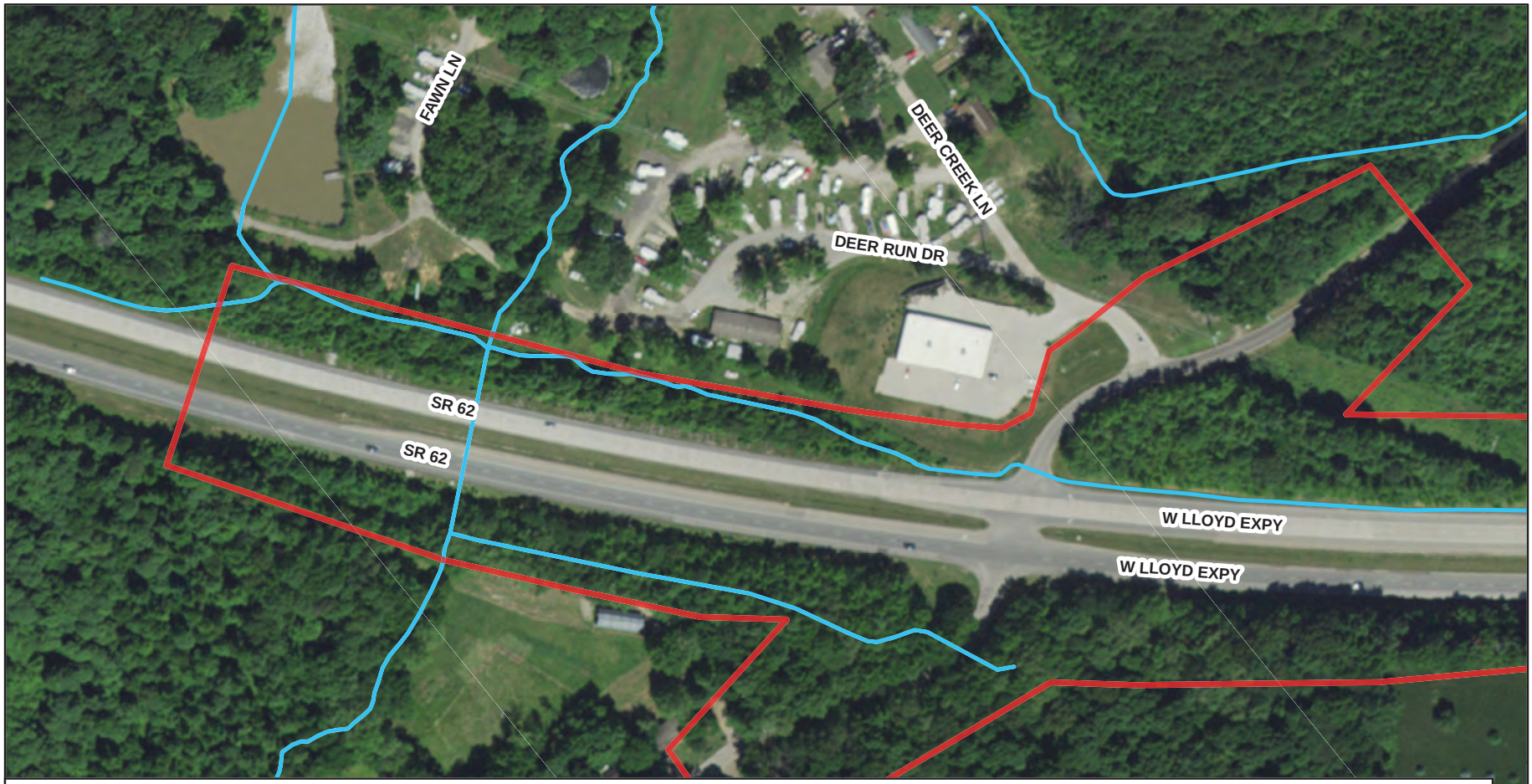

Survey Area
NHD Flowlines
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VE, NFHL, Coastal Floodplain; VE, NFHL, <Null>
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FEMA Protected by Levee
FEMA Floodplain - Ponding (Depth)
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Not Mapped

0 125 250 Feet

BA Flood Hazard & NHD Line Map

Des. No. 119-0072
Waters of the U.S. Report

From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan

Aerial Source: 2018 Indiana Map
Map Source(s): Indiana Department of Natural Resources, Division of Water

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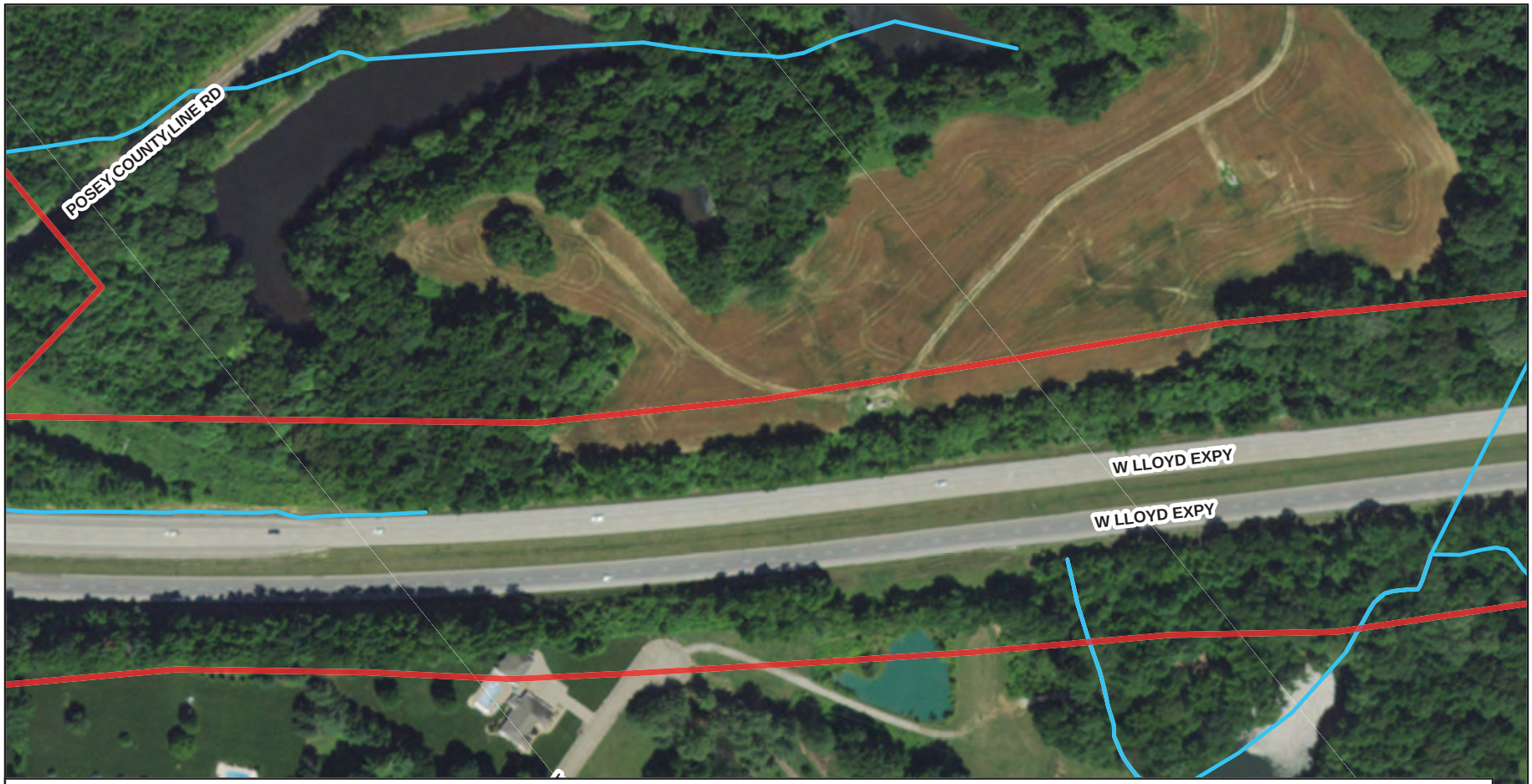

