High School Road	Intersection	2.75	2.71

Crash History



Drainage concerns



Rating at Shiloh Creek Culvert = 4 (Poor)
on a scale from 9 (Excellent) to 0 (Failed)



Survey Insights

- INDOT received 1,900+ customer survey responses

Strong interest in increased capacity vs. do nothing

Strong interest in pedestrian facilities being added

Strong interest in pavement maintenance, street lighting and other safety solutions



IMPROVEMENTS

to Rockville Road



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Feedback Received

WHAT WE HEARD

Here's a sample of other issues identified by several respondents:



Improve signal timing and cross-traffic sensors



Build roundabout interchanges, such as US 31 or Keystone Pkwy. in Carmel



Improve parallel city streets, such as 10th Street and Morris Street



Limit the number of places to turn into traffic



Plan for the proposed IndyGo Blue Line



Design Options

1. Do Nothing Alternative
2. Displaced Left Turns
3. Added Travel Lanes (preferred)

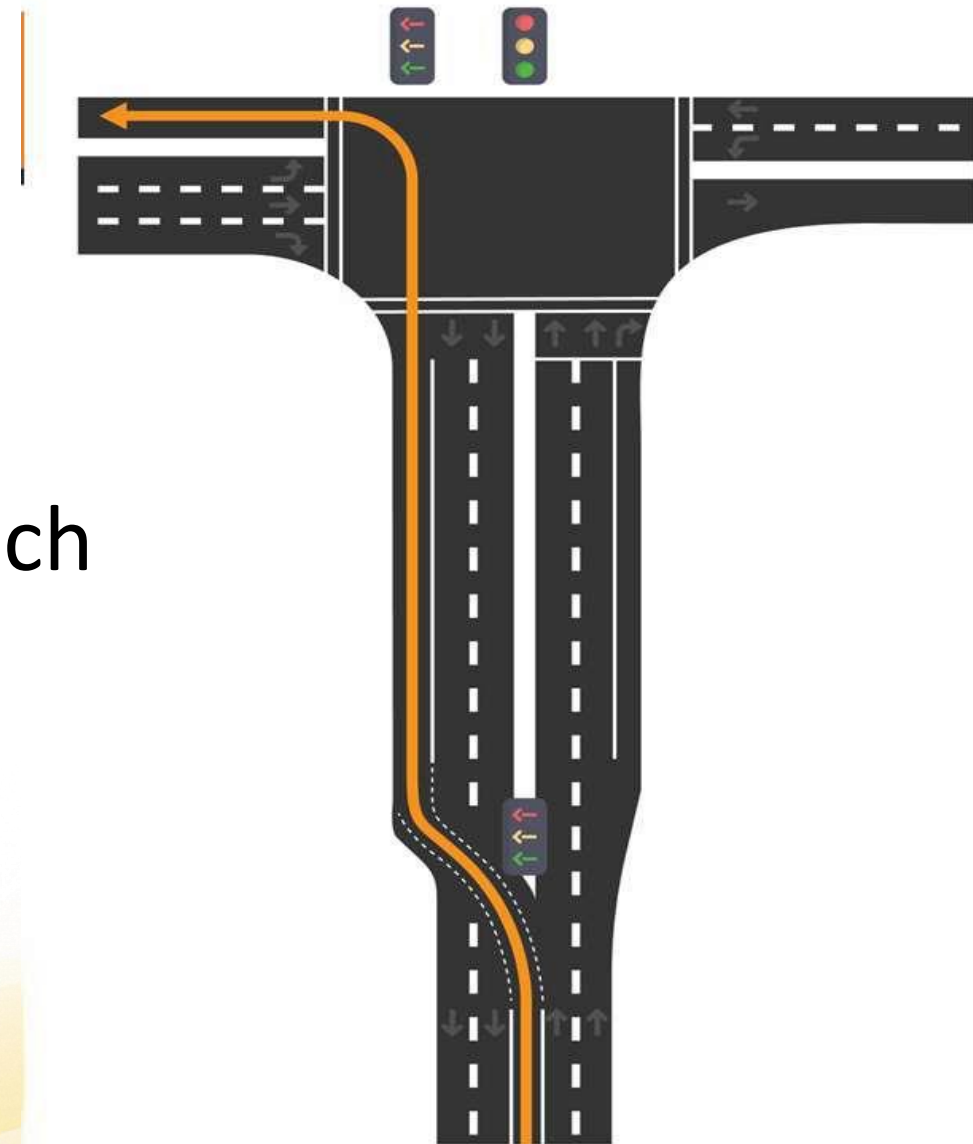
Alternative 1: Do Nothing

- INDOT would maintain existing pavement and bridges
- Traffic modeling shows congestion would get worse
- Crash rates would increase as congestion increases
- No drainage improvements for properties along corridor
- No sidewalks or pathways considered

