



# Public Meeting

March 2022



# PRESENTERS



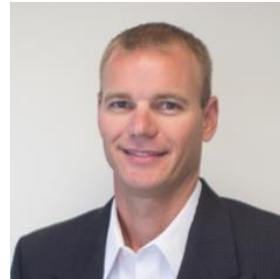
**Brian Malone**  
*INDOT*  
Project Manager



**Mindy Peterson**  
*C2 Strategic Communications*  
Public Involvement



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



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



# AGENDA

- 1) Project Overview**
- 2) Alternative Intersections**
- 3) Proposed Improvements**
- 4) Next Steps**
- 5) Follow Our Progress**



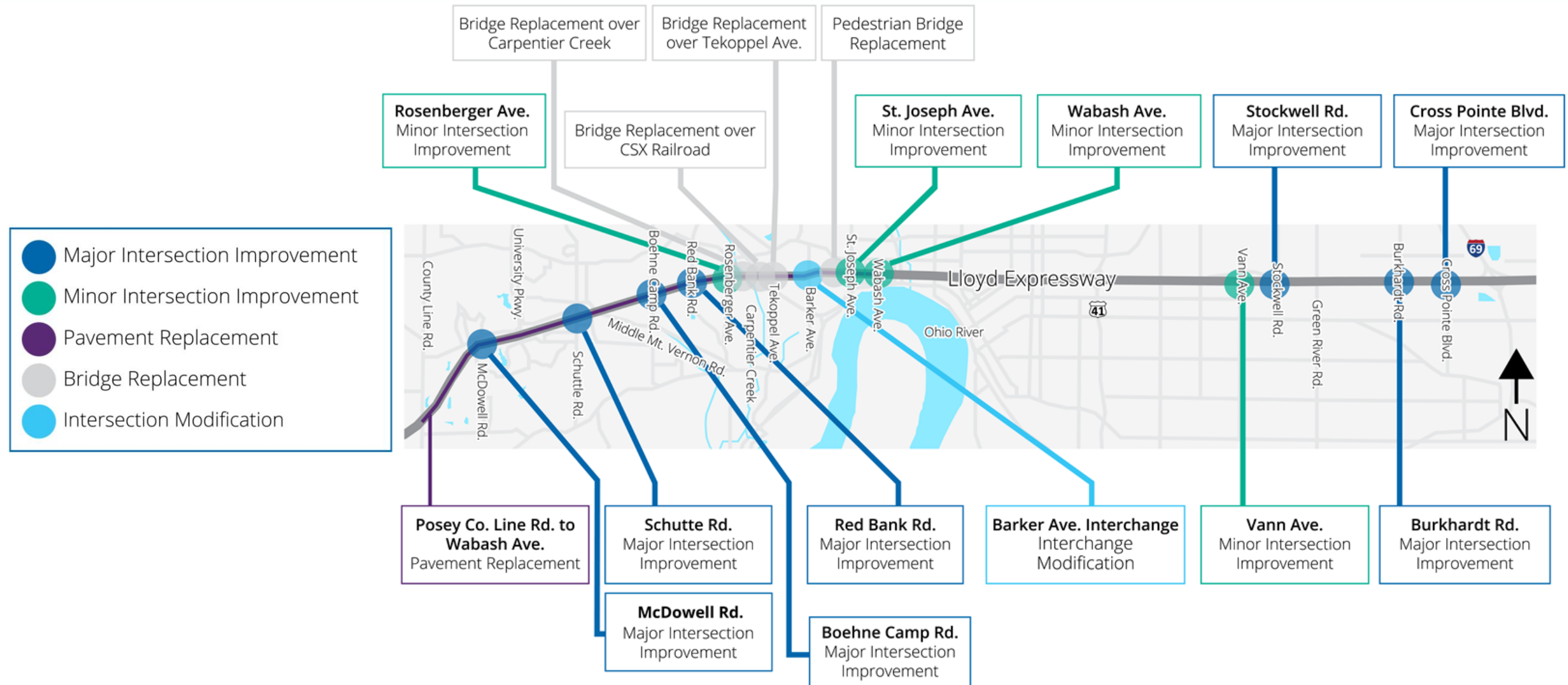
# PROJECT OVERVIEW



# PROJECT OVERVIEW

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

# IMPROVEMENT LOCATIONS



# THE BIG PICTURE

- The team is **sharing preliminary designs**
- More detailed maps **are available**
- Public input is an **important part of the process**
- We're talking to **businesses** and **other stakeholders**
- Additional public touchpoints **later this year**

# WHAT HAS BEEN HAPPENING

- Traffic analysis
- Preliminary maintenance of traffic plans
- Preliminary road design
- Survey work
- Construction expected to begin in **spring 2024**





# PROJECT PURPOSE

*Making the Lloyd Work For You*

- Improve safety
- Improve mobility
- Maintain accessibility



# HOW DO WE DO THAT?

## Alternative Intersections



**Fewer conflict points**



**Improved safety**



**Increased efficiency**



**Improved traffic flow**



**Maintained accessibility**



# **ALTERNATIVE INTERSECTIONS**

# WHAT ARE ALTERNATIVE INTERSECTIONS?

- Alternative intersections are **new to the area**
- A **proven success** in other areas
- **Organize traffic** to improve flow and safety
- **Change the way left turns** are made
- **Reduce conflict points**, improve safety



***Displaced Left Turn***



***Boulevard Left Turn***



# DISPLACED LEFT TURN

- Vehicles turning left move to a **dedicated lane** on the other side of the road, with a signal, **before the main intersection**
- Left-turn traffic **moves with through traffic on the Lloyd Expressway**
- **Reduced conflict points, improved safety and improved traffic flow at main intersection**
- Also known as a **continuous flow intersection**

# HYBRID SOLUTION

- Includes elements from **both a displaced left turn** and a **boulevard left turn** to provide the best solution
- Boulevard Left: vehicles go through the **intersection**, make a **U-turn at a traffic signal (median U-turn)** and then a **right turn** at the main intersection
- Uses best of both concepts because of proximity to ramps and other roadways
- **Safety is improved** while moving more traffic

# VIDEOS: WHAT TO EXPECT

- Seeing in practice [will help you visualize](#)
- Visit the [Alternative Intersections station](#)
- See [simulations](#) and hear testimonials
- Videos are available at [Lloyd4U.com](http://Lloyd4U.com)