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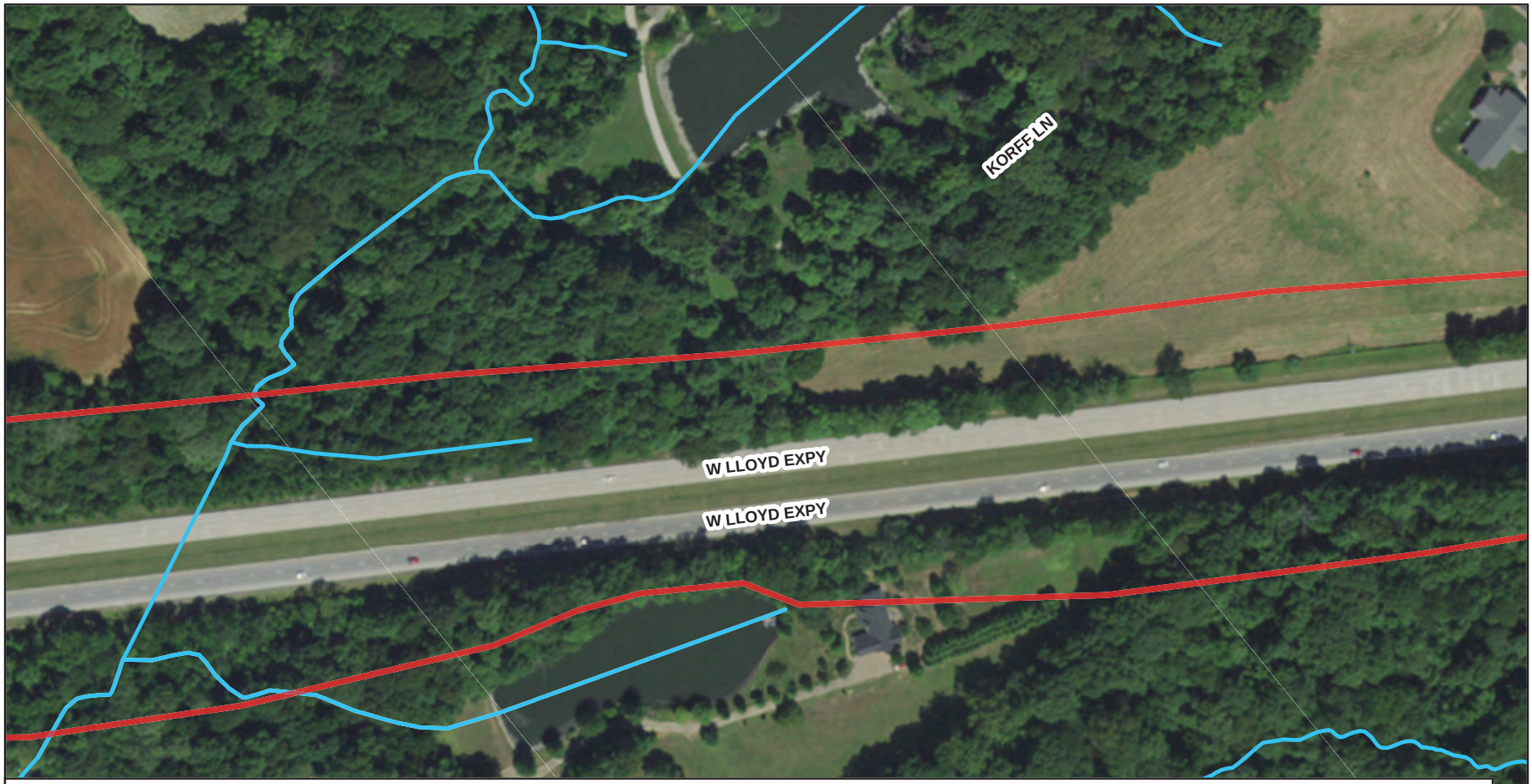