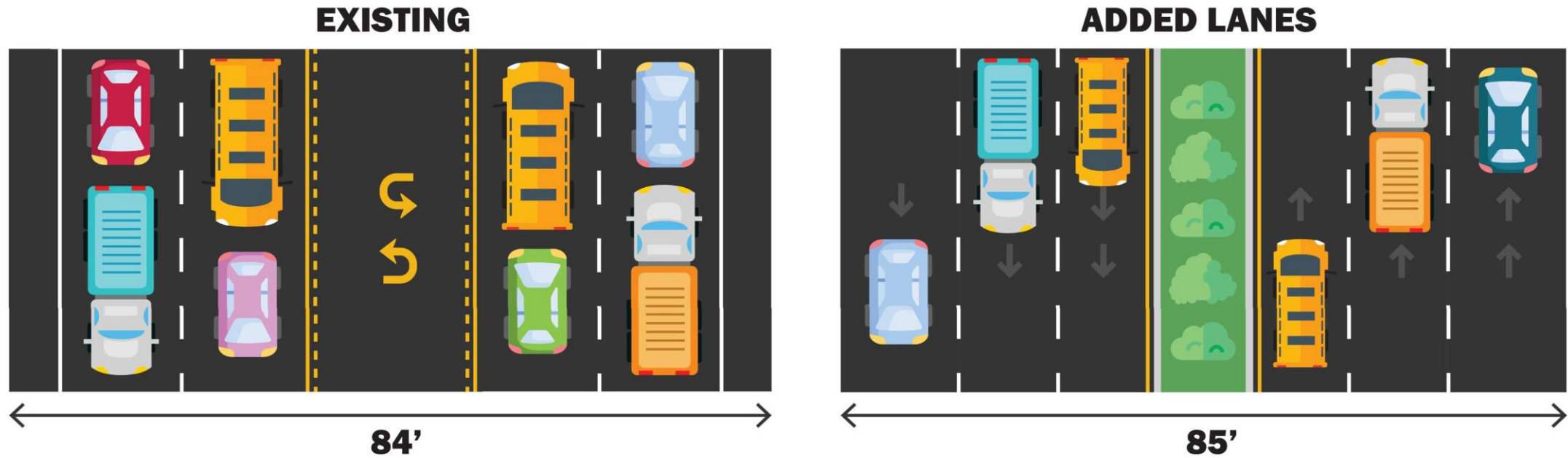


Alternative 2: Displaced Left Turns

- Focused on intersection improvements
- Reduces crashes by 24%
- Keeps Rockville Road two lanes in each direction



Alternative 3: Added Travel Lanes



- Meets purpose and need
 - Performs the best for improving safety
 - Performs the best for reducing congestion
 - Improves drainage structures
 - ADA standard sidewalk maintained or upgraded throughout the project
- Reduced impact to right-of-way

Alternative 3: Added Travel Lanes – Crash Reduction and Congestion Relief

- Added Travel Lanes expected to reduce crashes by 38.1%
- Forecasted Congestion
 - Levels of service forecasted for 2045 a.m. and 2045 p.m. peak hours

		2045 A.M.	2045 A.M.
		NO CHANGE	WITH ADDED LANE
<i>U.S. 36 Intersection with</i>			
Bridgeport Road		D	C
Country Club Road		B	B
Transfer Drive		A	A
Girls School Road		E	C
High School Road		D	C



Alternative 3: Added Travel Lanes – Crash Reduction and Congestion Relief

- Forecasted Congestion
 - Levels of service forecasted for 2045 a.m. and 2045 p.m. peak hours