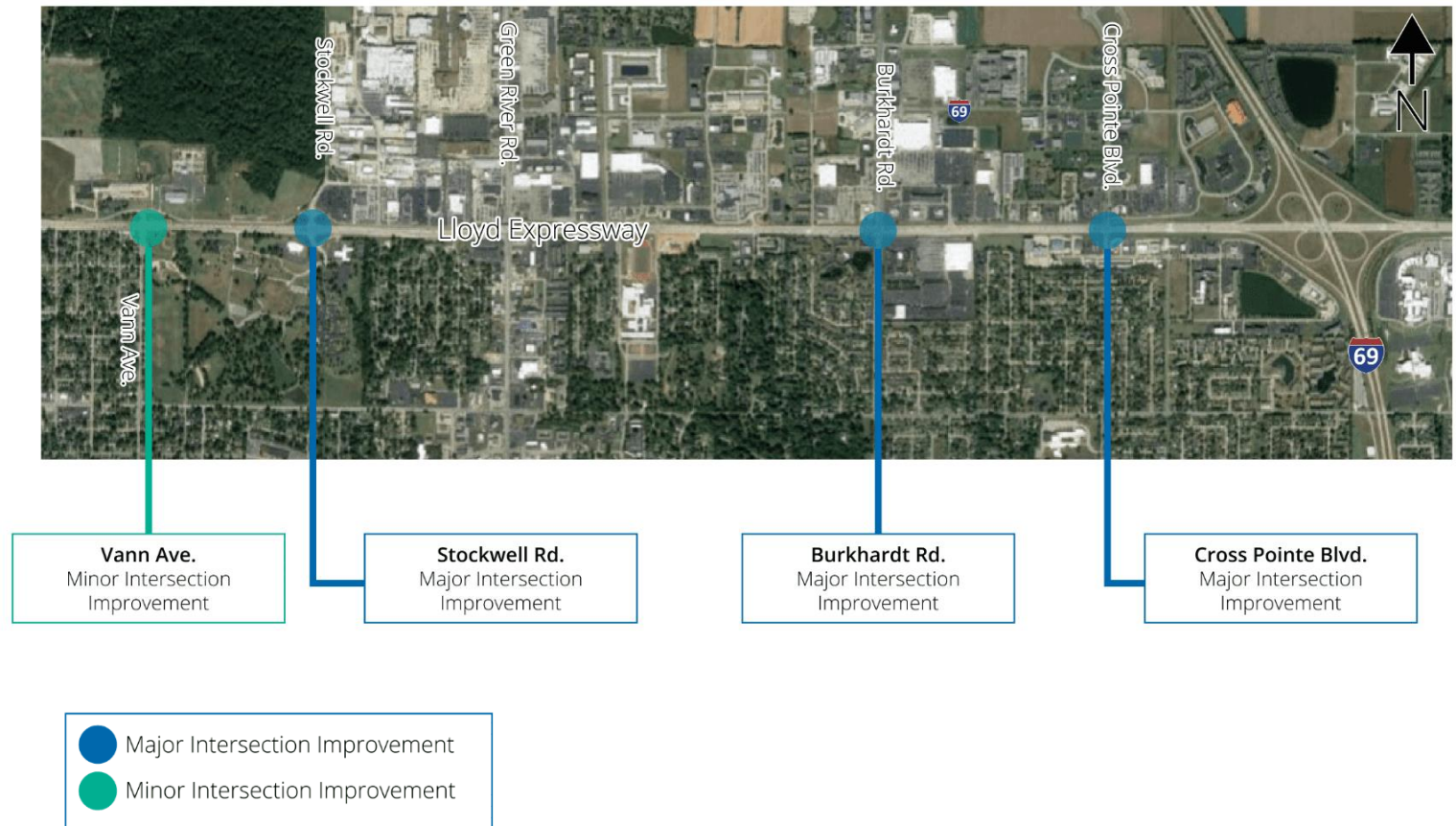


# IMPROVEMENT PROJECTS



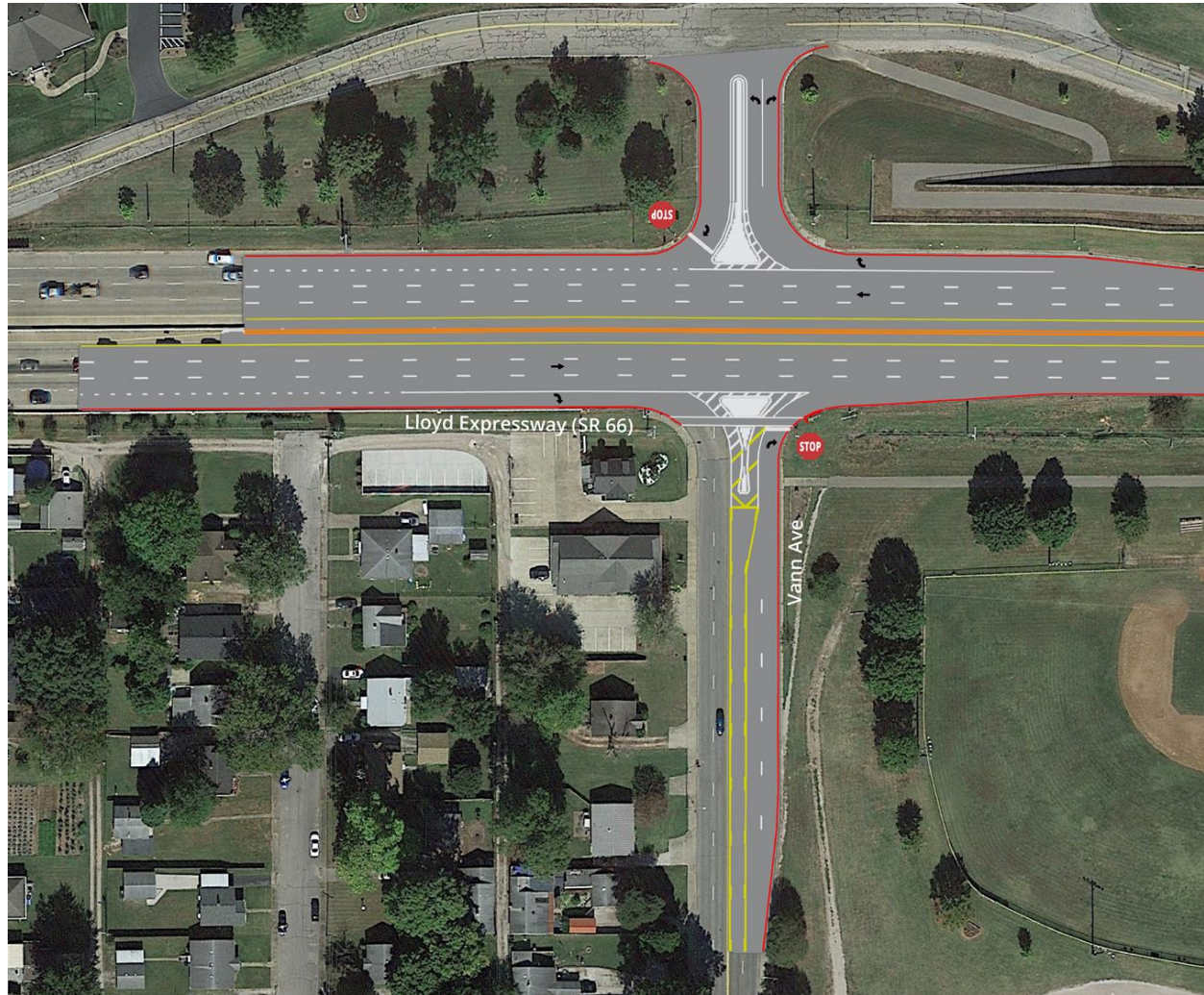
# EAST SIDE IMPROVEMENTS: AN OVERVIEW

- Commercial corridor
- Maintaining access
- High number of rear end crashes





# VANN AVENUE



## Minor Intersection Improvement

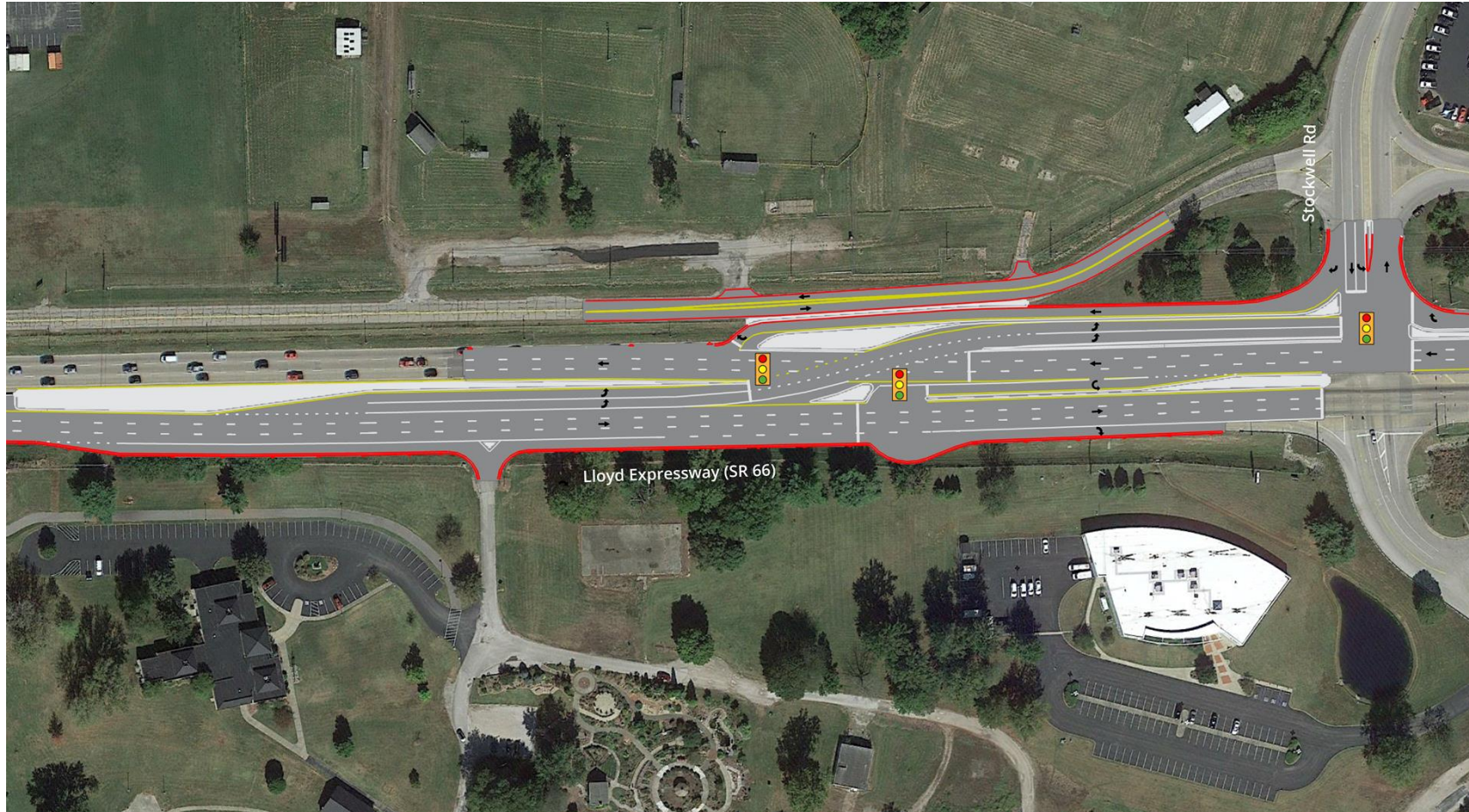
- Right-in, right-out (restricted turn movements)

## Considerations

- High number of rear-end crashes on eastbound Lloyd
- Sight distance from Boeke overpass
- Maintain pedestrian crossings utilizing pedestrian overpass



# STOCKWELL ROAD



## Major Intersection Improvement

- Hybrid solution with EB displaced left turn and WB boulevard left turn

## Considerations

- Proximity to Green River Road ramp and John Street results in hybrid solution
- Afternoon/evening peak delays



# BURKHARDT ROAD



## Major Intersection Improvement

- Dual displaced left turns

## Considerations

- Peak time delays, especially NB and SB
- Traffic backing up, especially SB Burkhardt
- Heavy commercial corridor



