

STEVEN J. FEHRIBACH, P.E.
PRESIDENT

R. MATTHEW BROWN, P.E.
VICE PRESIDENT

KAREN K. COLLINS, P.E.
VICE PRESIDENT

JOSEPH T. RENGEL, P.E.
VICE PRESIDENT

MEMORANDUM

Date: February 7, 2023

To: Michael Watts, P.E., Senior Development Manager
Pure Development

From: Steven J. Fehribach, P.E., President
A&F Engineering Co., LLC

Re: Evaluation of Traffic Issues Re: Requested Vacation of a Segment of
Witt Road

Per your request, and in response to comments made at the Plan Commission and City Council meetings regarding the IEDC's request to vacate a segment of Witt Road (from CR 375 North to CR 450 N), I have reviewed information provided by Pure Development, the IEDC, the City, CSX, Lilly, Structurepoint and the information generated by A&F Engineering Company's traffic study conducted in 2022. I offer the following summary comments and conclusions in this memorandum, based upon my professional experience.

General Observations

- The segment of Witt Road proposed to be vacated has low traffic volume.
- Typically, you do not design for farm equipment on roadways due to the infrequent use of the roadway system by farm equipment. If you were to increase the widths and radii of the roadways for farm equipment, this would increase the speed of passenger vehicles utilizing the roadway when farm equipment was not present, which is not recommended.
- If the segment of Witt Road is vacated, as requested, this will not result in any unacceptable levels of service at any intersection or roadway.
- My understanding is that the IEDC has nevertheless indicated that it will voluntarily construct a "bypass route" to address some perceived concerns about the potential vacation of a segment of Witt Road. Per request, I am consequently providing my analysis and opinions concerning two potential bypass routes that were identified to me.

Evaluation of Effects Regarding a "Western Bypass" as Depicted on the Lilly Site (Ex. A)

- The reconfiguration of the main entrance to the Lilly campus will be likely because two road intersections within a few hundred feet of each other may create additional traffic flow and safety concerns.
- Development of the LEAP District south of Lilly's proposed campus is anticipated to be more densely developed and populated in the near future.
 - Given its potential location, a Western Bypass may unintentionally become a new "collector road" for people wanting to travel to and from I-65. This situation would make traveling on this road more complicated and dangerous for any user.
- Adverse Impacts Associated with the New I-65 Interchange – depending upon where the new interchange location is finalized, a Western Bypass may not even be possible.
- The Western Bypass is longer than the length of the Eastern Bypass, which will result in longer travel times as compared to the Eastern Bypass.

Evaluation of Effects Regarding an "Eastern Bypass" as Depicted (Ex. A)

- Any minor disruption or inconvenience to the general public caused by the vacation of a small segment of Witt Road is appropriately addressed by IEDC's commitment to construct the "Eastern Bypass" within ¾ mile of where Witt Road will be vacated.
- The analysis of all reasonable traffic volume scenarios demonstrate the following roadway segments will be at acceptable levels of service:
 - Witt Road between CR 300 N & Lower Simmons Road (CR 375 N);
 - Witt Road between CR 450 N & SR 47;
 - Lower Simmons Road (CR 375 N) between Witt Road & SR 39.
- In order to further ensure "acceptable levels of service" (a professional screening standard) are maintained at several key intersections while the Eastern Bypass is being constructed (and during the construction of the Lilly campus):
 - CR 300 N & Witt Road: No action is necessary to maintain acceptable levels of service during construction; however, potential future improvements may be completed depending upon the new interchange configuration
 - SR 39 & Lower Simmons Road (CR 375) Intersection: A temporary traffic signal will be installed at this intersection.
 - SR 39 & SR 47 Intersection: Potential improvements to this intersection are under evaluation by INDOT.
 - SR 47 & Witt Road Intersection: A temporary traffic signal, temporary northbound left-turn lane and eastbound right-turn lane will be installed at this intersection.
- Suggestions that prior accidents have occurred involving farm vehicles at other locations in Boone County, while tragic, do not justify keeping a small segment of Witt Road open. These other accidents lack any logical connection to what is proposed by IEDC, especially since a bypass road will be constructed, which will have no detrimental effects on the movement of farm vehicles.
- We have reviewed the potential location of the new I-65 interchange that would move to the north of CR 300. This location would not adversely affect the use of farm equipment using the "Eastern Bypass" as identified on the attached Exhibit. In addition, the

infrequency of farm equipment on the Eastern Bypass would have no adverse material effect on the interchange.

- The recommended cross-section for the Eastern Bypass would include a 4-foot bike lane on the outside of the roadway giving the farm equipment additional room to maneuver when they did use that road.
- The Eastern Bypass is shorter than the length of the Eastern Bypass, which will result in shorter travel times as compared to the Western Bypass.
- CSX Line Spur Location – The addition of a train line spur location for the Lilly development will not cause significant long-term delays due to the fact that there is projected to only be 2 to 3 trains per week. It is recommended that the railroad crossings are installed with flashers and gates. This type of operation is normal in areas that have research/development, manufacturing, and office developments. While traffic that wish to maneuver around the tracks during deliveries may be temporarily displaced, the surrounding roadway system can adequately handle the traffic.

If you have any questions or concerns, please contact me.