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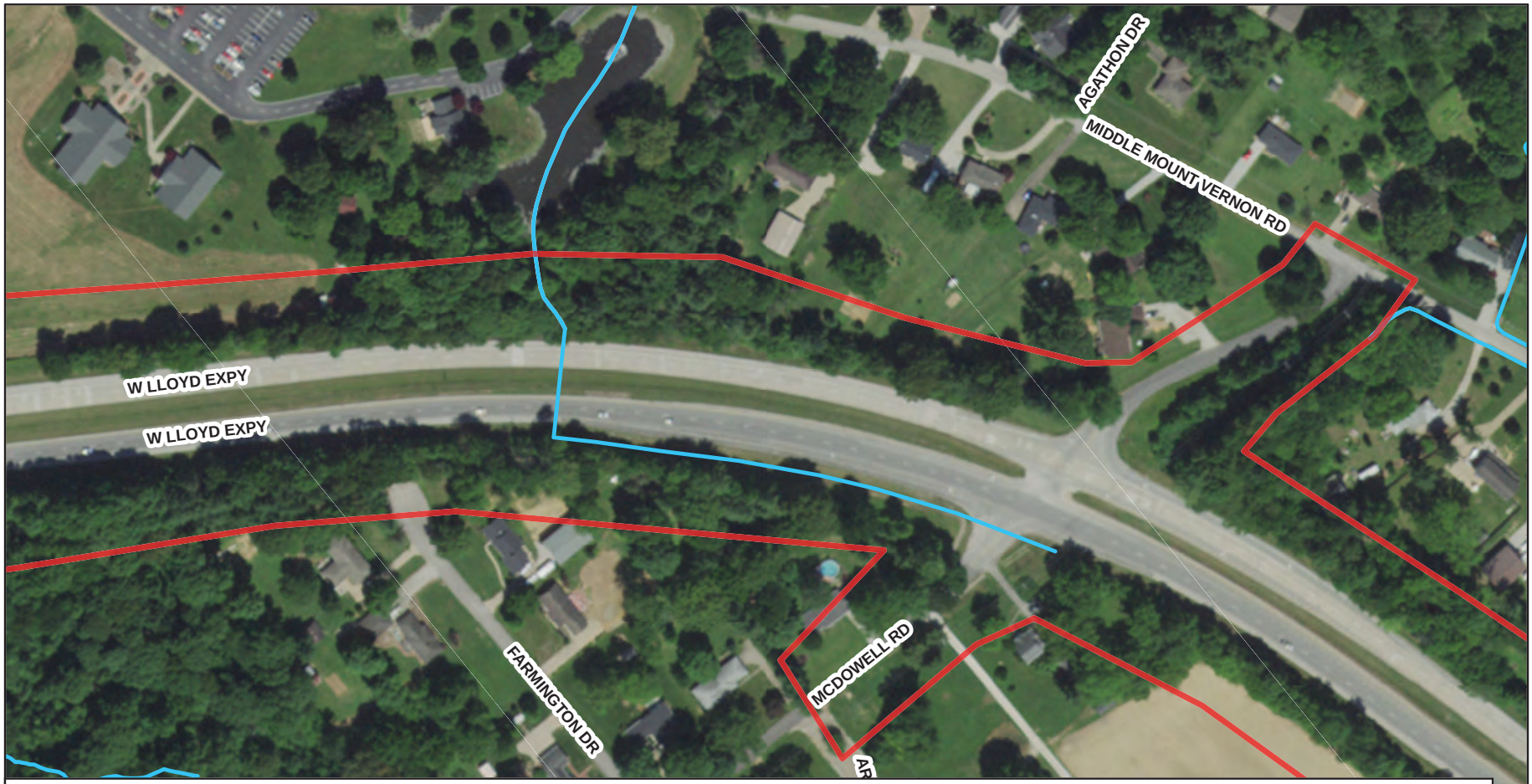

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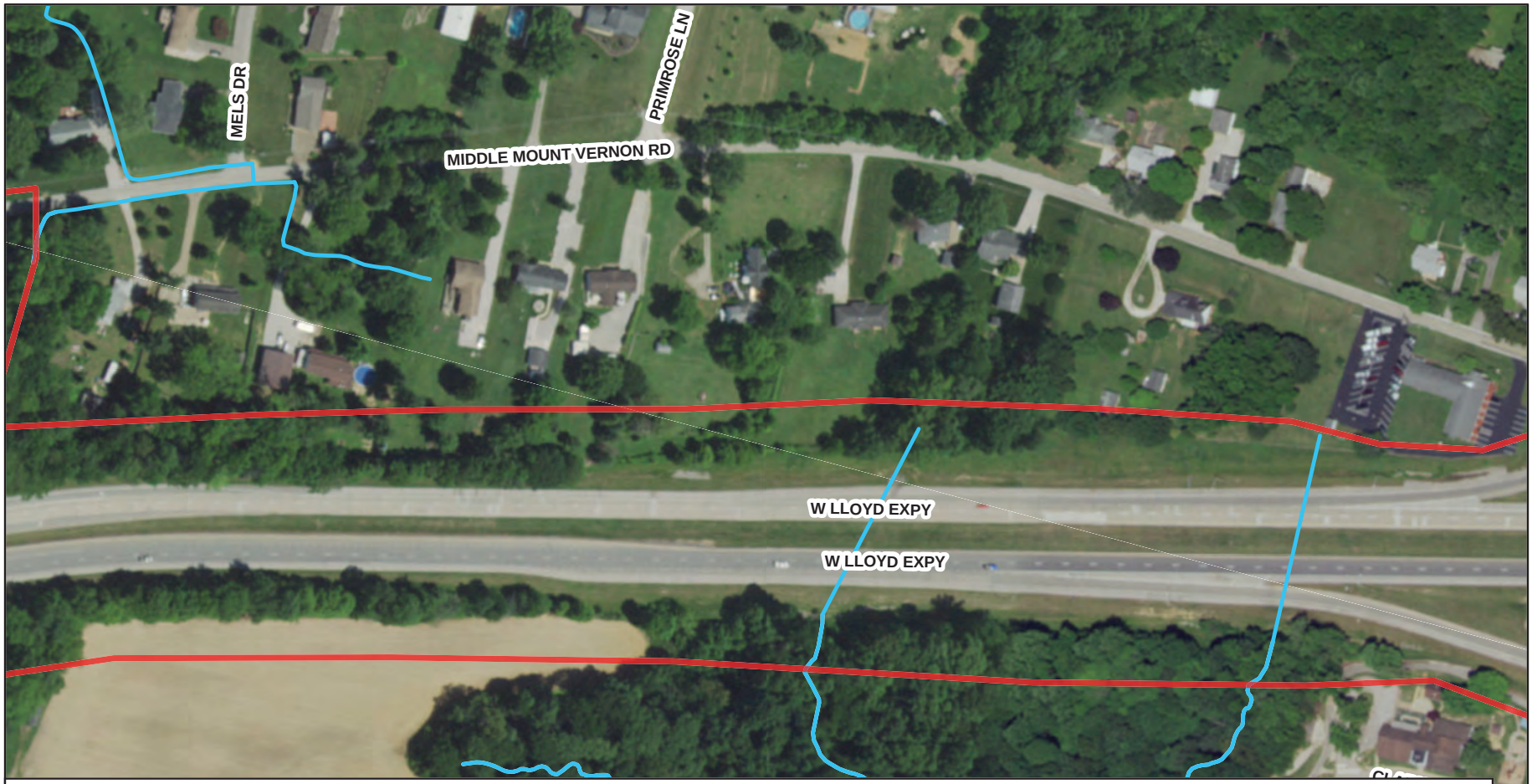

