SR 60 at Salem Bypass
Des 1702225
Response to Public Comments

Summary of Public Comments	Response
Why is a traffic signal not being installed? It is cheaper, would cause minimal traffic disruptions, and is viewed as a safer alternative in the public's eyes. Majority of the public believes a roundabout is not necessary.	56% of the crashes have been right-angle or left-turn crashes. A traffic signal may reduce the frequency of these types of crashes; however, installation of a new traffic signal is often associated with an increase in rear-end crashes. There are several mitigation measures already in place that include: flashing stop ahead warning signs, rumble strips, "STOP AHEAD" pavement markings, double mounted flashing oversized stop signs, and a lowered speed limit. Sight distance is not limited at the intersection. Since this intersection has a pattern of disregarding the traffic control devices already in place, a traffic signal is not anticipated to provide a substantial safety increase because an overhead red light would not highlight the intersection more than the multiple sets of red flashing lights that are already in place. Single lane roundabouts have 75% fewer conflict points than traditional four-way intersections and studies show up to 82% reduction in fatality and injuries.
Proposed roundabout will cause many problems, just like the one in Jeffersonville at SR 62 and I-265, which has seen many crashes since it opened.	The interchange in Jeffersonville includes multi-lane roundabouts, with up to 3 lanes plus ramps onto and off of intersecting highways. Multi-lane roundabout interchanges are significantly more complex and more difficult to navigate than the single lane roundabout proposed at SR 60 and Salem Bypass.
An overpass with connecting ramps is what this intersection really needs.	Traffic volumes are approximately 4,300 vehicles per day on Salem Bypass and about 10,500 vehicles per day on SR 60. These volumes are lower than typical interchange volumes. An interchange would remove a majority of the conflicts at the intersection, however the cost is multiple times more than any of the other alternatives. An interchange would also require the most right of way acquisition, likely impacting adjacent properties and forest land more than the other alternatives.
A roundabout is what this intersection needs.	A single lane roundabout is the preferred alternative.
Multiple, visible, clear signage is needed before and at the roundabout. Pavement markings are a good addition to signage, but not a substitute.	The project plans include signage and pavement markings.
Semis cannot navigate roundabouts as smoothly as passenger vehicles. This roundabout will cause many tractor trailers to overturn.	Roundabouts can be designed for large trucks, tractor trailers, and oversize loads. Mountable truck aprons and islands are installed specifically for that purpose and are slightly elevated to discourage cars, buses, and smaller trucks from using them. The designer contacted local trucking companies for dimensions of trucks and oversize loads that use the intersection, then verified the roundabout geometry is compatible for the anticipated vehicles. The proposed roundabout is designed with an 18' circulatory lane, 14' truck apron, and mountable islands where needed for large tractor trailers and oversize loads. The mountable truck apron and islands use a sloping concrete curb with 2" rise to prevent overturning or load shifting. Roundabouts have been successfully used in many locations with similar truck volumes.

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There will be a negative economic impact to the area if a roundabout is installed because semis cannot navigate roundabouts properly.	Roundabouts can be designed for large trucks, tractor trailers, and oversize loads. Mountable truck aprons and islands are installed specifically for that purpose and are slightly elevated to discourage cars, buses, and smaller trucks from using them. The designer contacted local trucking companies for dimensions of trucks and oversize loads that use the intersection, then verified the roundabout geometry is compatible for the anticipated vehicles. The proposed roundabout is designed with an 18' circulatory lane, 14' truck apron, and mountable islands where needed for large tractor trailers and oversize loads. The mountable truck apron and islands use a sloping concrete curb with 2" rise to prevent overturning or load shifting. Roundabouts have been successfully used in many locations with similar truck volumes.
There is a mobile home business and a construction business in the area. They may not be able to use the roundabout due to their large loads.	The designer contacted local businesses for dimensions of trucks and oversize loads that use the intersection, then verified the roundabout geometry is compatible for the anticipated vehicles. The proposed roundabout is designed with an 18' circulatory lane, 14' truck apron, and mountable islands where needed for large tractor trailers and oversize loads. The mountable truck apron and islands use a sloping concrete curb with 2" rise to prevent overturning or load shifting.
The diameter of the roundabout is designed at 154 feet wide, there are wide loads that are 160 feet long.	The designer contacted local businesses for dimensions of trucks and oversize loads that use the intersection, then verified the roundabout geometry is compatible for these vehicles. The proposed roundabout is designed with an 18' circulatory lane, 14' truck apron, and mountable islands where needed for large tractor trailers and oversize loads. The mountable truck apron and islands use a sloping concrete curb with 2" rise to prevent overturning or load shifting.
When a semi overturns on the new roundabout, is there a plan in place to divert traffic?	Roundabouts have been successfully used in many locations with similar truck usage. The proposed roundabout has been designed to accommodate trucks and tractor trailers without overturning or load shifting. Any occurrence of traffic disruption would be delayed or rerouted similar to present day.
Only semi traffic should be allowed on the bypass. Passenger vehicles should receive a ticket.	State highways, built within public right of way, may not be restricted for passenger vehicle use.
The long proposed detour route while constructing this roundabout will be a hardship to many in the community.	The proposed detours on SR 150, SR 56, and I-65 will be posted for use by through traffic, including trucks. Local traffic may use Old SR 60, S. Paynter Lane, and E. Botts Lane to bypass construction.
There is more risk for damage to passenger cars trying to maneuver a roundabout with tractor trailers.	The proposed roundabout has a single lane; after yielding at entry, vehicles will enter the roundabout when a sufficient traffic gap is available and will not be side-by-side another vehicle at any time.
A roundabout will not work on a high speed highway or a highway with high truck volumes. They only work in more residential areas.	Roundabouts have been demonstrated to significantly reduce fatal and injury crash experience at rural, high-crash locations, even those with high speed approaches and high truck volumes.