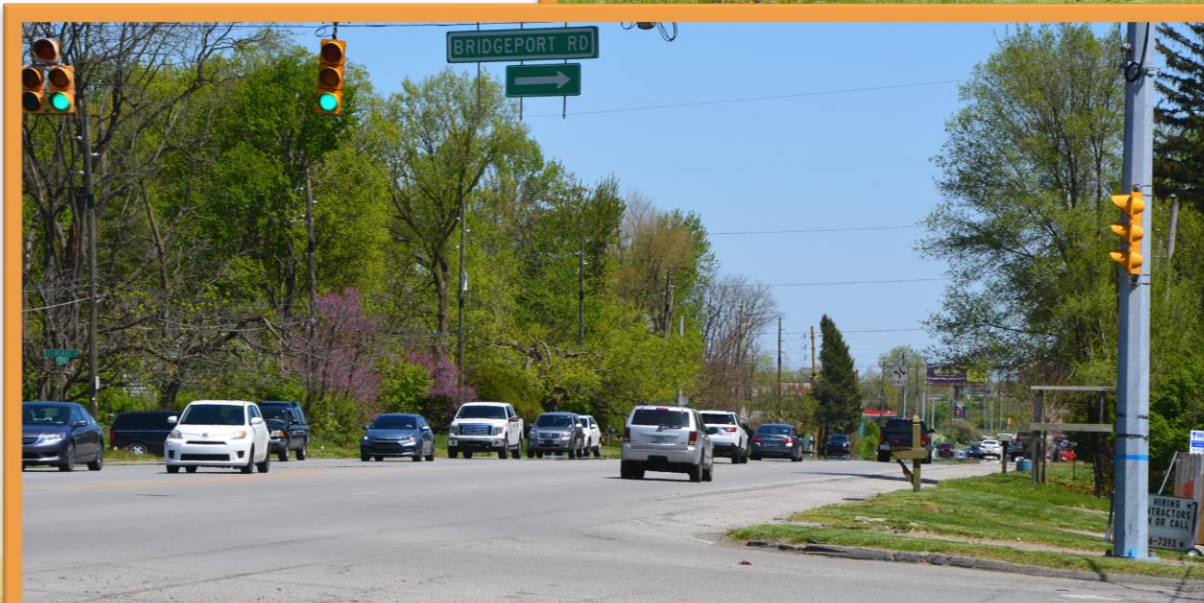
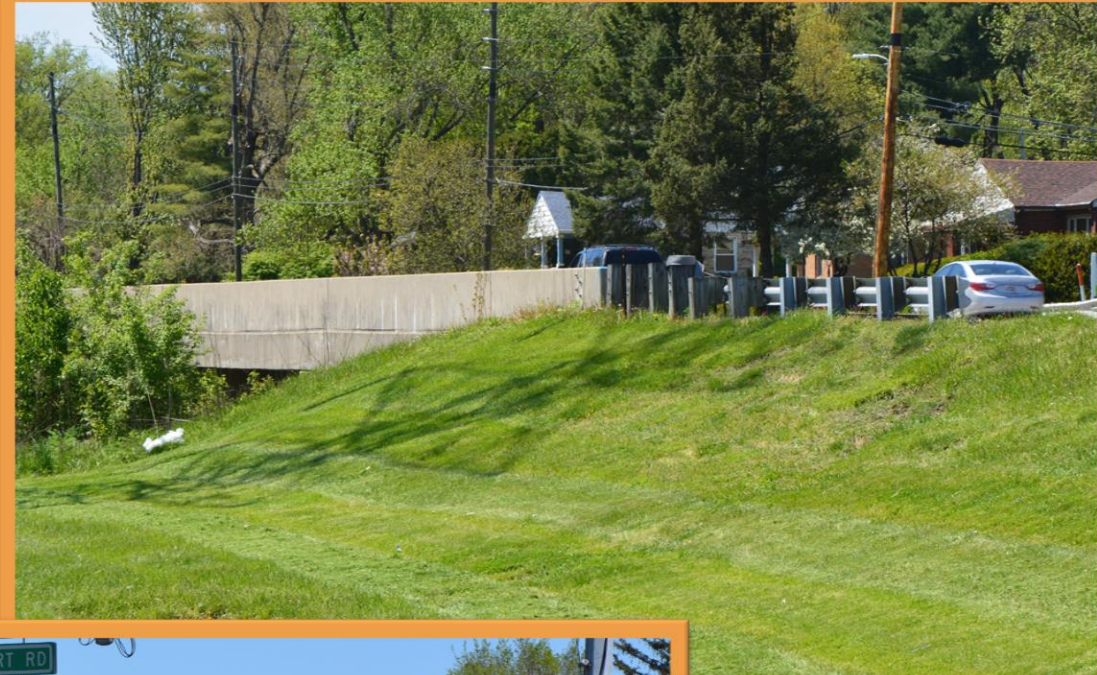
		2045 P.M.	2045 P.M.
<i>U.S. 36 Intersection with</i>		NO CHANGE	WITH ADDED LANE
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Transfer Drive		A	A
Girls School Road		E	C
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Alternative 3: Added Travel Lanes – Modernizing Infrastructure

Infrastructure Improvements Include:

- Updating traffic signals and introducing crosswalks
- Bridge improvements
- Culvert replacement at Shiloh Creek