# CROSS POINTE BOULEVARD



## Major Intersection Improvement

- Dual displaced left turns with I-69 ramp modifications

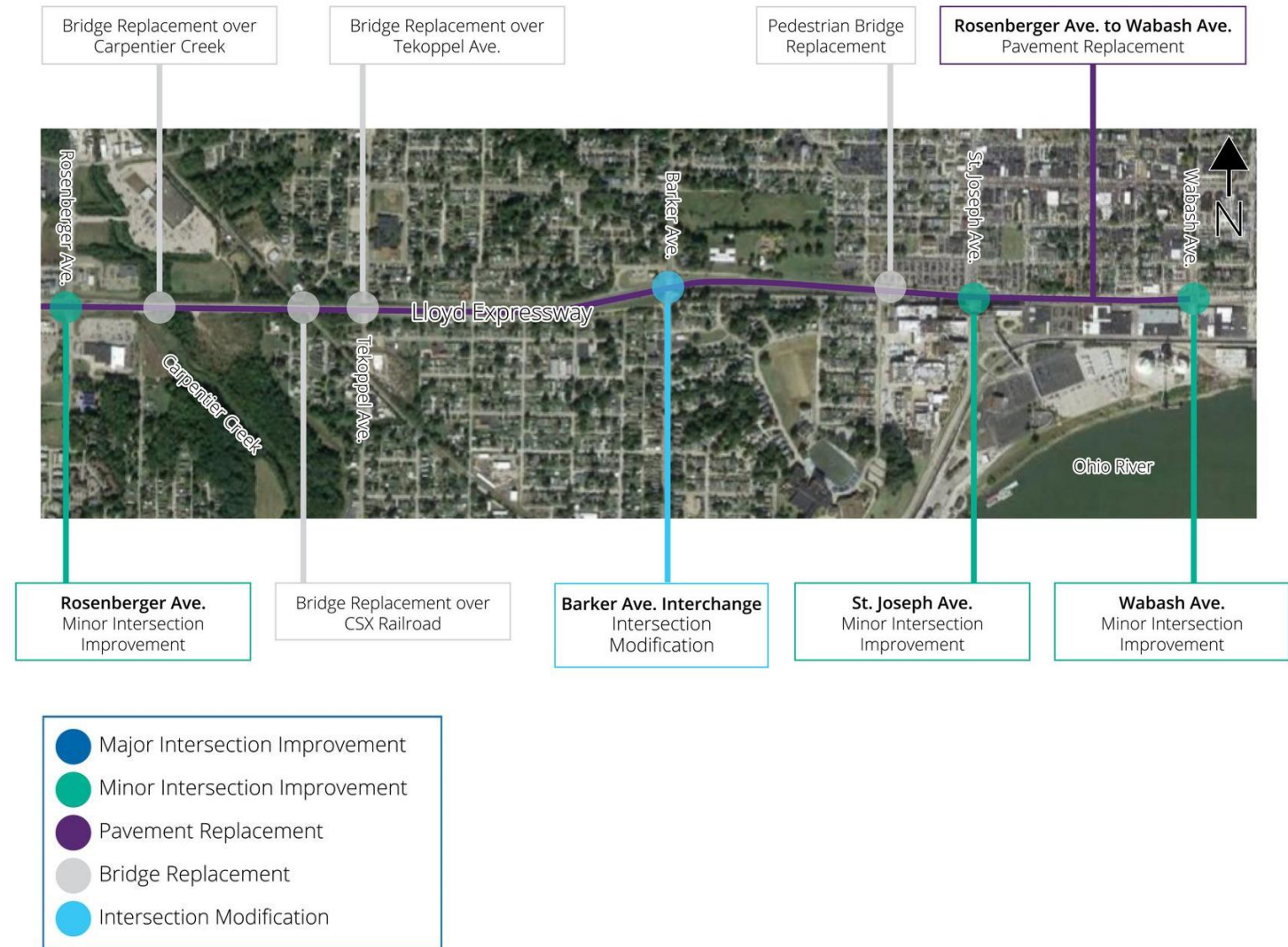
## Considerations

- Proximity to I-69 ramps
- Peak time delays
- High crash rates
- Heavy commercial corridor



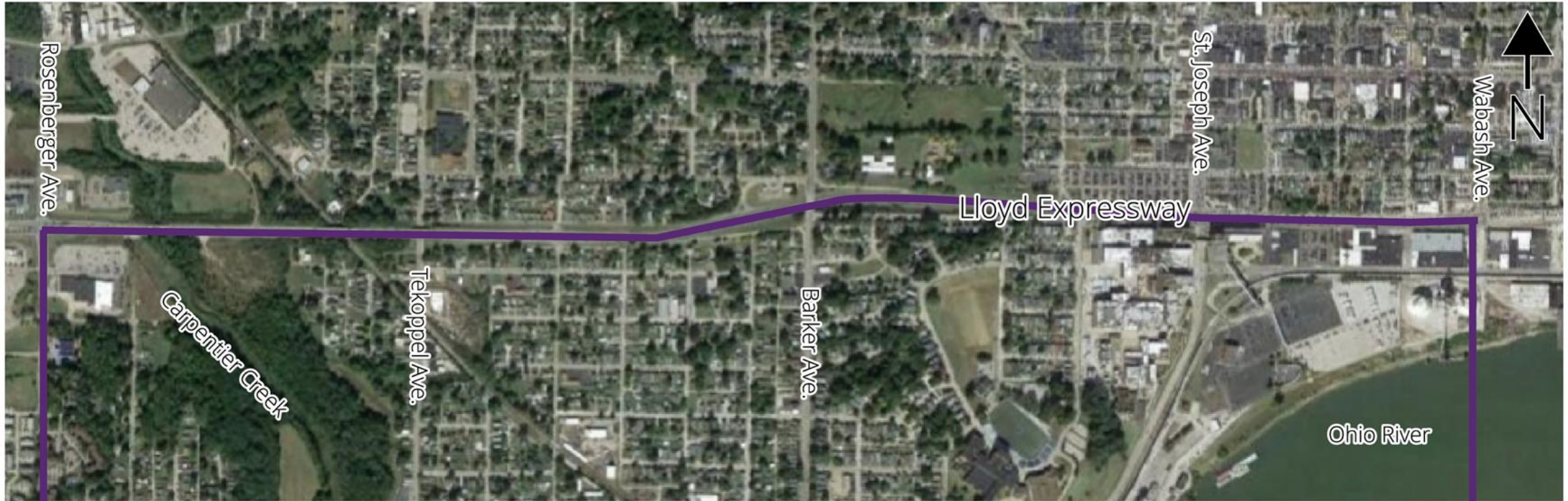
# WEST SIDE IMPROVEMENTS: AN OVERVIEW

- Lloyd: unique sections
- Numerous access points
- Maintenance of traffic challenges
- Requires a high level of design





# PAVEMENT REPLACEMENT: ROSENBERGER TO WABASH



Start Project

Pavement beyond  
life expectancy

## Considerations

- Added 3<sup>rd</sup> lane from Rosenberger to Barker

End Project



# ROSENBERGER AVENUE



## Minor Intersection Improvement

- Restricted right turns with signal modifications
- Extended turn lanes, pavement upgrades