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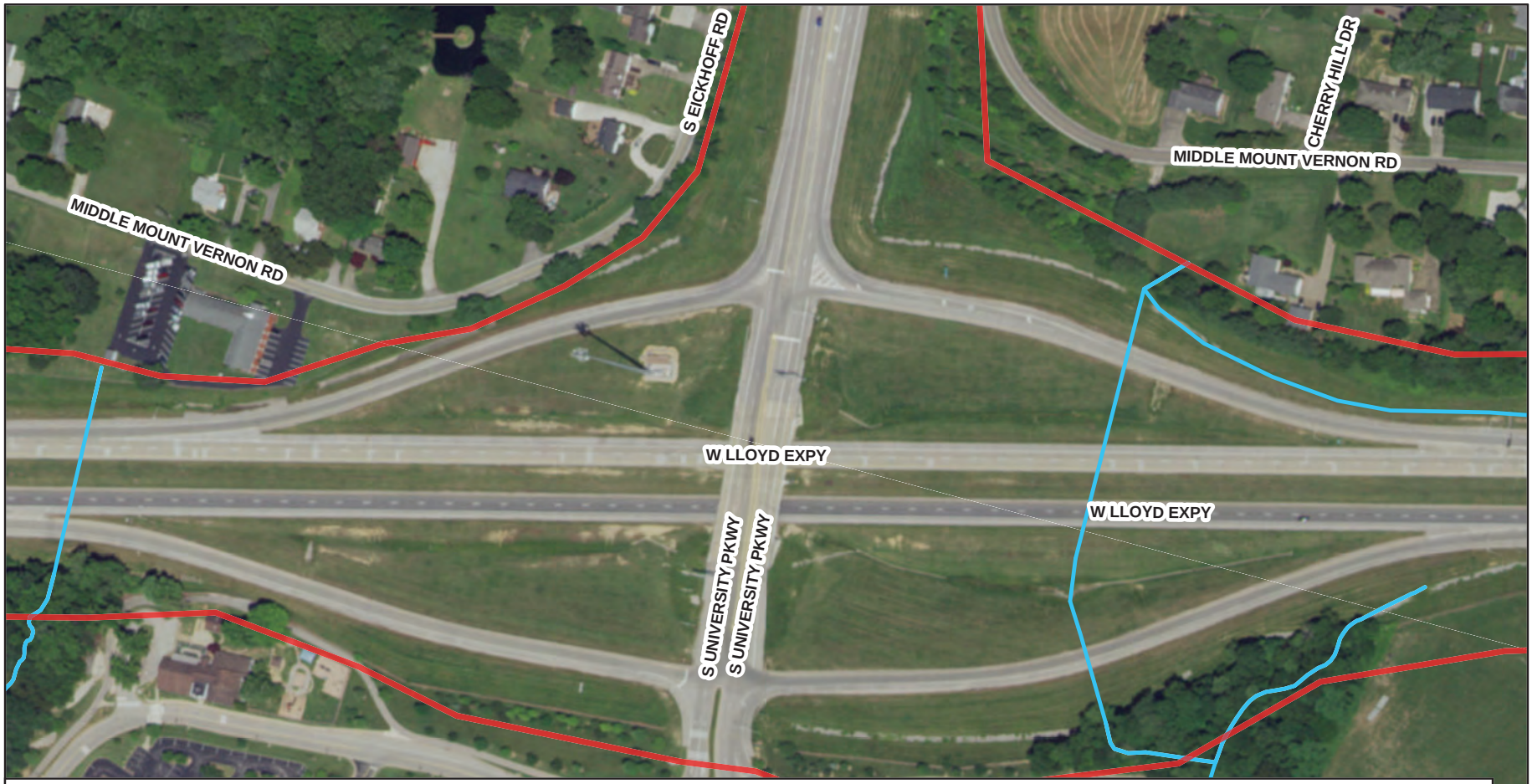

