



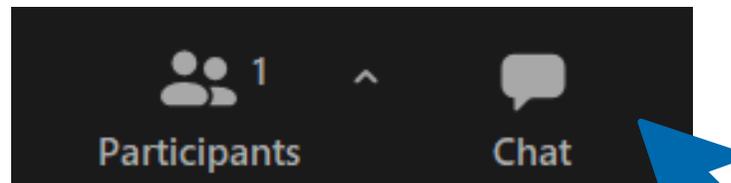
# Intersection Improvement Projects Stockwell & Vann

March 10, 2021



# WELCOME

- Only the Project Team has cameras and mics on
- Use the chat function in the black bar to ask a question
- Questions can be typed in the chat function at any time
- The moderator will pose questions at end of the presentation



*Bottom of your screen*



# PRESENTERS



**David Goffinet**  
*Lochmueller Group*  
Stakeholder Coordinator



**Jeff Whitaker**  
*Lochmueller Group*  
Project Manager



**Toby Randolph**  
*Parsons Transportation Group*  
Lead Designer



# AGENDA

- 1) Project Overview
- 2) Stockwell and Vann Proposed Improvements
- 3) Next Steps
- 4) Questions





# PROJECT OVERVIEW

# PROJECT PURPOSE

- Improve safety
- Improve mobility
- Maintain accessibility

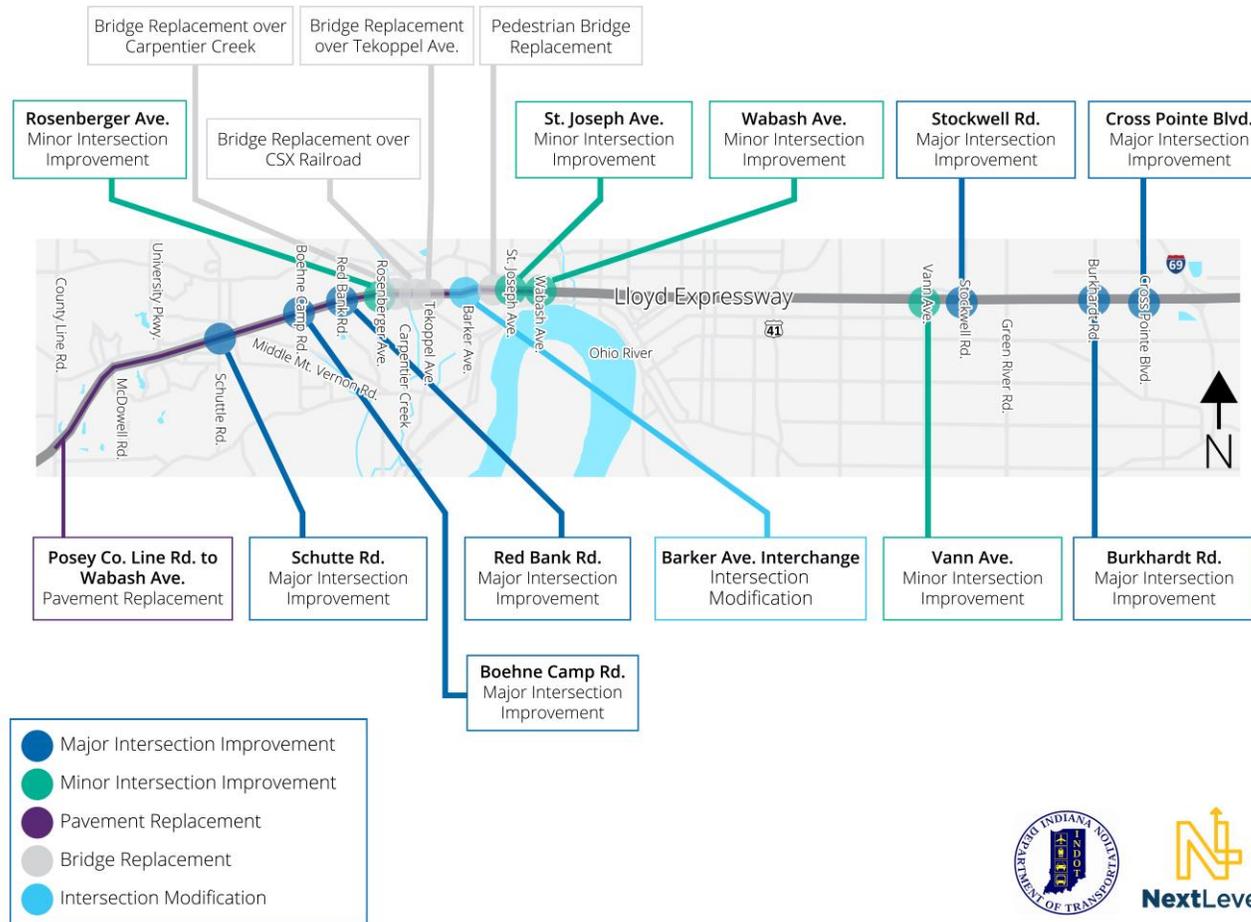


# PROJECT OVERVIEW

- Includes more than a dozen improvement projects
- INDOT plans to invest more than \$100 million
- Projects extend across Vanderburgh County, from Cross Pointe Boulevard to Posey County Line Road
- Projects include intersection improvements, bridge replacements, pavement replacement and more



