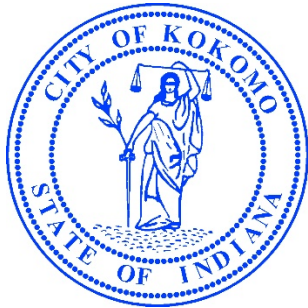

GOYER ROAD IMPROVEMENT PROJECT

KOKOMO, HOWARD COUNTY, INDIANA
DES. NO. 2201070

PROJECT INFORMATION PACKET



AMERICAN
STRUCTUREPOINT
INC.

Contact: Alyssa Kern, American Structurepoint, Inc.

(317) 547-5580 or akern@structurepoint.com

January 23, 2025

Dear Concerned Citizens, Local Residents, and Elected Officials:

The purpose of this Project Information Packet is to explain the proposed project and to receive your comments, concerns, and suggestions and/or request for a public hearing. There are several ways your comments may be submitted, as outlined below:

1. **E-mail comments** to Alyssa Kern of American Structurepoint, Inc. at akern@structurepoint.com.
2. **Mail comments** to Alyssa Kern of American Structurepoint, Inc. at 9025 River Road, Suite 200, Indianapolis, Indiana 46240.
3. **Submit comments** (or have comments postmarked) by February 7, 2025. Comments will be reviewed and considered as part of the decision making process.
4. **Questions?** Contact Alyssa Kern or American Structurepoint, Inc. at (317) 547-5580 or akern@structurepoint.com.

All substantive comments received will be evaluated and responded to in writing with subsequent project documentation. The documentation will address concerns presented during the public comment process and describe project decisions reached following careful consideration of the views and/or concerns of the public.

Preliminary design plans along with the CE document and other project documents are available for review at following locations:

1. In-person at:
 - a. Kokomo-Howard County Public Library Main, 220 N Union Street, Kokomo, IN 46901
 - b. Engineering Office, City Hall, 100 S Union Street, Kokomo, IN 46901
2. Online at the American Structurepoint, Inc. Website – www.structurepointpublic.com/goyer

The Goyer Road Improvement Project Team thanks you for your participation in this project.

Project Description

The Goyer Road Improvement Project (Des. No. 2201070) is located in Kokomo, Howard County, Indiana. The project is located on Goyer Road from Boulevard Street to Markland Avenue and has a total length of 0.97 mile. Specifically, the project will include road reconstruction along Goyer Road adding a two-way left turn lane in the center of Goyer Road, and sidewalks along both sides of Goyer Road. The typical roadway section will consist of two 11-foot-wide travel lanes (one in each direction) and a center 14-foot-wide two-way left turn lane. Five-foot-wide sidewalks will be constructed on both sides of Goyer Road with three-foot-wide grass buffers separating the sidewalk from the travel lanes. All driveways and roadway intersections throughout the project area will be reconstructed to tie into the Goyer Road widening. The existing storm sewers in the project area will be replaced in-kind and curb and gutters will be constructed on both sides of Goyer Road. The existing corrugated metal pipe arch (CMPA) over Cannon-Goyer Ditch will be replaced with an 80-foot-long, 18-foot-wide reinforced concrete box (RCB) culvert, with an opening measuring 18-foot-wide by seven-foot-tall, and the RCB concrete walls measuring approximately one-foot thick. Cannon-Goyer Ditch will be realigned and the new culvert will be skewed 20 degrees. Riprap will be added to both sides of the culvert and work will occur in the floodway and below the ordinary high water mark (OHWM). In order to meet INDOT's hydraulic criteria, the replaced structure for this project (conveying Cannon-Goyer Ditch under Goyer Road) will be increased in size from what currently exists. The remaining undersized structures down stream of this structure will not be replaced as part of this project and will be replaced and upgraded in size in the future. In order to not overwhelm the downstream undersized culverts, and flood properties downstream, a nine-foot-wide, nine-foot-tall, half-inch-wide steel restrictor plate will be installed on the upstream side of this project's RCB culvert to control the flow (match the current existing flow capacity) of Cannon-Goyer Ditch until the downstream structures can be upgraded and replaced. Once the structures are replaced and upgraded downstream, the restrictor plate will be removed. This allows an appropriately sized structure to be installed now while taking into account downstream flooding concerns due to the currently undersized structures downstream.

Project Purpose and Need

The need for this project is evidenced by the number of rear-end crashes resulting from vehicles stopping while attempting to turn left across Goyer Road, and the lack of pedestrian facilities in the project area.

In the project area from Boulevard Street to Markland Avenue, Goyer Road consists of two travel lanes, one northbound and one southbound. Currently, there are approximately 65 access points along this portion of Goyer Road at intersecting roadways, churches, business drives, residential driveways, and parking lots. Of the 65 access points in this section of Goyer Road, there are two churches, two apartment complexes (approximately 24 buildings), four housing additions (approximately 435 houses), approximately 39 individual houses, and approximately 10 commercial businesses.

Only three access points (Saratoga Avenue, a commercial drive located 0.21 mile south of the intersection of Markland Avenue, and a commercial drive/South Foster Drive) have dedicated left turn lanes. Additionally, there are no stop-controlled access points on this corridor, resulting in relatively free-flowing traffic. This results in traffic queue as vehicles must block the travel lane and wait for a gap in opposing traffic, which is free flowing, before they attempt left turn movements from the northbound and southbound travel lanes to adjacent roadways, businesses, and residences. The vehicles attempting left turns and the subsequent vehicles queuing along Goyer Road results in increased risk of rear-end collisions. There is also an increased risk in right angle accidents for turning vehicles if they fail to wait for an adequate gap in traffic or fail to yield to the appropriate vehicle right-of-way. Based on 2016 to 2020 crash data for Goyer Road from Boulevard Street to Markland Avenue, a total of 16 crashes have occurred which includes four crashes involving injuries. Based on the crash data it can be assumed, four crashes resulted in rear-end accidents (25%). An additional eight crashes (50%) were reported to be right angle or left turn crashes. These types of crashes correspond to reported primary factors such as failure to yield (to oncoming traffic or vehicles with the right-of-way) and disregard signal/regulatory sign (stop signs).