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The visibility of the current intersection is very poor and the public does not see the visibility becoming clearer with a roundabout installed.	Approaching the roundabout, the existing shoulder will be replaced with curb and gutter, the traffic will become separated by a raised median, and curvature is introduced into the travel path. All of these physical features alert drivers they are nearing an intersection and aid in "calming" or slowing traffic. Additionally, there will be a total of 18 light poles installed, which will provide sufficient lighting to increase the visibility from a distance as well as helping to navigate this intersection during nighttime hours.
We're having a problem with the existing intersection because people aren't paying attention. The roundabout requires people to yield, so what is the difference?	Approaching the roundabout, the existing shoulder will be replaced with curb and gutter, the traffic will become separated by a raised median, and curvature is introduced into the travel path. All of these physical features alert drivers they are nearing an intersection and aid in "calming" or slowing traffic. Due to the geometry of a roundabout, if a driver fails to yield, a resulting collision tends to be same direction, side swipe. Additionally, because all vehicles in and approaching the roundabout are travelling at slower speeds, crashes are typically less severe than at traditional intersections.
Low profile vehicles have a tough time navigating roundabouts at night and usually end up hitting the curbs. Will lighting be installed to prevent this issue?	There will be a total of 18 light poles installed with the proposed roundabout, which will provide sufficient lighting to increase the visibility from a distance as well as helping to navigate this intersection during nighttime hours.
Roundabouts are unfamiliar to residents, they are confusing, especially for visitors, and drivers may go into roundabout the wrong way.	This is a common concern of many people prior to the construction of a first roundabout in their community. The proposed single lane roundabout is much simpler than the multi-lane interchange at SR 62 and I-265, and will have signs and pavement markings to aid navigation. If a driver unintentionally, or intentionally, enters a roundabout incorrectly, because other vehicles are travelling at slower speeds, crashes may be avoided or mitigated.
How will this project be funded? If funding falls through, will local taxpayers have to foot the bill?	This project is paid for with State and Federal safety improvement funds. Local taxes will not be used to pay for this project.
Have the local police initiate a "speed trap."	INDOT cannot direct any police agency to remain present on a particular stretch of roadway at all times.
Install speed cameras on a new traffic signal instead of spending more money and building a roundabout.	56% of reported crashed were attributed to failure to yield right of way, wherease only 6% of reported crashes cited speed as a contributing circumstance. Additionally, speed cameras are not legal in Indiana.
Washington County is 5th in the state for DUI's and 32nd in the state for not wearing a seatbelt out of 92 counties.	Approaching the roundabout, the existing shoulder will be replaced with curb and gutter, the traffic will become separated by a raised median, and curvature is introduced into the travel path. All of these physical features alert drivers they are nearing an intersection and aid in "calming" or slowing traffic. Due to the geometry of a roundabout, if a driver fails to yield, a resulting collision tends to be same direction, side swipe. Additionally, because all vehicles in and approaching the roundabout are travelling at slower speeds, crashes are typically less severe than at traditional intersections.
How many of the 34 crashes were caused by semi drivers pulling out in front of vehicles on the highway?	19 crashes, or 56%, were attributed to failure to yield right of way. The available crash data doesn't indicate vehicle type.
Out of all the accidents, how many were caused due to someone not stopping at the stop sign and how many were caused by visual obstructions?	56% of reported crashes were attributed to failure to yield right of way and 3% were attributed to disregarding signal or sign. Failure to yield may include drivers who stopped at the stop sign before pulling out in front of another vehicle. Sight distance is not limited at the intersection.

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Can the other two intersections on the Salem Bypass be fixed as well with this funding using stop lights or roundabouts?	This project is paid for with State and Federal safety improvement funds which are specified for this location only.