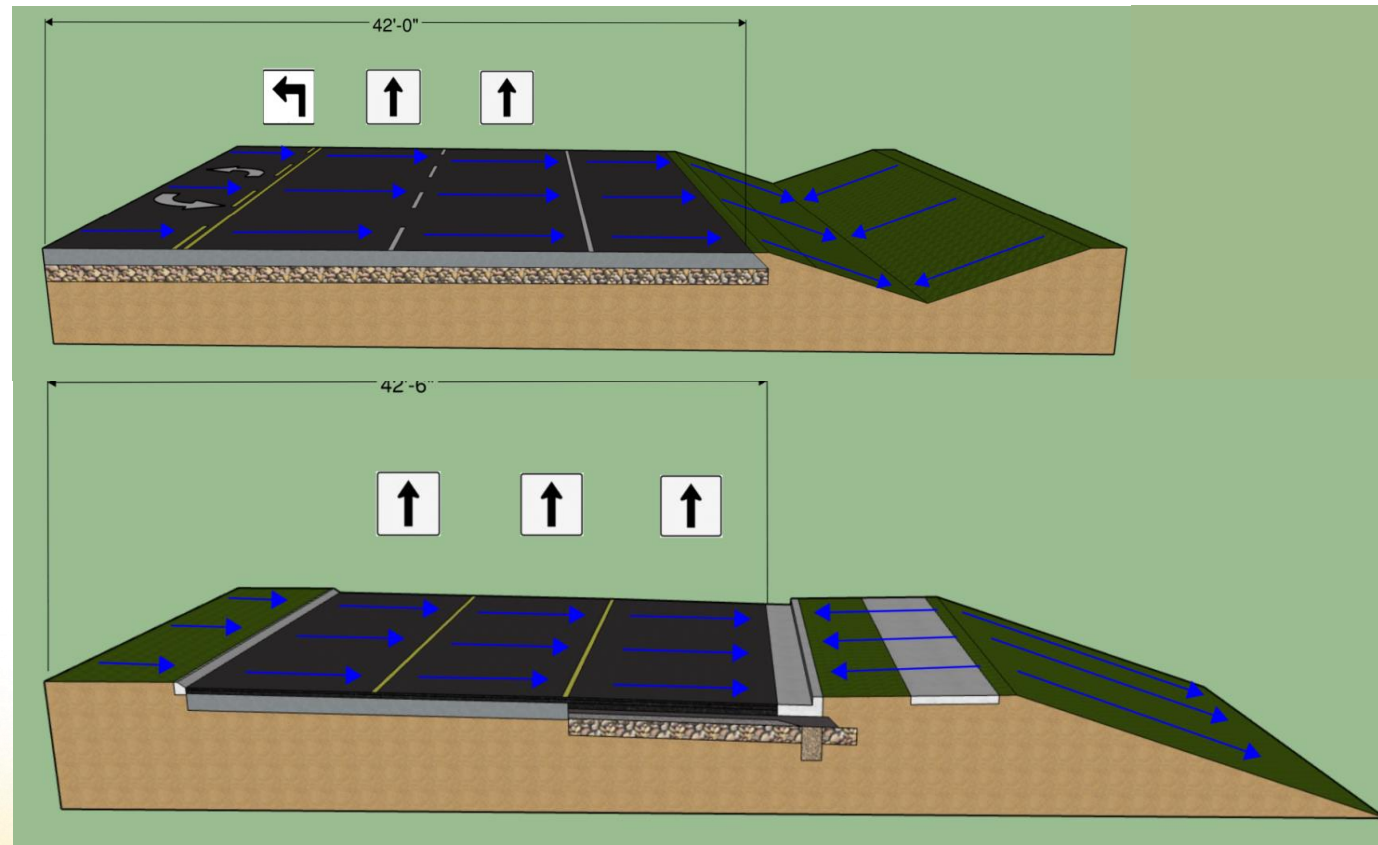
Alternative 3: Added Travel Lanes – Modernizing Infrastructure

Infrastructure Improvements Include:

- Drainage improvements in coordination with local projects
- Drainage – curb and gutter section vs open ditch

EXISTING:

Shoulder with Open Ditch



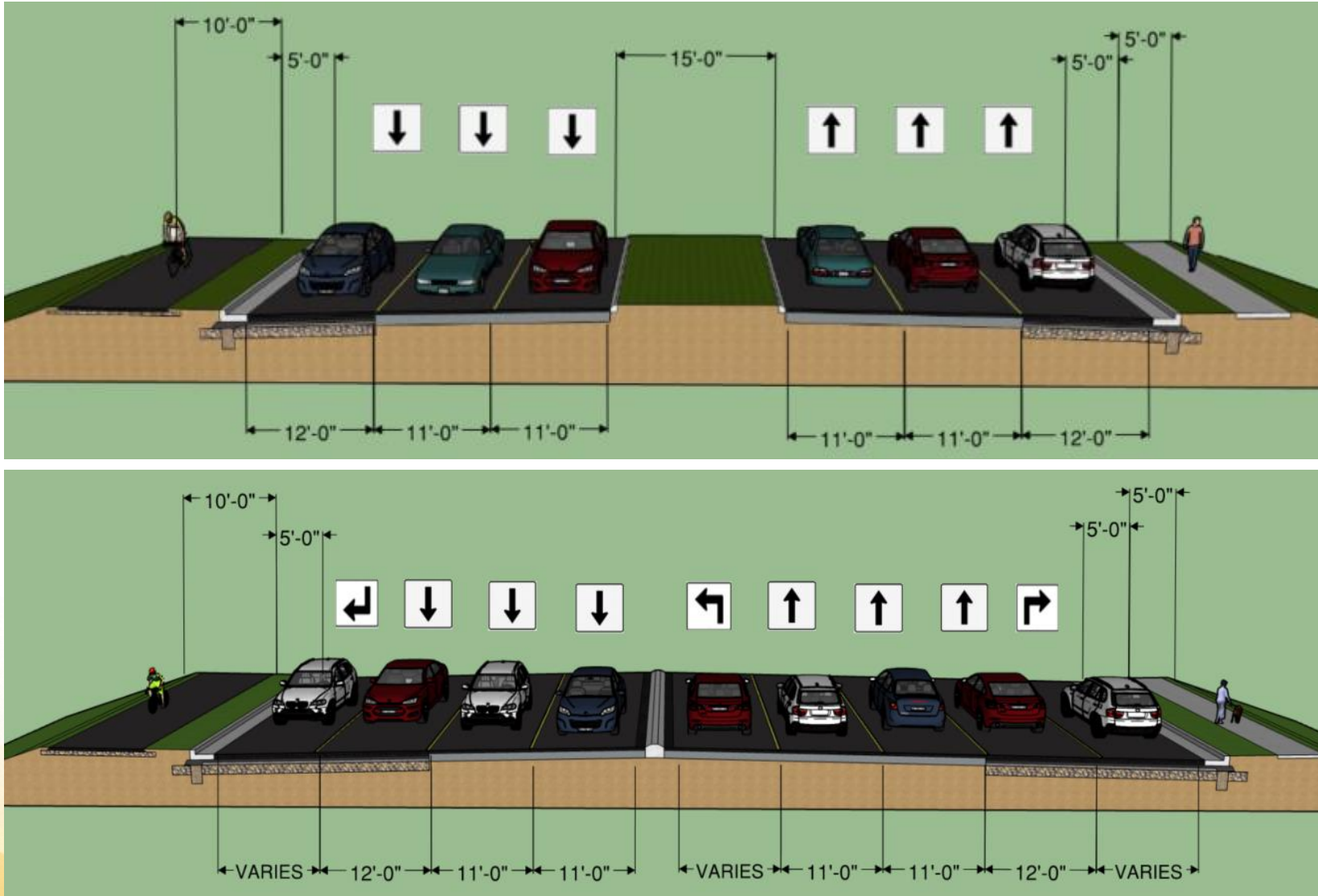
PROPOSED:

