



INDIANA DEPARTMENT OF TRANSPORTATION

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Indianapolis, Indiana 46204

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Eric J. Holcomb, Governor
Michael Smith, Commissioner

DES. # 2000025

NOTICE OF PUBLIC INFORMATION MEETING

Proposed Improvement – Reduced Conflict Intersection (RCI) at US 24 and Wabash Street in Wabash County

The Indiana Department of Transportation (INDOT) is developing plans for enhanced safety measures at the intersection of US 24 and Wabash Street in Wabash County (Des 2000025).

INDOT will host a public open house on Tuesday, March 28, 2023 at the Honeywell Center in Legacy Hall, 275 W Market Street, Wabash, IN 46992. The open house will take place from 5:00 p.m. to 7:00 p.m. All participants are welcome to view project display boards and talk to project representatives about the proposed improvement project.

The purpose of this project is to improve safety by reducing the number of traffic conflict points, which will reduce the probability of crash incidents at this intersection.

Existing Conditions: The intersection of US 24 and Wabash Street is unsignalized, with free-flowing traffic on US 24 and stop controls on the southeast/northwest approaches. This section of US 24 is a four-lane principal arterial with a posted speed limit of 55 miles per hour. The eastbound approach has two 12-foot travel lanes and dedicated left and right-turn lanes and is separated from the westbound lanes by a grass median that varies between approximately 20-30 feet within the project area. The westbound approach has two 12-foot travel lanes and dedicated left-turn and right-turn lanes. Wabash Street is a two-lane minor arterial south of US 24 that transitions to the major collector 150 W (Division Road) north of US 24. Wabash Street has a posted speed limit of 30 miles per hour.

Proposed Project: The proposed project will construct a reduced conflict intersection (RCI) by reconstructing the median island so that it restricts left turn and through traffic movements from Wabash Street but allows left turns from westbound US 24 onto Wabash Street. Left turns from eastbound US 24 onto Wabash Street will be restricted as part of this proposed RCI. The existing westbound US 24 left turn lane will be extended along US 24 with U-turn access points located approximately 800 feet from the main intersection. A mountable curb will be utilized in the median island to allow only emergency vehicles traveling through the intersection to turn left onto westbound US 24 from Wabash Street. The existing eastbound US 24 left turn lane will be closed by installing pavement markings. Existing right turn lanes along US 24 will be extended and widened to accommodate turning movements from trucks utilizing the U-turn. Lighting will be installed at the U-turn access points. An existing 12-inch corrugated metal pipe (CMP) located beneath the westbound lanes of US 24, east of the intersection with Wabash Street will be replaced.

Right-of-Way: Existing right-of-way in this section of US 24 extends approximately 45 feet on either side of the US 24 northbound and US 24 southbound center lines. The project will not require the acquisition of temporary or permanent right-of-way.

Maintenance of Traffic: Traffic will be maintained in two phases. The first phase will construct the right turn lanes while the existing intersection remains open to traffic. The second phase will construct the median left turn lanes and U-turns with the existing intersection open to traffic, then close the intersection to remove the median pavement while the proposed left turn lanes and U-turns are utilized.

In accordance with the Americans with Disabilities Act (ADA), and Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in alternative formats or languages are encouraged to contact Dan Syrus at 111 Monument Circle, Indianapolis, IN 46204, or by calling 317-864-3095.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on August 16, 2012.