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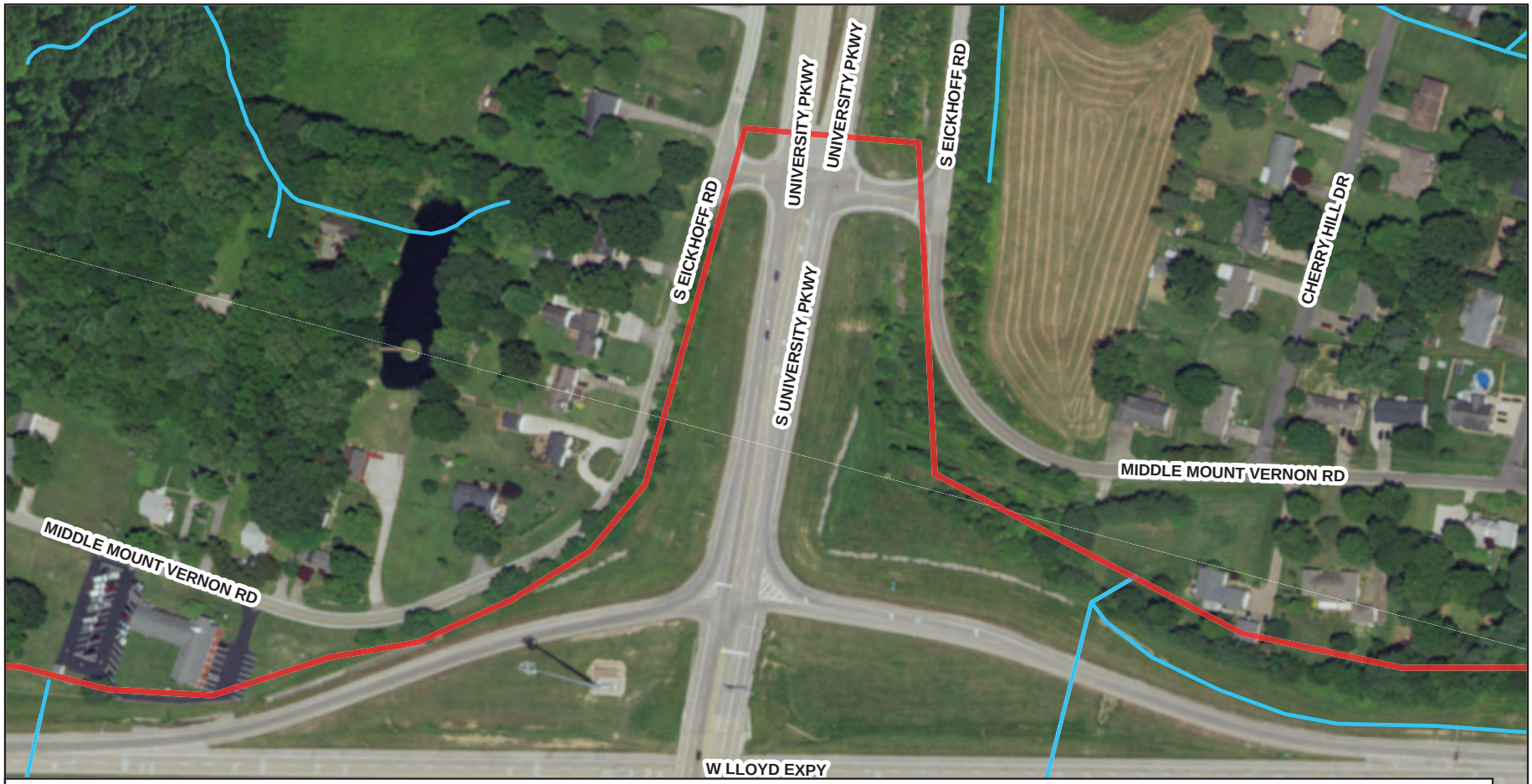

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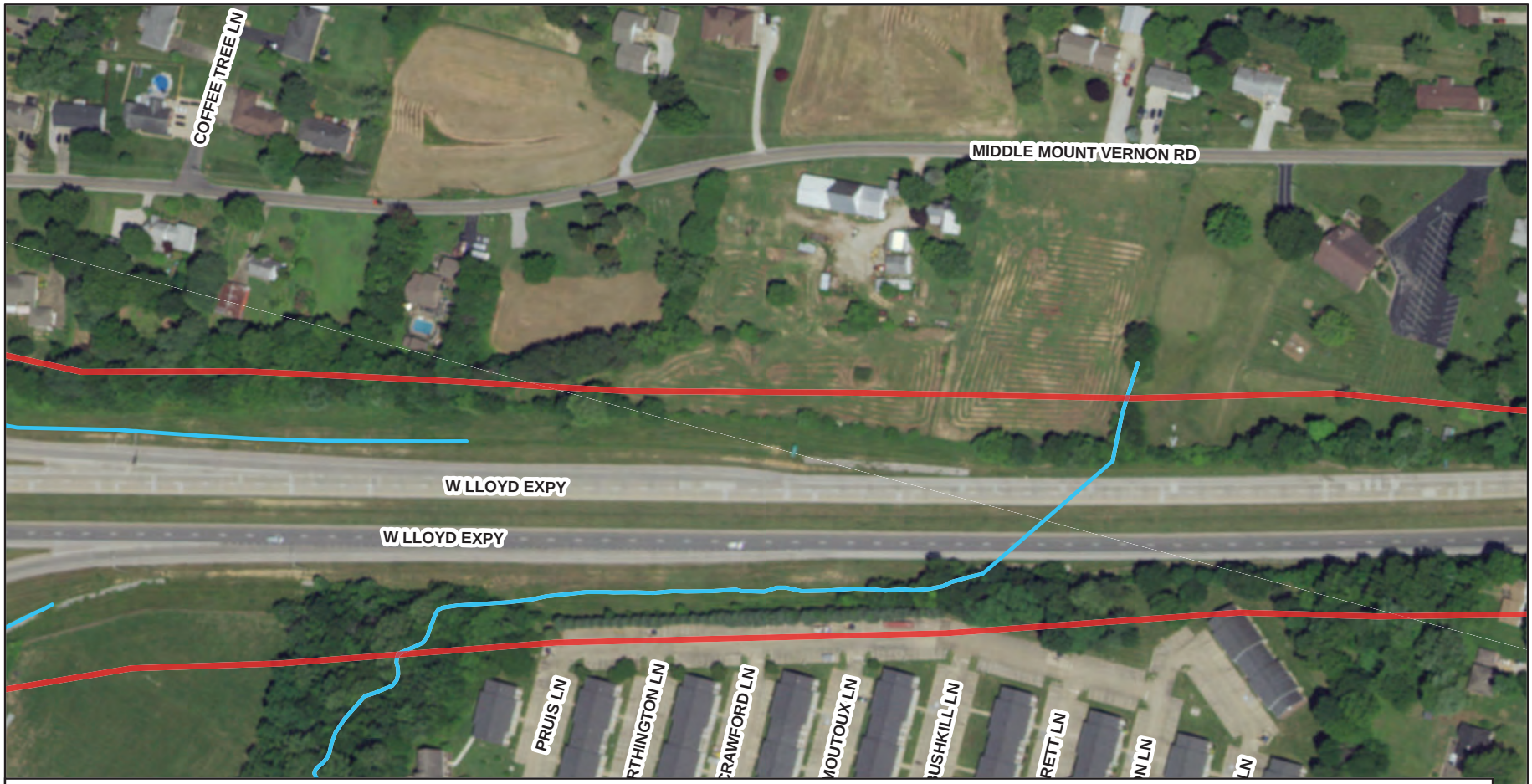