Curb and Gutter Section



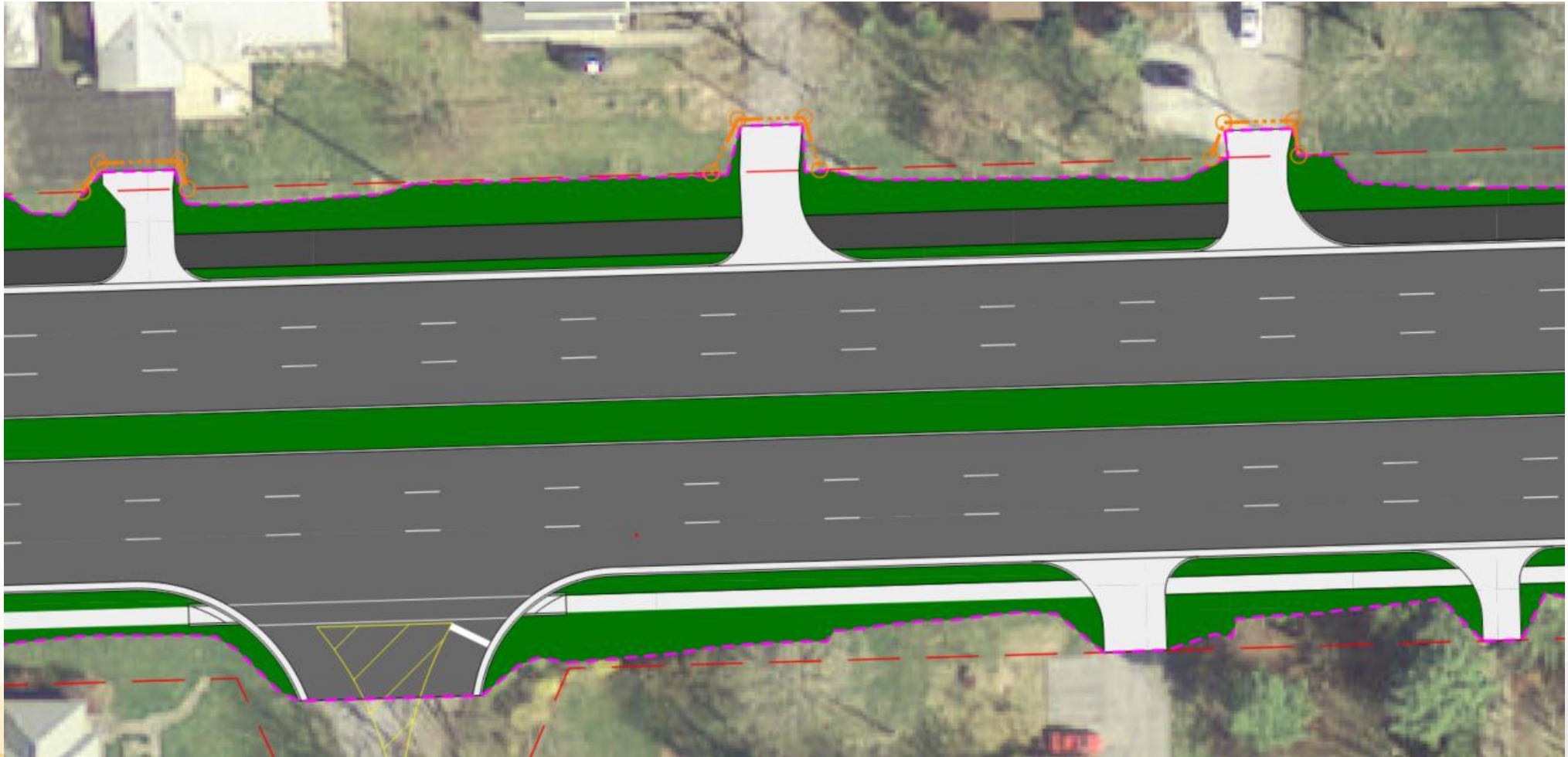
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Typical Sections