## Considerations

- High number of westbound rear-end crashes
- Improves westbound sight distance



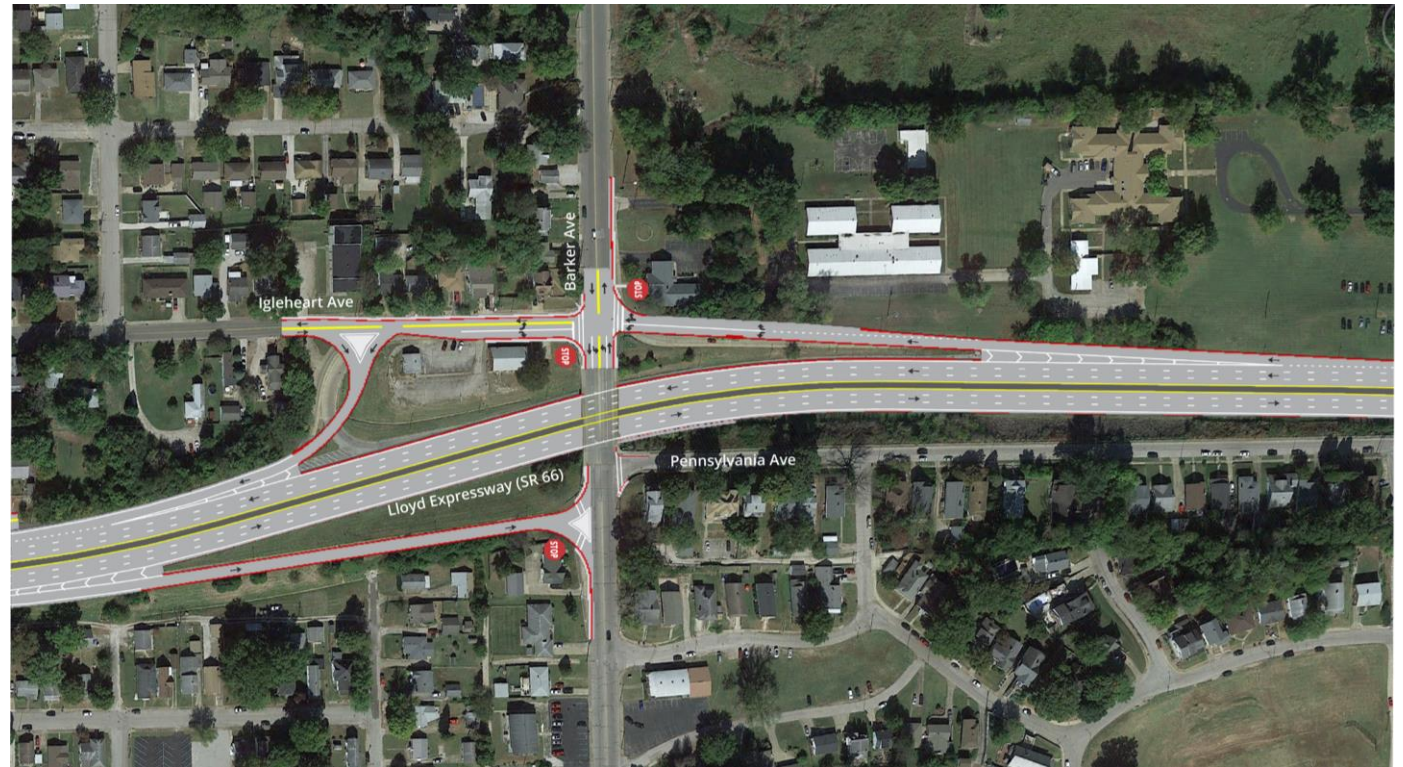
# BARKER AVENUE/IGLEHEART AVENUE

## Intersection Modification

- Close South Barker westbound exit loop ramp
- Add South Barker traffic to North Barker westbound exit ramp
- Realign westbound entrance ramp
- Upgrade eastbound Barker exit ramp

## Considerations

- Reconfigure ramps to improve safety





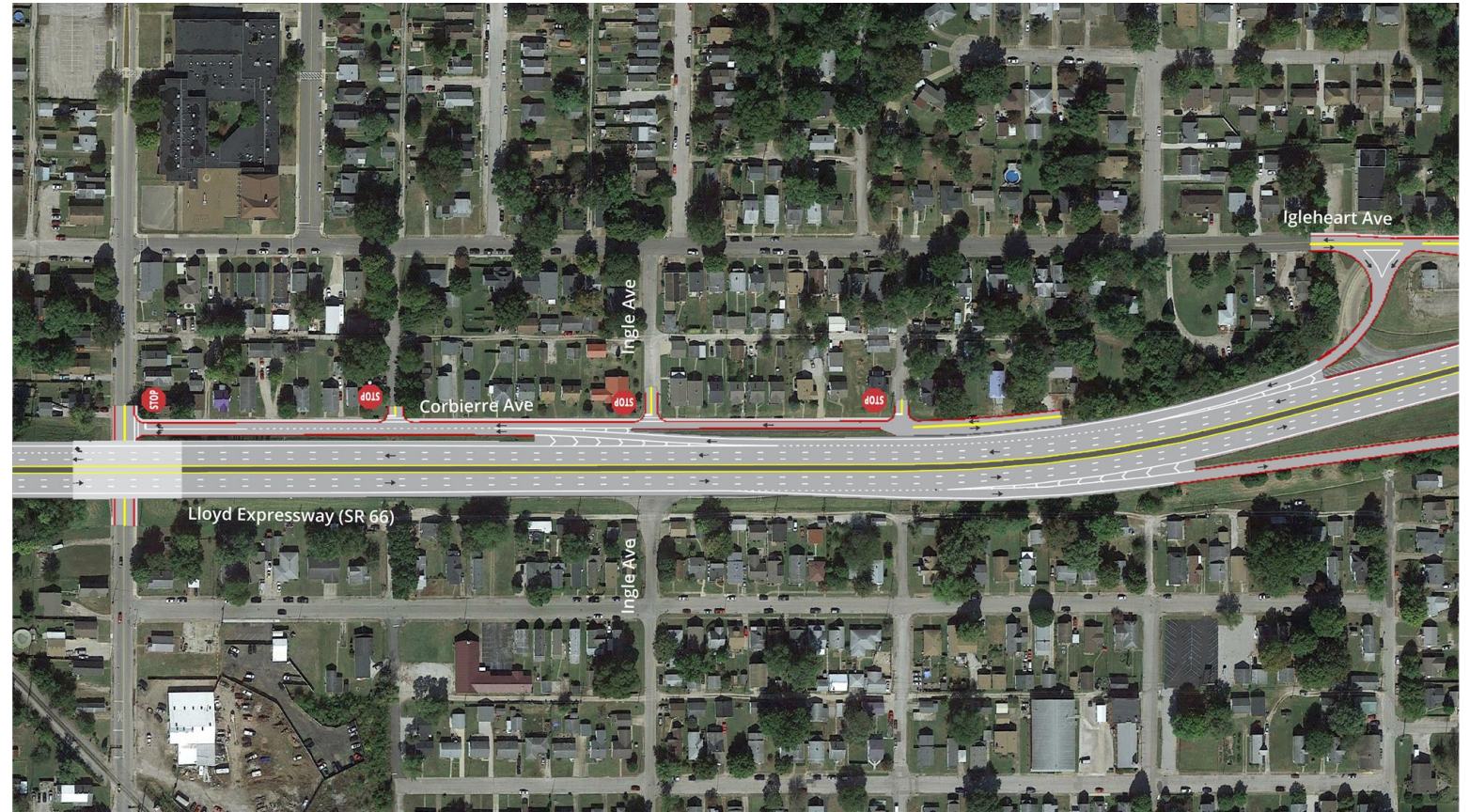
# CORBIERRE AVENUE

## Intersection Modification

- Relocate westbound Tekoppel Avenue exit
- Reconstruct Corbierre from Tekoppel to east of Addison