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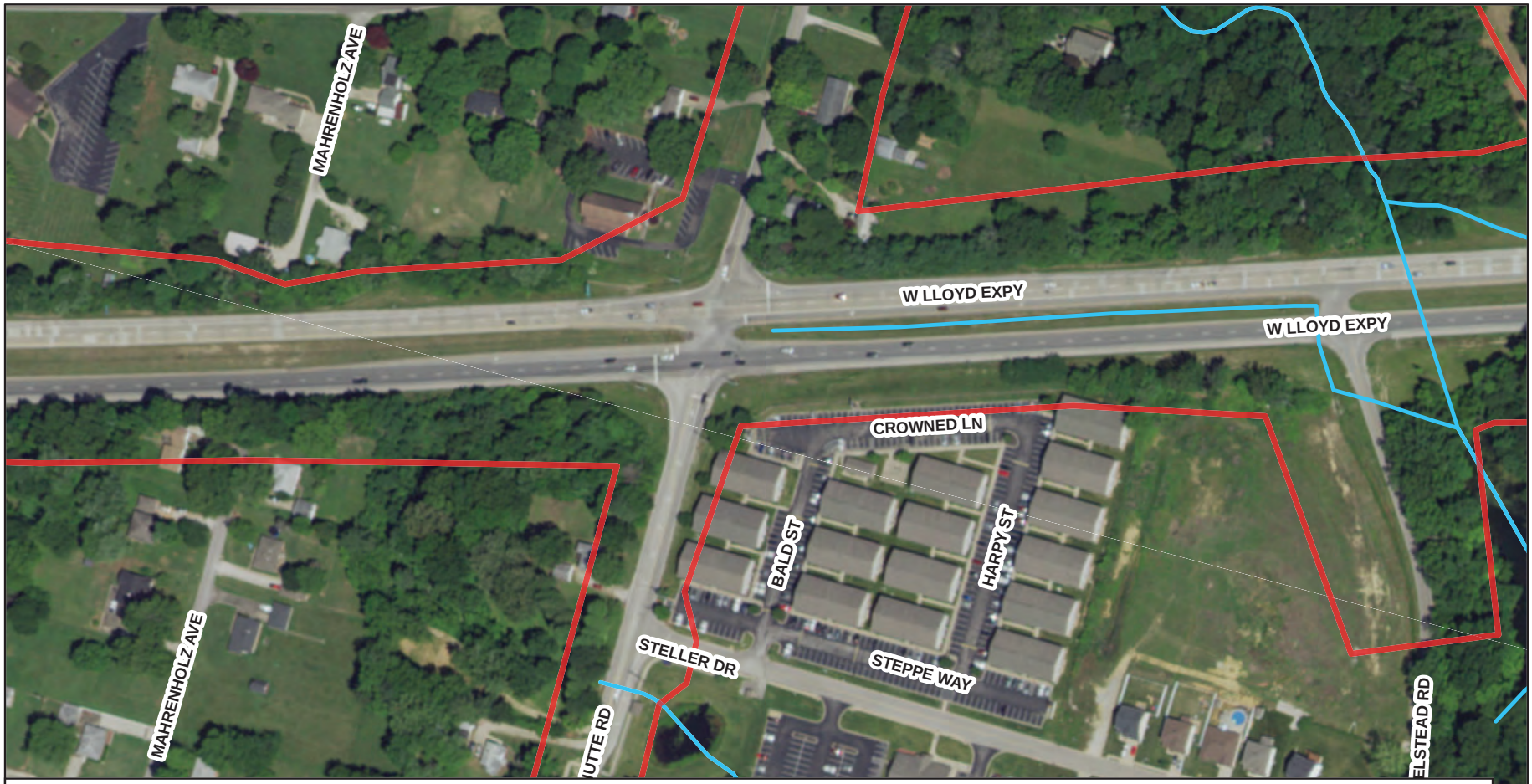

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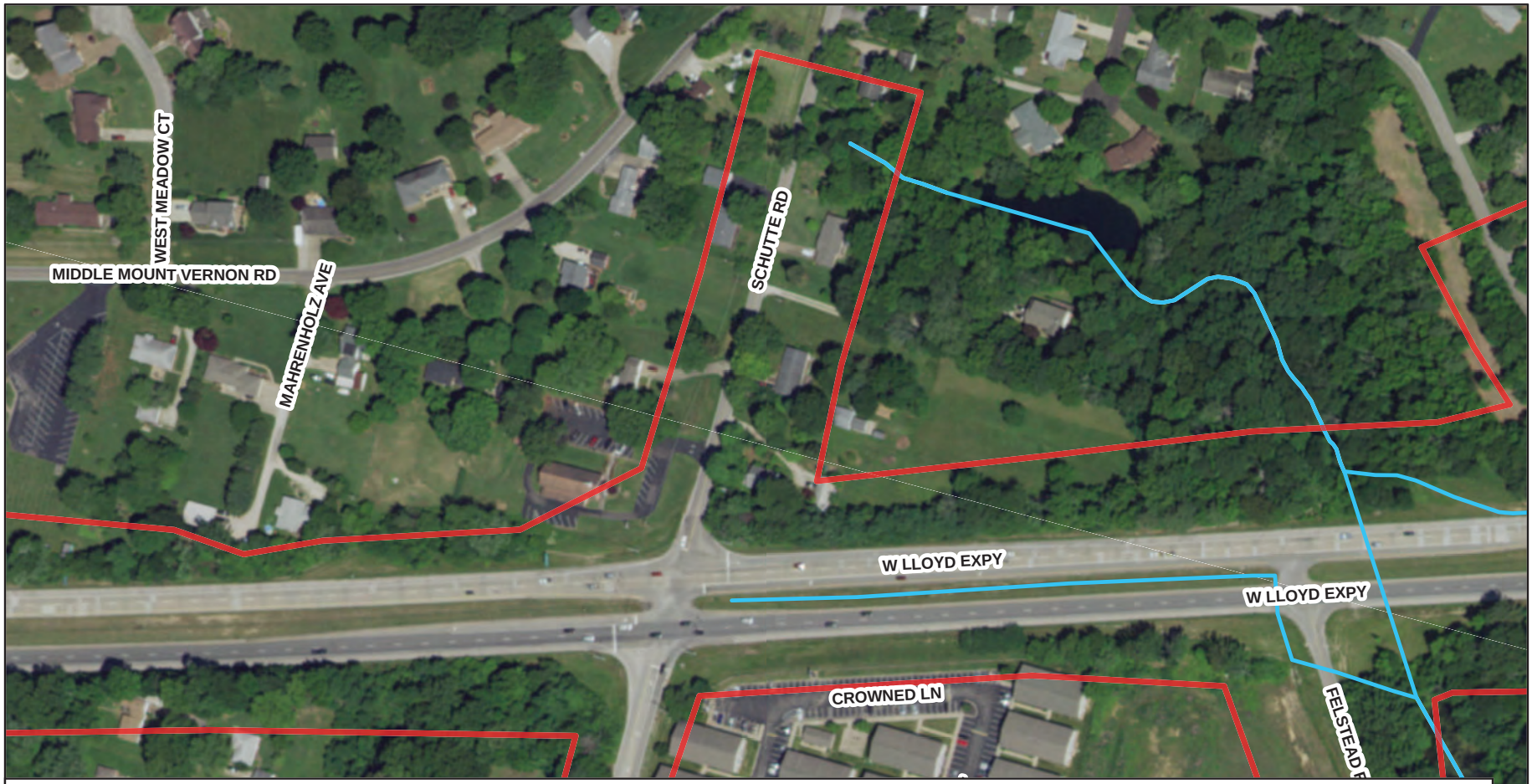