# IMPROVEMENT LOCATIONS



- All design concepts are preliminary and subject to change





# ALTERNATIVE DESIGNS

# DISPLACED LEFT TURN

- Also known as a continuous flow intersection
- Vehicles turning left cross traffic and move to the other side of the road, with a signal, in advance of the intersection
- Traffic turning left moves with through traffic at the same time
- Left turn signal is removed from the intersection, allowing continuous flow for vehicles in both directions
- Reduces conflict points, improving safety

(FHWA Video example of displaced left turn)





# ALTERNATIVE INTERSECTIONS

Displaced Left Turn



U.S. Department of Transportation  
**Federal Highway Administration**



**Safe Roads for a Safer Future**  
*Investment in roadway safety saves lives*

# BOULEVARD LEFT TURN

- A type of left turn maneuver that eliminates left turns from the main intersection
- Vehicles are rerouted through the intersection and turn left through a one-way median (make a U-turn) back to the intersection
- All boulevard lefts planned for TheLloyd4U include a traffic signal for the left turn at the one-way median
- Reduces conflict points, improving safety



# HYBRID SOLUTION

- Includes elements from both a displaced left turn and a boulevard left turn
- Elements work in tandem to improve intersection performance, safety and wait times





# IMPROVEMENT PROJECTS

# STOCKWELL ROAD

## Current Conditions

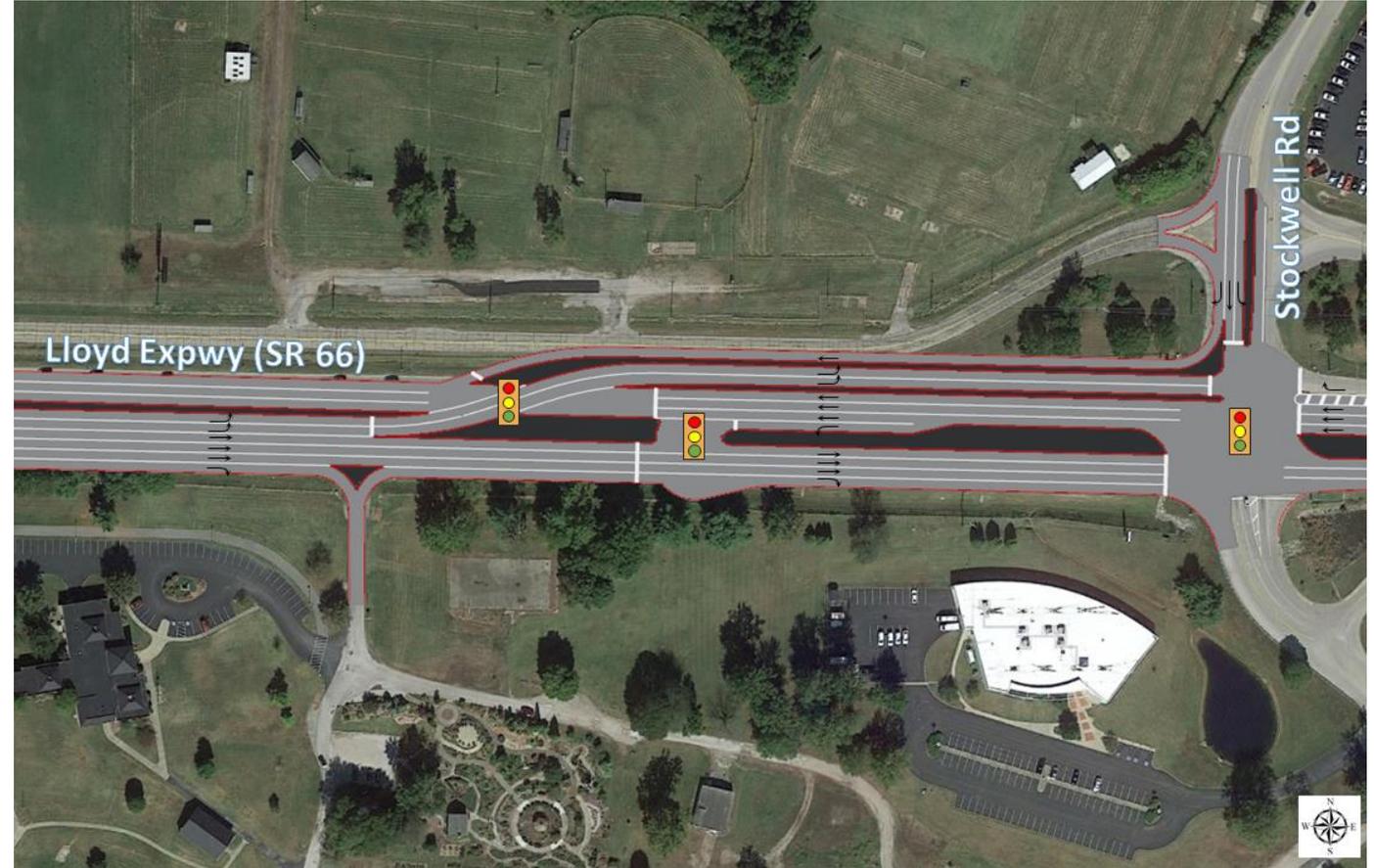
- Afternoon/evening delays in all directions
- Proximity to Green River Road ramps to east
- Proximity to John Street with right-of-way impacts
- Stockwell south of Lloyd has lower volume movements than north