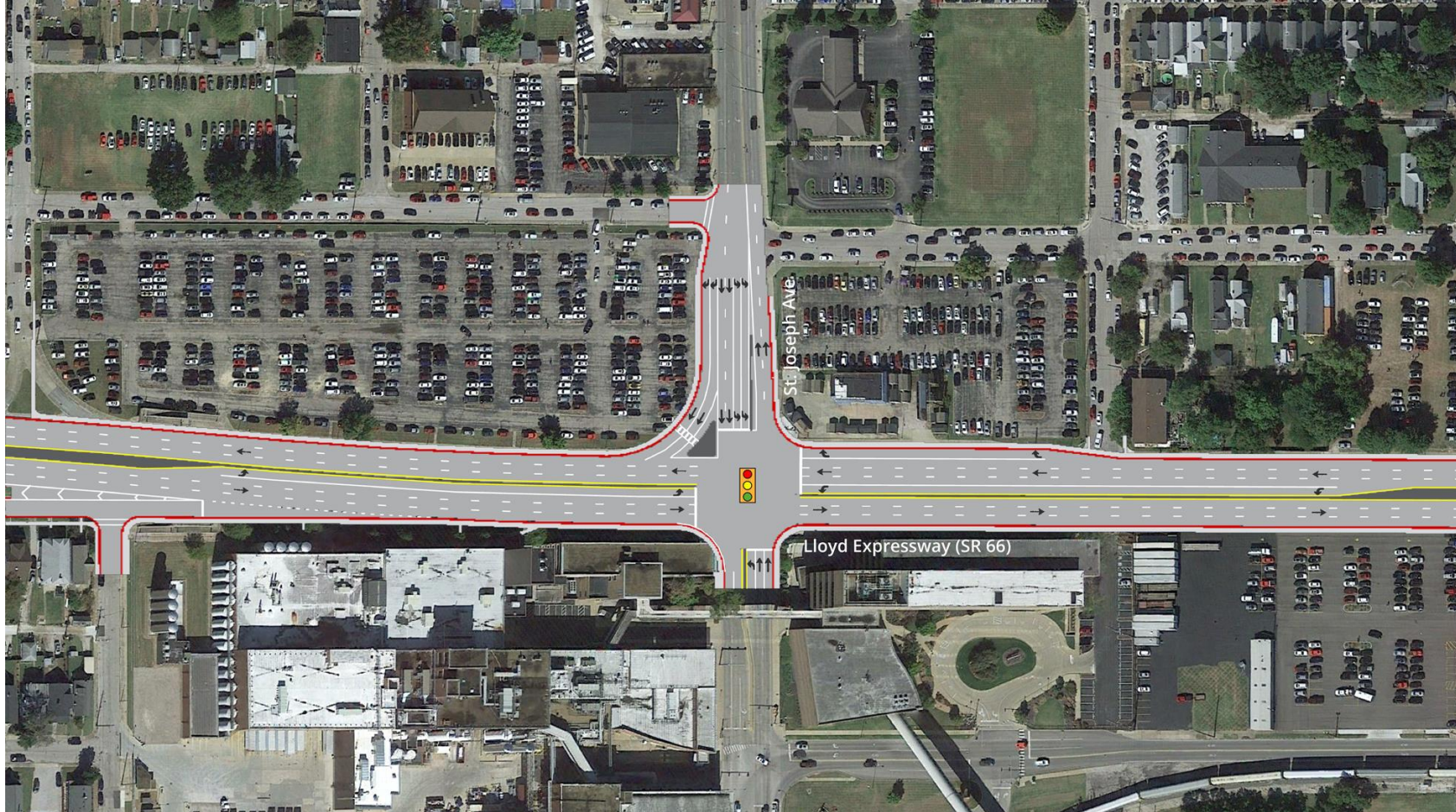
## Considerations

- Increases ramp spacing
- Improves space for changing lanes





# ST. JOSEPH AVENUE



## Minor Intersection Improvement

- Reconfigure southbound approach
- Realign southbound left turn lanes
- Improve signal timing and coordination with Wabash Avenue

## Considerations

- Commercial and industrial corridor



# WABASH AVENUE



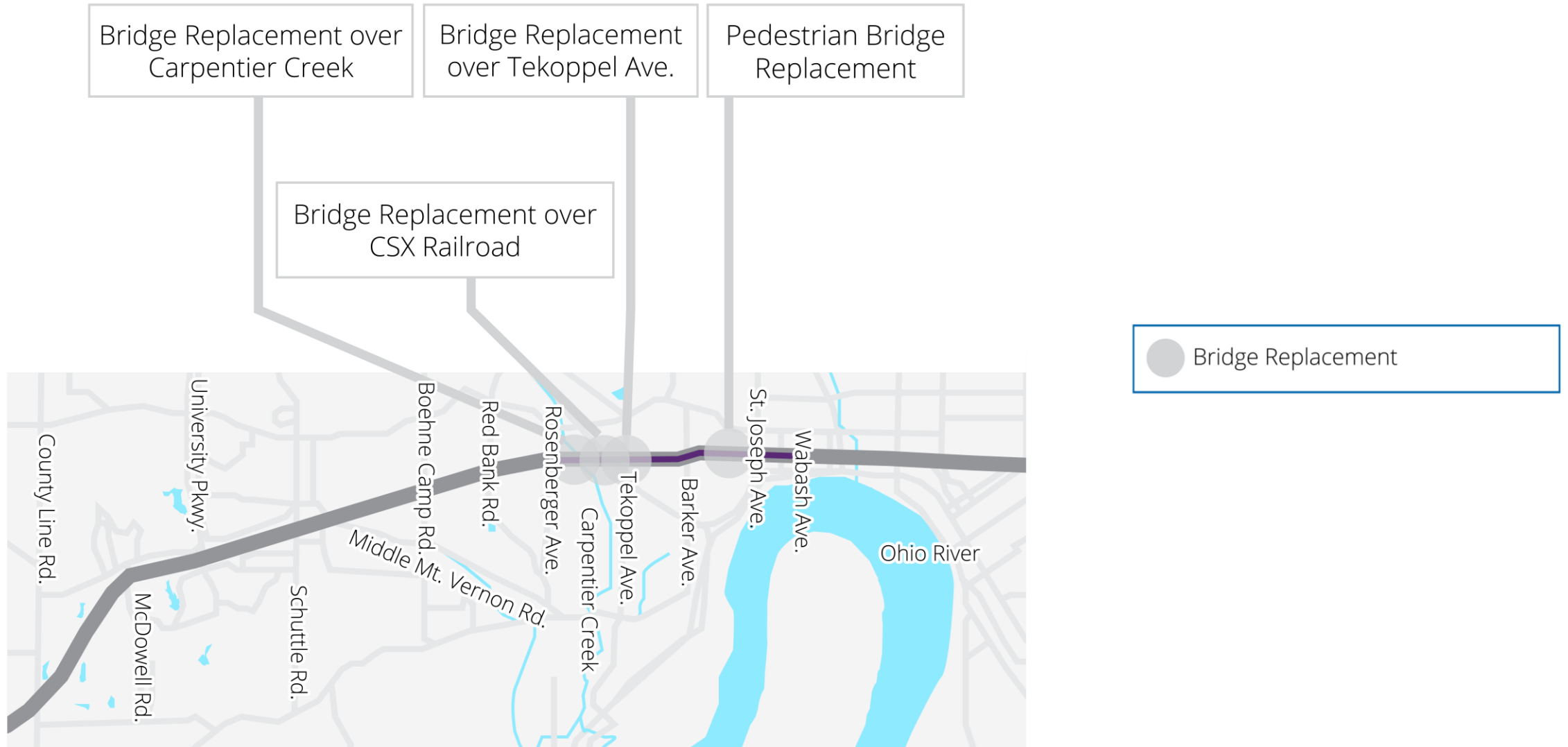
## Minor Intersection Improvement

- Improve and update signal timing and coordination with St. Joseph Avenue
- Close access to Pennsylvania Street