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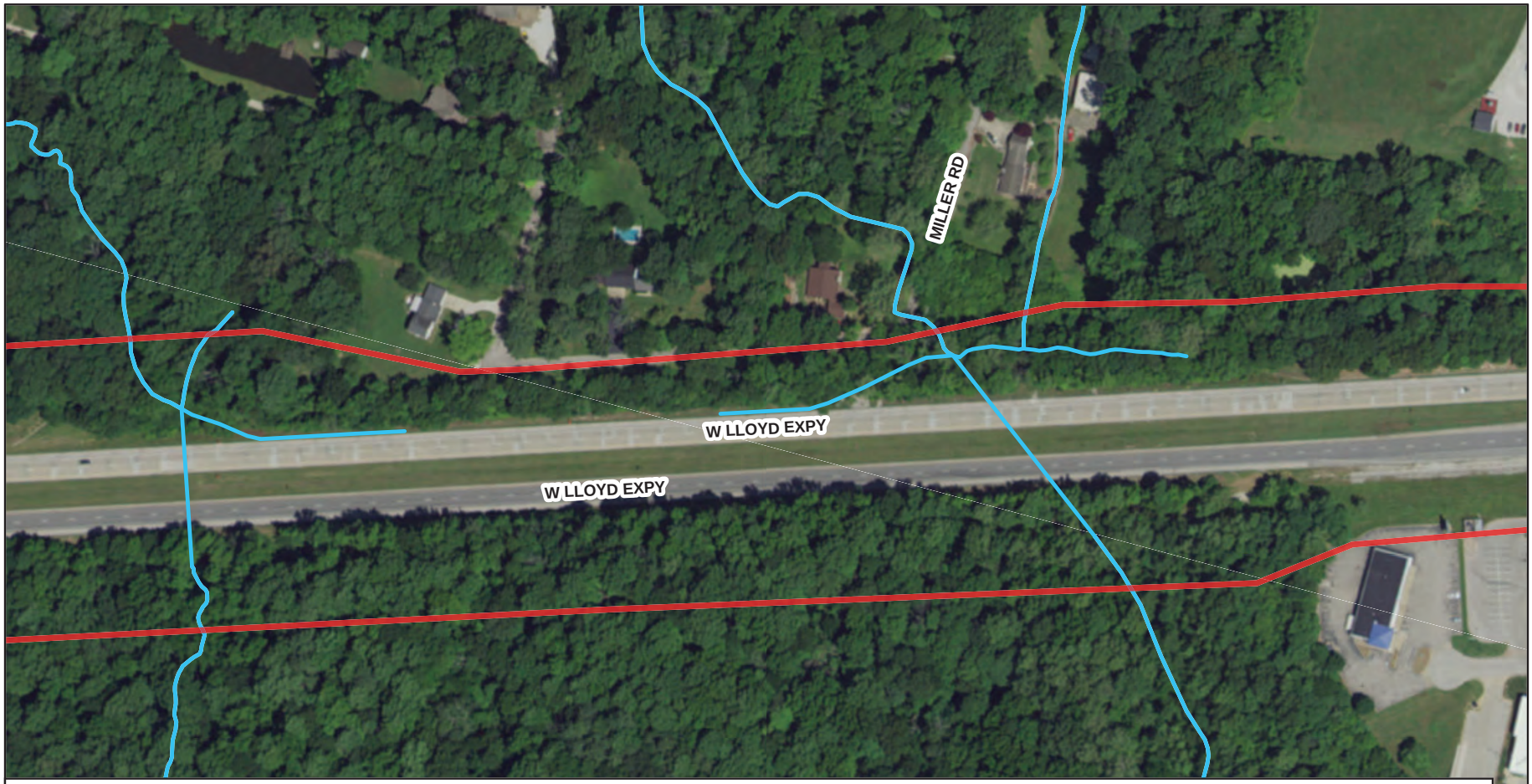