# STOCKWELL: Major Intersection Improvement

## Proposed Solution

- Hybrid solution
  - Eastbound displaced left turn
  - Westbound boulevard left turn



# VANN AVENUE

## Current Conditions

- High crash rate eastbound Lloyd
- First stop light for eastbound from downtown
- Boeke overpass site distance
- Pedestrian crossing at south leg of intersection
- Existing pedestrian overpass



# VANN AVENUE: Minor Intersection Improvement

## Proposed Solution

- Right-in, right-out
- Maintain pedestrian movements

## Consideration

- Eastbound left-turn movement





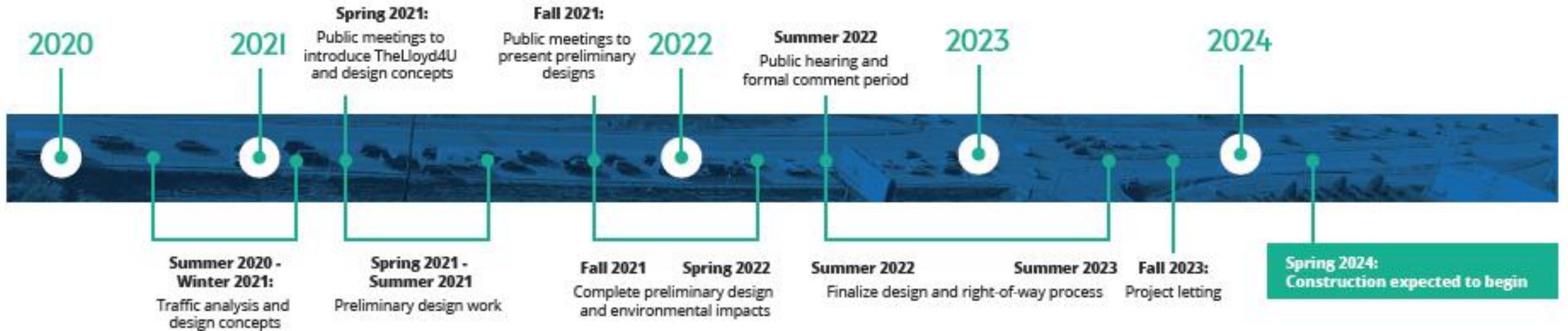
# NEXT STEPS

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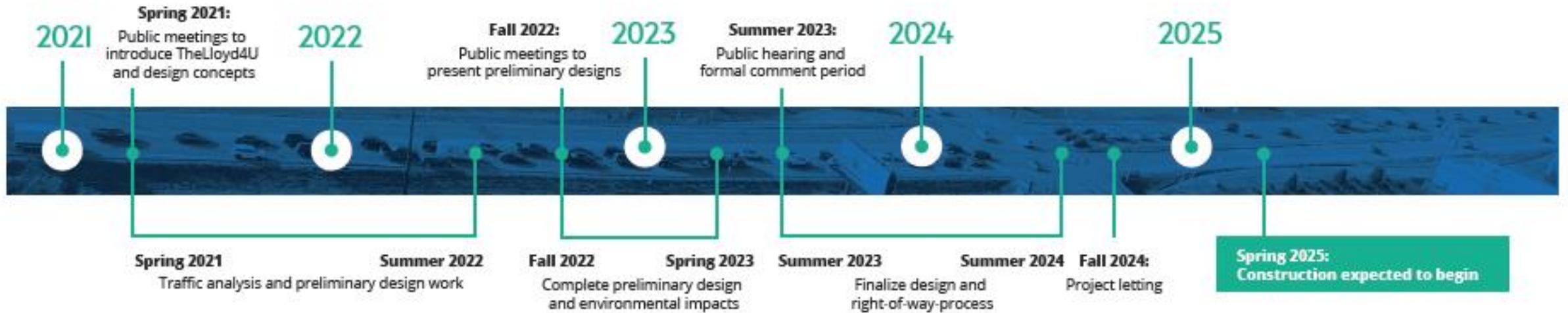
- Finalize traffic assessments
- Public Meetings
  - April 20: Virtual
  - April 21 and 22: In person (east and west side locations)
- Initiate design efforts
- Future stakeholder meetings:  
November 2021 and February 2023



# PHASE I: ROSENBERGER TO CROSS POINTE



# PHASE 2: POSEY COUNTY LINE TO ROSENBERGER





**FOLLOW OUR PROGRESS**

# FOLLOW OUR PROGRESS



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# QUESTIONS AND COMMENTS



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# QUESTIONS?



## THANK YOU