## Considerations

- High number of westbound rear-end crashes

# BRIDGE REPLACEMENTS





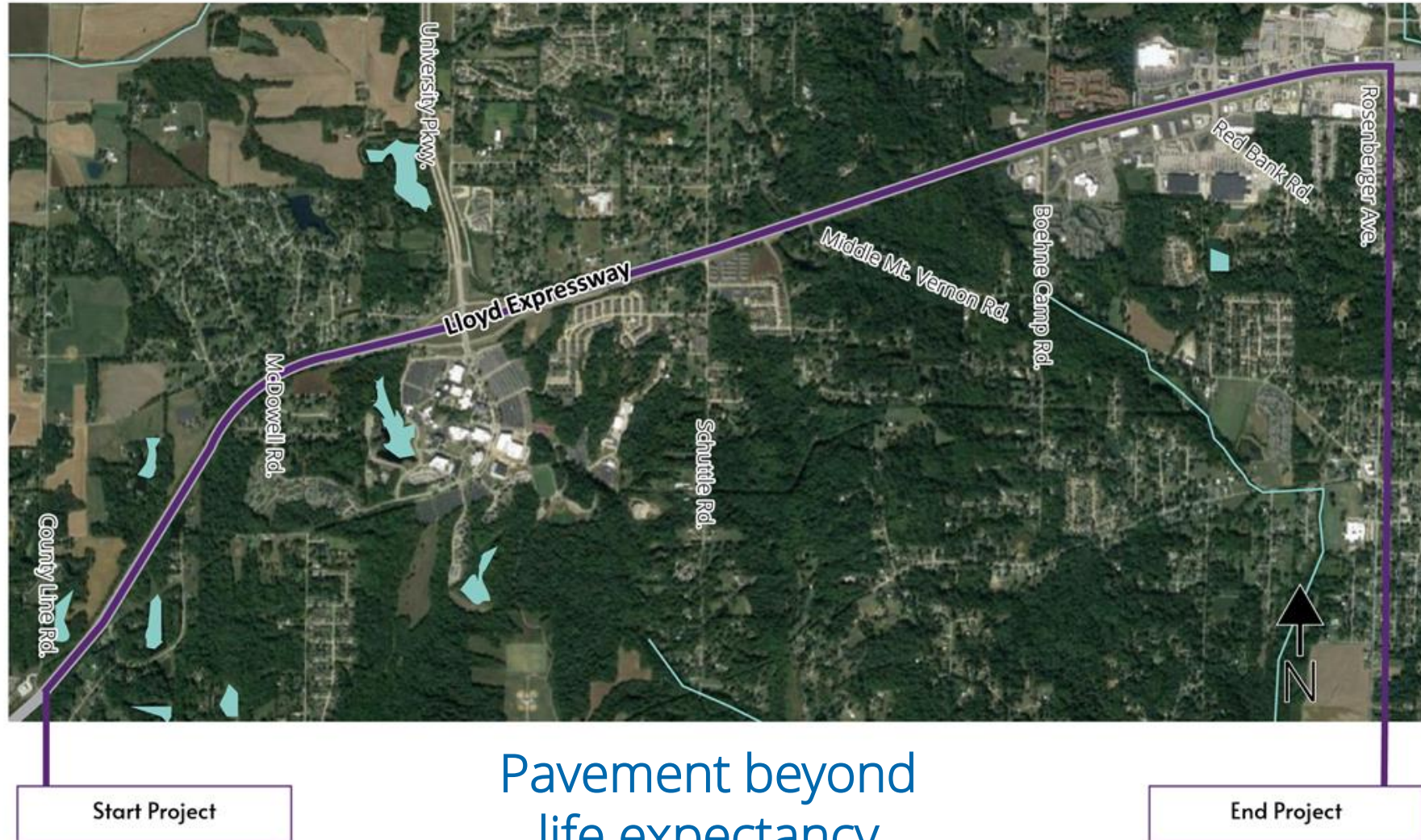
# ANTICIPATED CLOSURES

- Minor access points to **close**:
- N. 10<sup>th</sup> Street at Lloyd staying **open**
- Survey confirmed support for closures





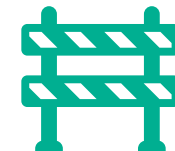
# PHASE 2 PAVEMENT REPLACEMENT: COUNTY LINE TO ROSENBERGER





# STILL TO COME

- Phase 2 preliminary design plans for McDowell Road, Schutte Road, Felstead Road, Middle Mt. Vernon Road, Boehne Camp Road and Red Bank Road are in development
- A public meeting is expected this fall to share design concepts



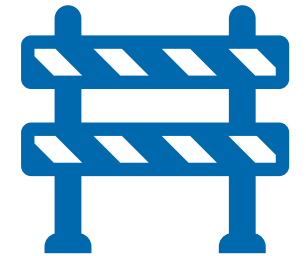


# NEXT STEPS



# RIGHT OF WAY

- No relocations with the project
- Only strips or corner cuts of permanent right of way
- Mainly temporary right of way
- Sidewalk access, grading and sloping
- Talk to engineers at corridor plans



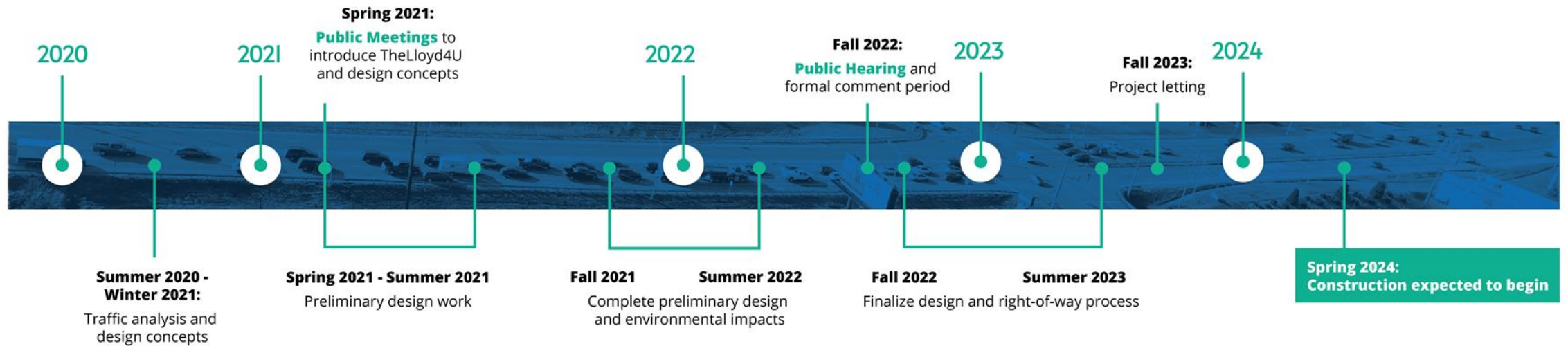
# NEXT STEPS

- Public meetings this week
- Review feedback
- Complete preliminary designs
- Phase 1 public hearing this fall
- Phase 2 public meeting this fall to share detailed design information