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Right of Way (Temporary)



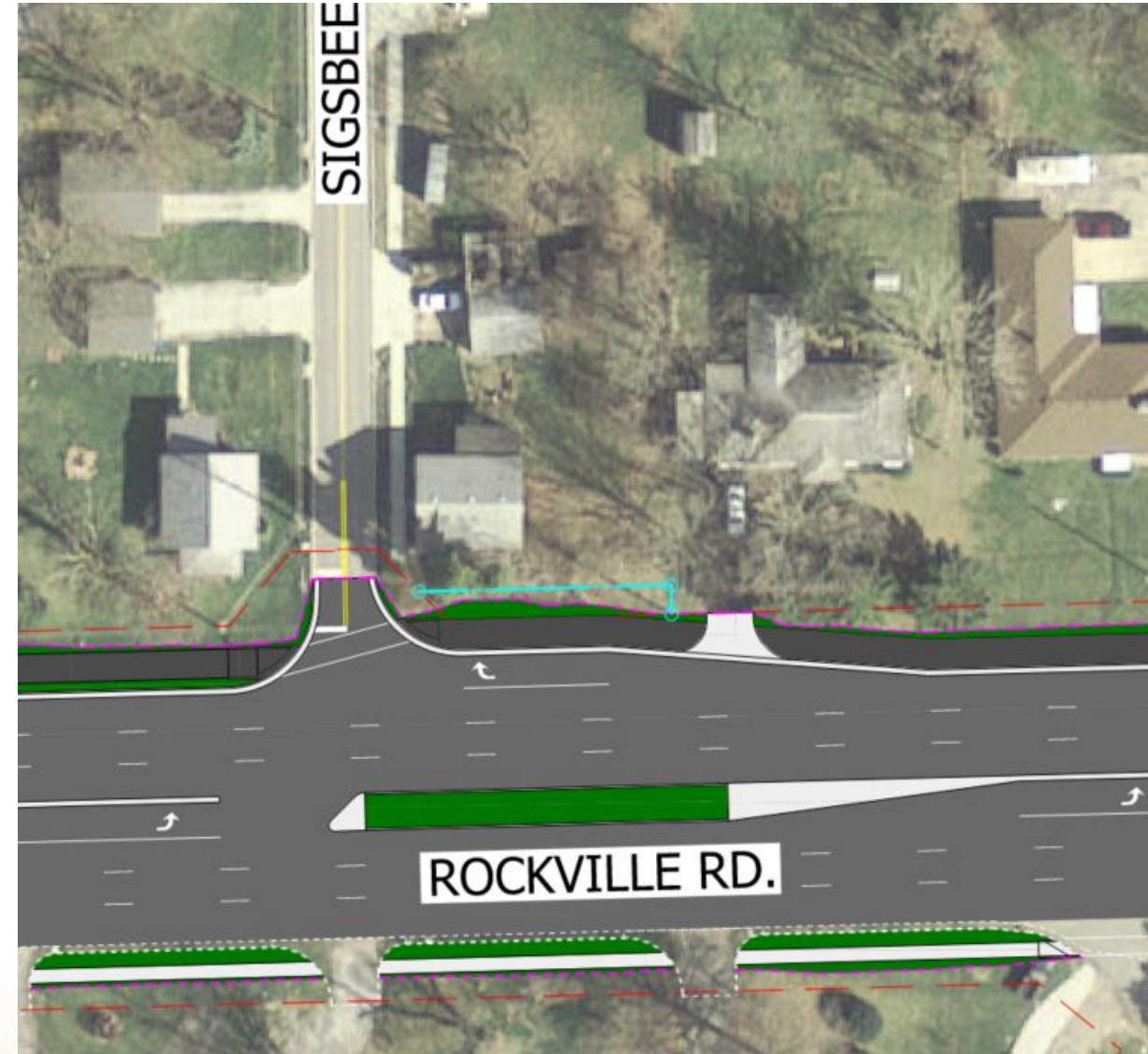
Total of 0.366 acres of temporary right-of-way