In addition, no sidewalks are present in the project area, however, there are scattered sidewalks just outside the project limits that dead end at Goyer Road. Existing sidewalks are present along both sides of Quail Run Drive east of Goyer Road, along both sides of Mohr Drive west of Goyer Road, and are continuous along both sides of Markland Avenue west and east of Goyer Road. The lack of pedestrian facilities results in pedestrians utilizing the roadway or an area immediately adjacent to the roadway. Therefore, there is an increased potential for vehicle and pedestrian conflict. Additionally, improving pedestrian facilities in the project area is in line with the City of Kokomo’s transportation planning to increase public transportation services and increase pedestrian accessibility to employment, education, shopping, recreational facilities, and other public facilities as can be seen in the early coordination response letter received from the City of Kokomo, Transportation Department.

The purpose of the project is to improve left turn mobility for vehicles, reduce the likelihood of rear-end collisions, and improve pedestrian facilities along Goyer Road.

Project Schedule

Milestone	Completed/Expected Dates
CE Released for Public Involvement	January 9, 2025
Public Comment Opportunity for Hearing	Ends February 7, 2025
Anticipated CE Approval	Spring 2025
Right-of-Way Acquisition Begins	Summer 2025
Anticipated Construction Start	Spring 2026

Description of Right-of-Way

The project will require the acquisition of right-of-way. Acquisition information can also be viewed at the project website at www.structurepointpublic.com/goyer or http://www.fhwa.dot.gov/real_estate/. The project will require approximately 1.70-acres of permanent new right-of-way from residential parcels (0.41 acre), commercial parcels (1.07 acres), and agricultural parcels (0.22 acre). Additionally, the project will also require 0.78 acre of temporary right-of-way from residential parcels (0.13 acre), commercial parcels (0.62 acre), and agricultural parcels (0.03 acre).

Estimated Project Cost

The estimated cost for this project is \$4,362,448 which includes design, right-of-way, and construction costs. Both federal and local funding will be used. The project is included in the 2024-2028 Statewide Transportation Improvement Program.

Maintenance of Traffic (MOT)

The MOT plan for the project will include phased construction with lane shifts and lane closures. The MOT for the project will also include a short-term full closure of Goyer Road with a posted detour to replace the CMPA at Cannon-Goyer Ditch. Access to residences and businesses will be maintained during construction. The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

Environmental Documentation

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) have reviewed the Categorical Exclusion (CE) Level 2 environmental document prepared by American Structurepoint, Inc. for this project and released the document for public involvement on January 9, 2025. The CE evaluates the impact of the Goyer Road Improvement Project on the natural and human environment. No area of potentially significant impacts has been identified.

Water Resources

The proposed project area was examined for the presence of wetlands and “waters of the U.S.” One stream, Cannon-Goyer Ditch was identified within the project area as a potentially regulated resource. It is anticipated that the preferred alternative will impact approximately 158 linear feet of the stream. A Section 401 Individual Permit (IP) from the Indiana Department of Environmental Management (IDEM) and a Section 404 Nationwide Permit (NWP) from the U.S. Army Corps of Engineers (USACE) will be required for stream impacts. Mitigation will likely be needed and will be determined during permitting. Additionally, a Construction in a Floodway (CIF) permit from the Indiana Department of Natural Resources (IDNR) will be required due to the proposed work within the 100-year floodplain of Cannon-Goyer Ditch. The project will also require approval from the Howard County Drainage Board due to the project crossing Cannon-Goyer Ditch, which is a county regulated legal drain.

Terrestrial Habitat

The proposed project area was examined for the presence of terrestrial habitat. It is anticipated that the preferred alternative will impact approximately 7.22 acres of terrestrial habitat due to the widening of Goyer Road. Of the 7.22 acres of terrestrial habitat impact, approximately 7.05 acres is residential lawns (maintained grass) and approximately 0.17 acre is trees. It is anticipated that the clearing of approximately 0.17 acre of trees will be required for the widening of Goyer Road. Tree removal will occur during the inactive bat season (between October 1st and March 31st).

Public Facilities and Services

There are two religious facilities, Grace Community Foursquare Church and Temple Baptist Church (including Temple Christian School) along the east side of Goyer Road, adjacent to the project area.

The City of Kokomo Public Transportation currently has a bus stop located outside of the project area within the shopping plaza at the intersection of Goyer Road and Markland Avenue at the northern end of the project area; and the northwest quadrant of the intersection of Boulevard Street and Goyer Road at the south end of the project. The five-foot-wide sidewalks that would be added along Goyer Road will allow pedestrians within the project area to walk to the nearest bus route on dedicated pedestrian facilities.

For more information regarding the project plans and potential impacts of the proposed project, please refer to the CE document, which is available at the following locations:

1. In-person at:
 - a. Kokomo-Howard County Public Library Main, 220 N Union Street, Kokomo, IN 46901
 - b. City Hall, 100 S Union Street, Kokomo, IN 46901
2. Online at the American Structurepoint, Inc. website – www.structurepointpublic.com/goyer