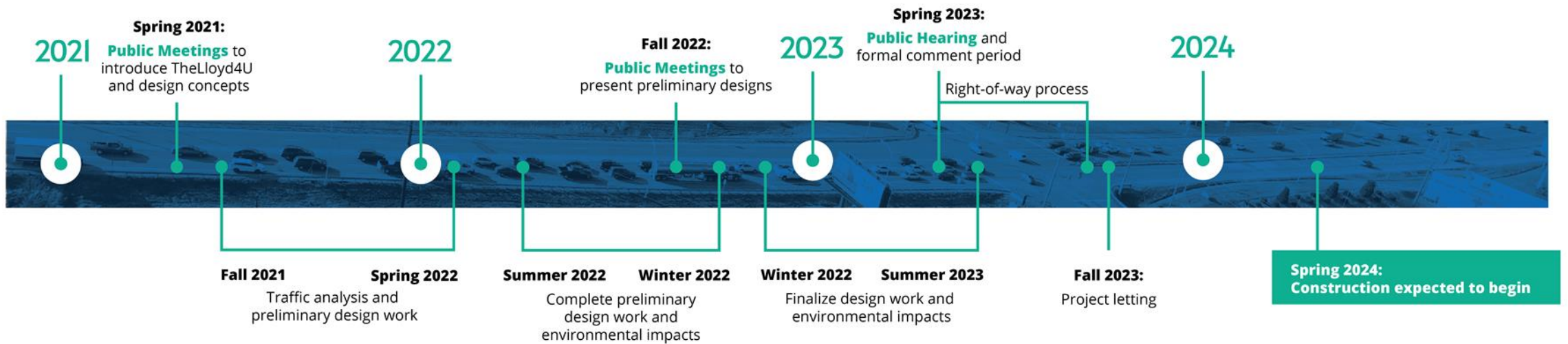




# PHASE I: ROSENBERGER TO CROSS POINTE



# PHASE 2: POSEY COUNTY LINE TO ROSENBERGER







**FOLLOW OUR PROGRESS**

# FOLLOW OUR PROGRESS



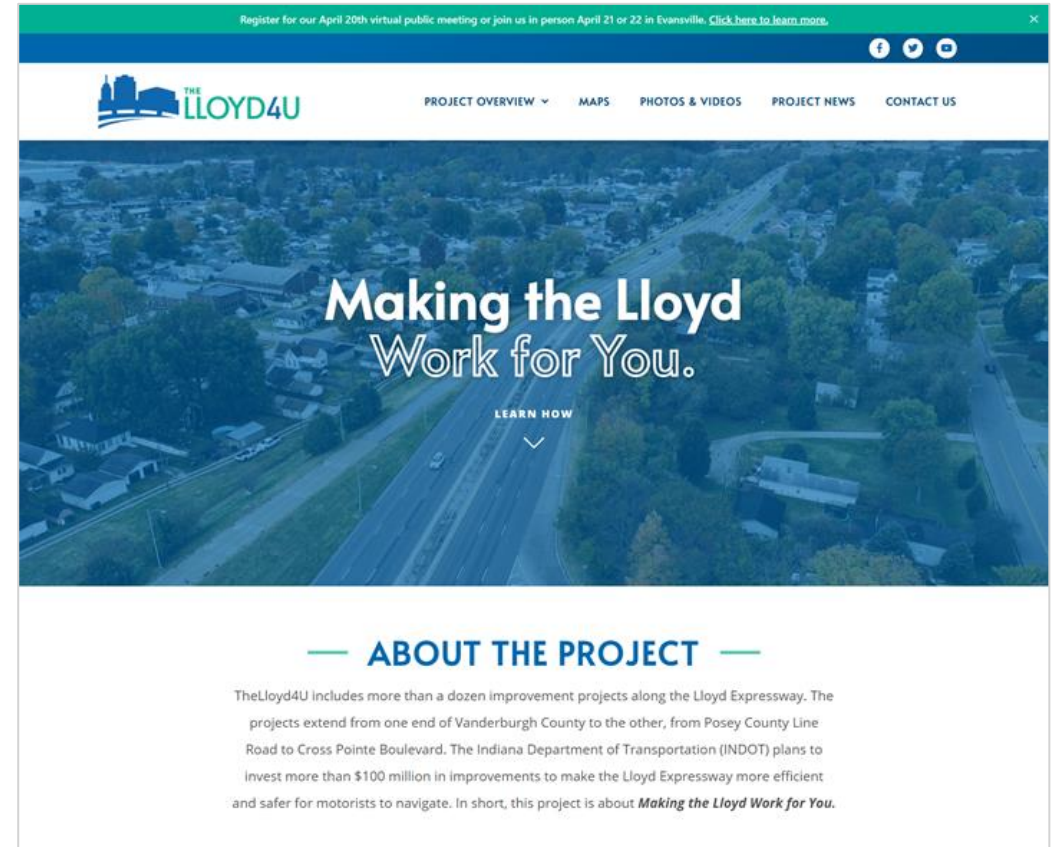
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# TONIGHT'S MEETING

- Open house format
- Visit stations
- Watch videos
- View maps and corridor plans
- Talk to Project Team members
- Complete a comment form



# QUESTIONS AND COMMENTS



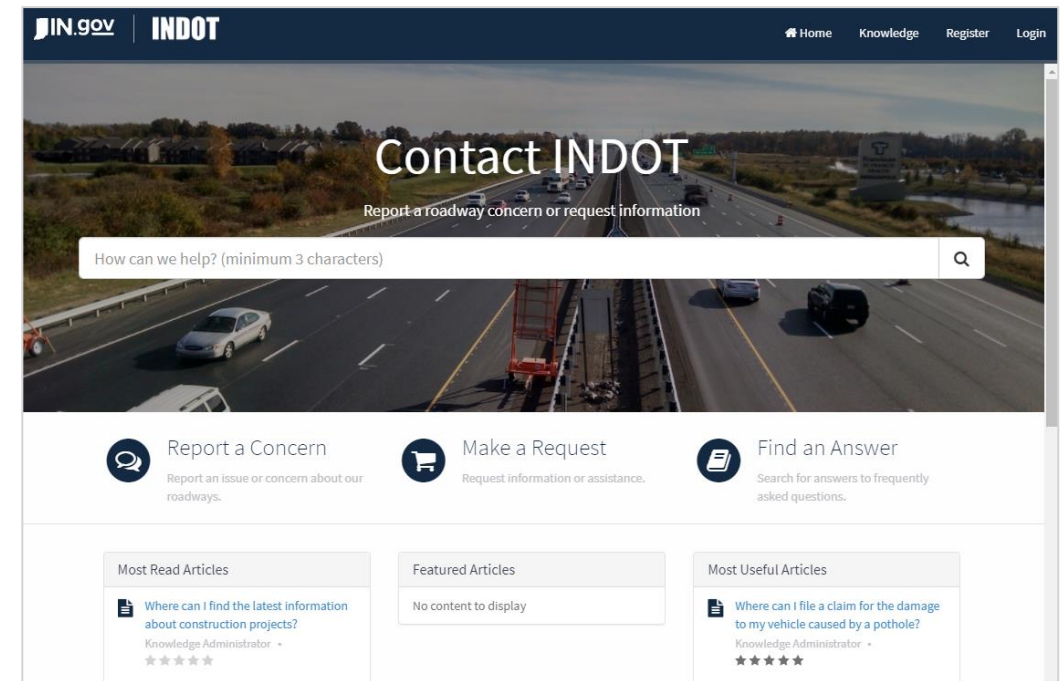
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THANK YOU