- 32 parcels



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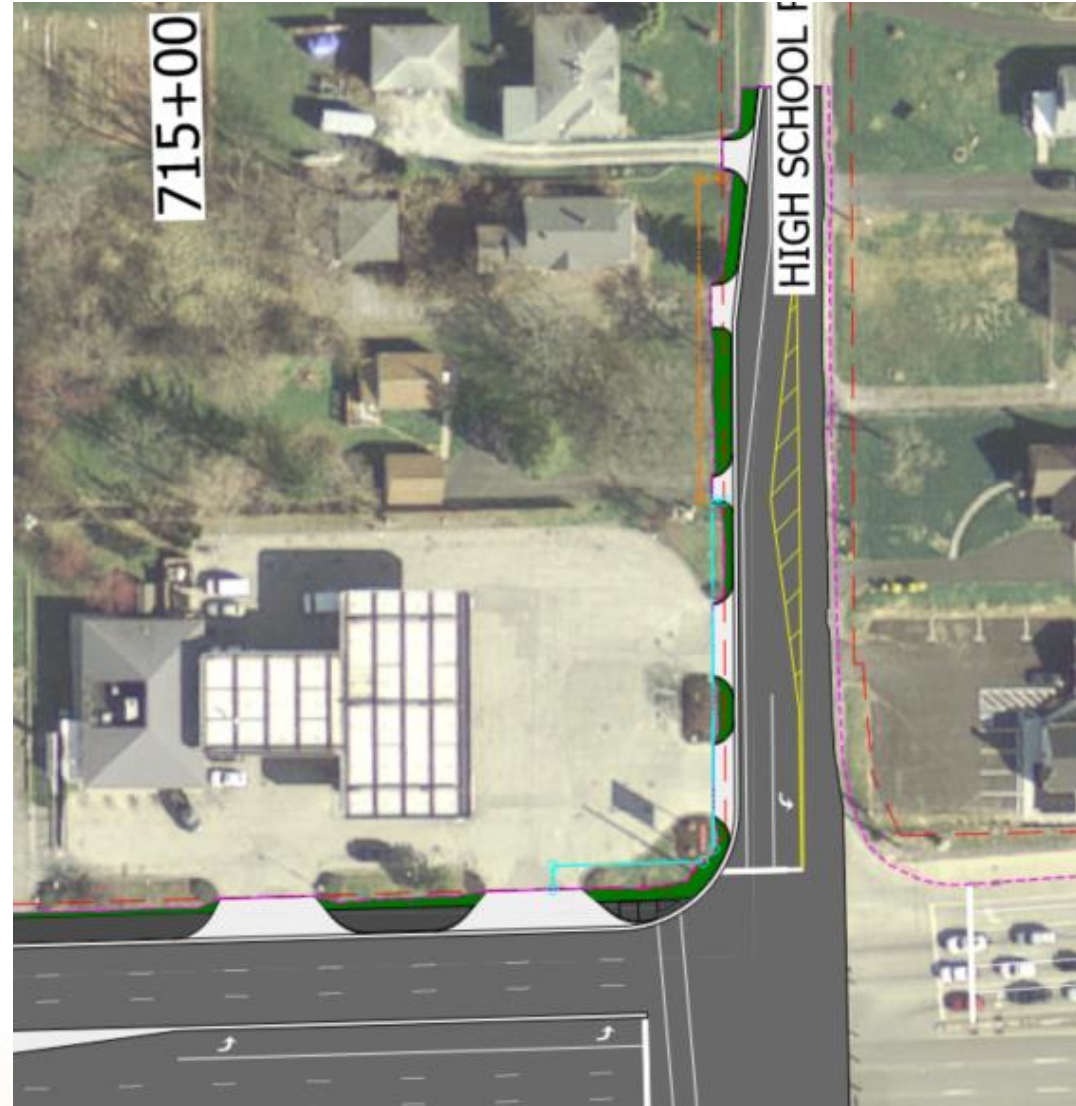
Right of Way (Permanent)



- total of 0.207 Acres of Permanent right-of-way
- 7 parcels / 5 locations



Right of Way (Permanent)



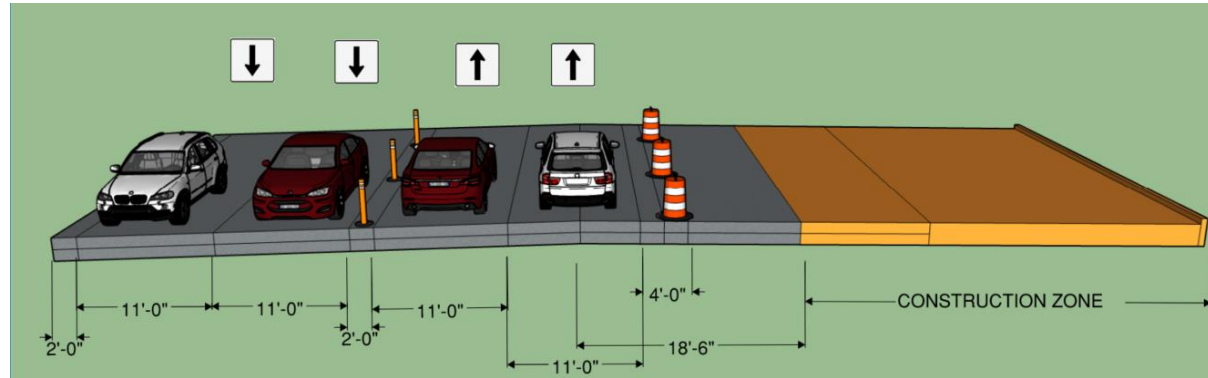
Right of Way (Permanent)



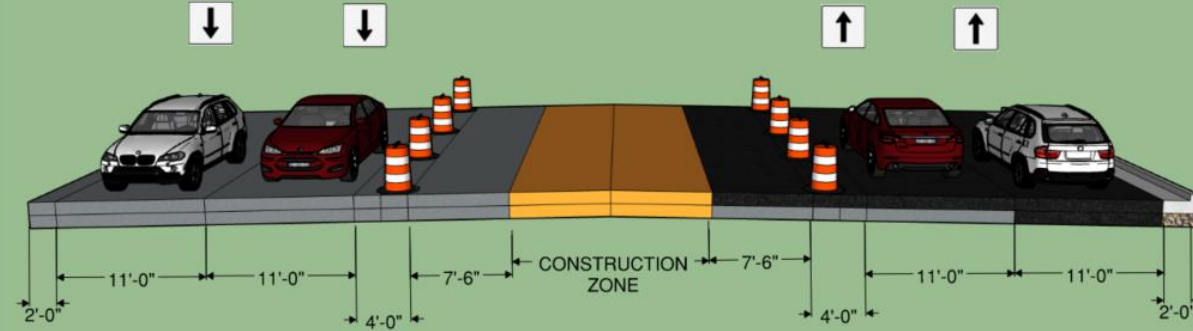
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Maintenance of Traffic Phasing

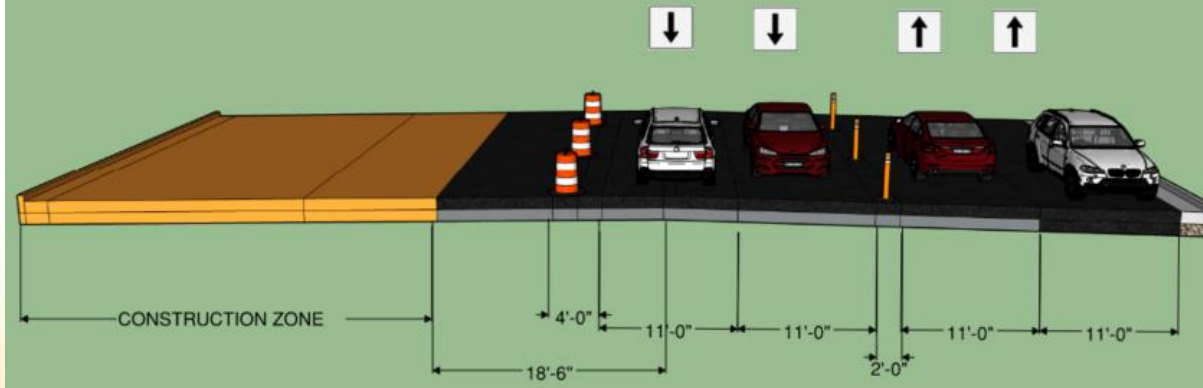
Phase I



Phase II



Phase III





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MODERN ROCKVILLE TIMELINE

Environmental
Planning

Design and
Public Outreach

Earliest Date
for Construction

2022

2023

2024



Public Comment Section



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We're listening

- Your statements recorded at public hearing
- You can leave a comment
 - on paper
 - online
 - via e-mail

All comments will be reviewed, evaluated and responses provided in the final environmental document

Reminders

- First speakers are from the sign-in sheet
- Your statements are for the official public hearing transcript
- Please limit your comments to 3 minutes
- We will respond to comments at a later date

Public Comments

- A video presentation and public hearing graphics will be posted on the modernrockville.com website
- The Categorical Exclusion is available at:
 - Wayne Township Public Library
 - INDOT Greenfield and Crawfordsville District Offices

All comments will be reviewed, evaluated and responses provided in the final environmental document



COMMENT Form

Name: _____ Email: _____

Address: _____ Phone: _____

PLEASE CHECK ALL THAT APPLY

- I work along Rockville Road/U.S. 36
- I live along Rockville Road/U.S. 36
- I don't live or work along Rockville Road/U.S. 36, but I am interested in the project
- I own a business along Rockville Road/U.S. 36
- I travel along Rockville Road/U.S. 36 frequently

How often do you typically travel along Rockville Road/U.S. 36?

- Several times a day
- Daily
- 3-5 times per week
- 3-5 times per month
- Monthly
- A few times a year

Thank You!

STAY IN TOUCH

 **855-INDOT4U (855-463-6848)**  **Text INDOT Rockville to 468311**

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