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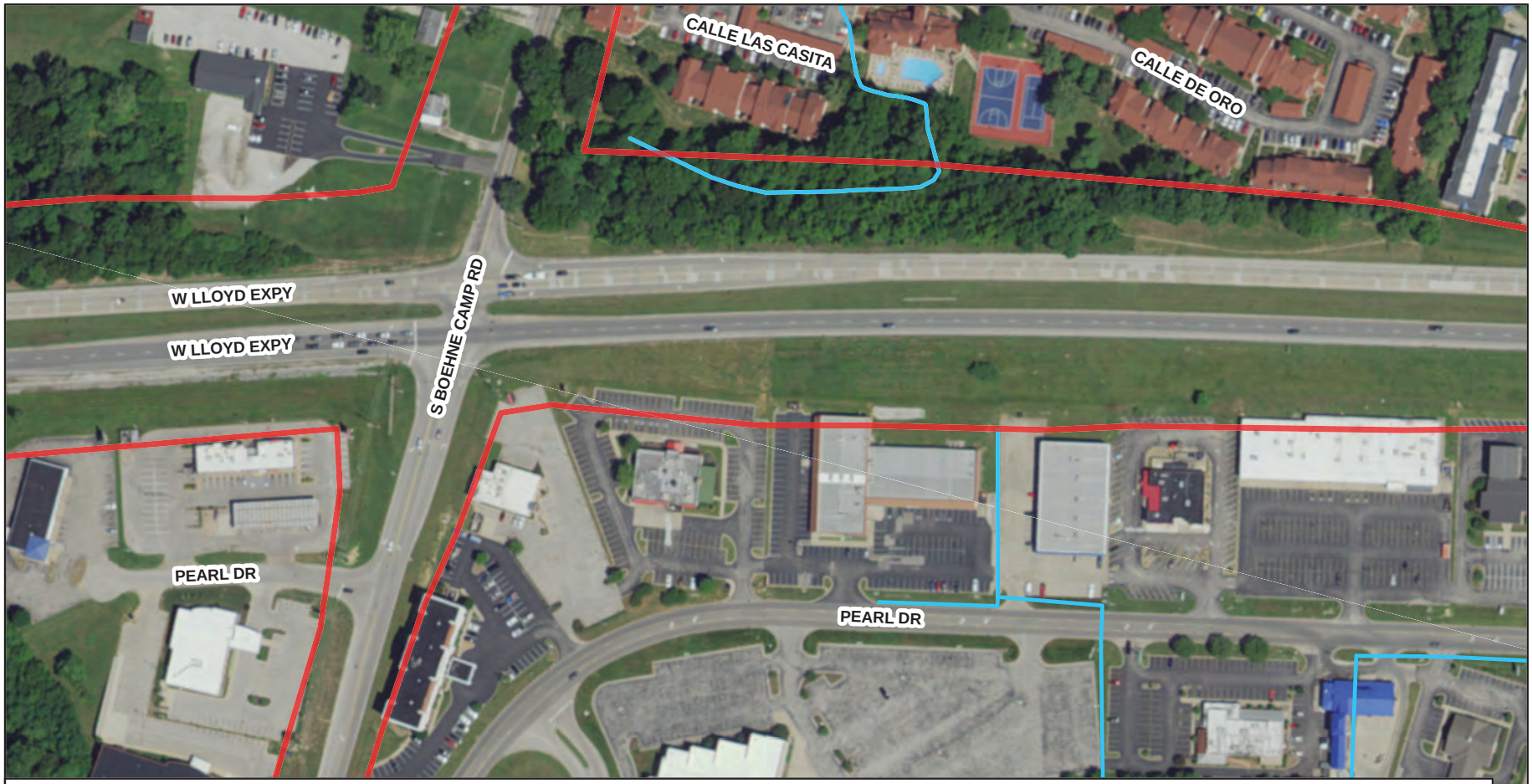

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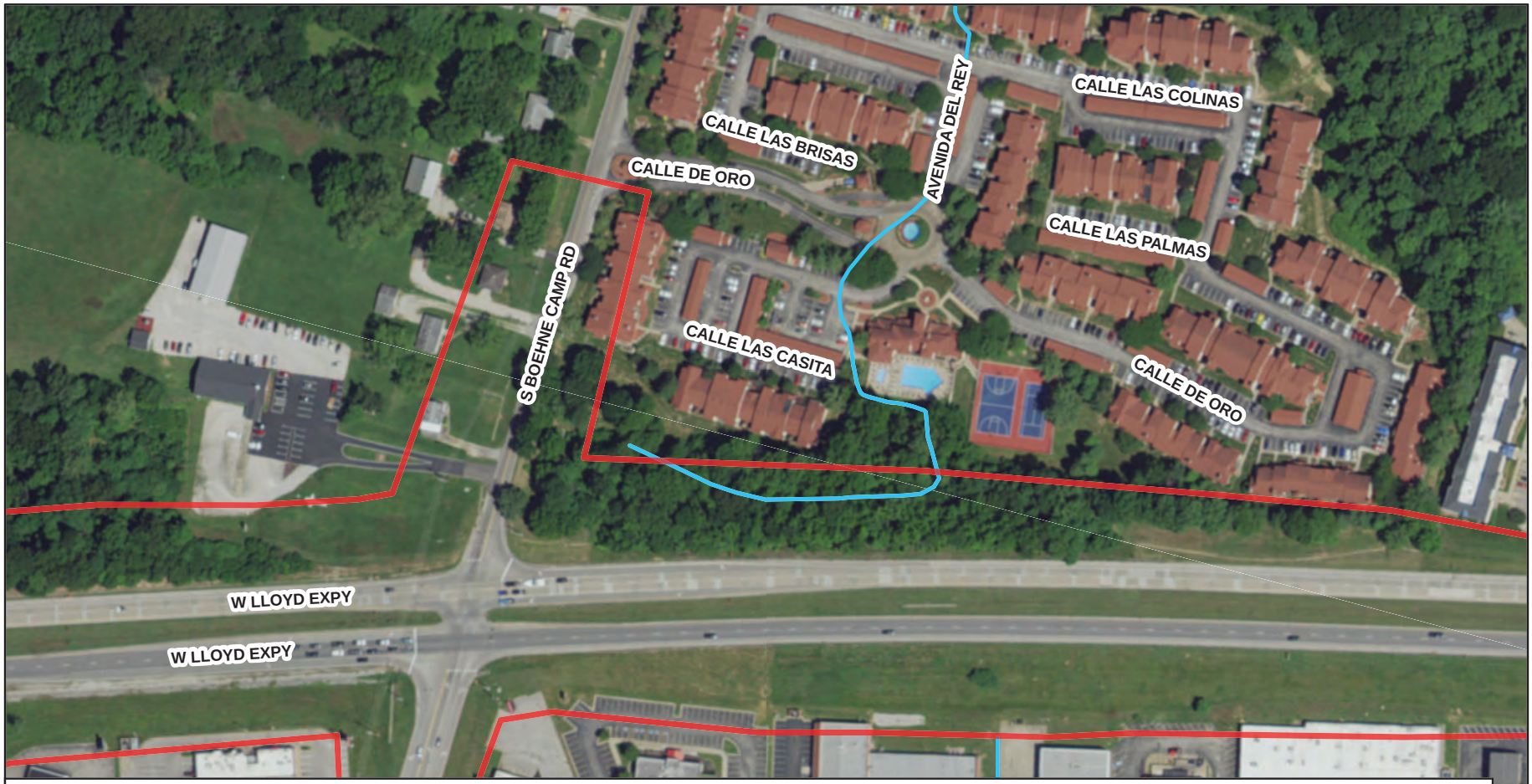

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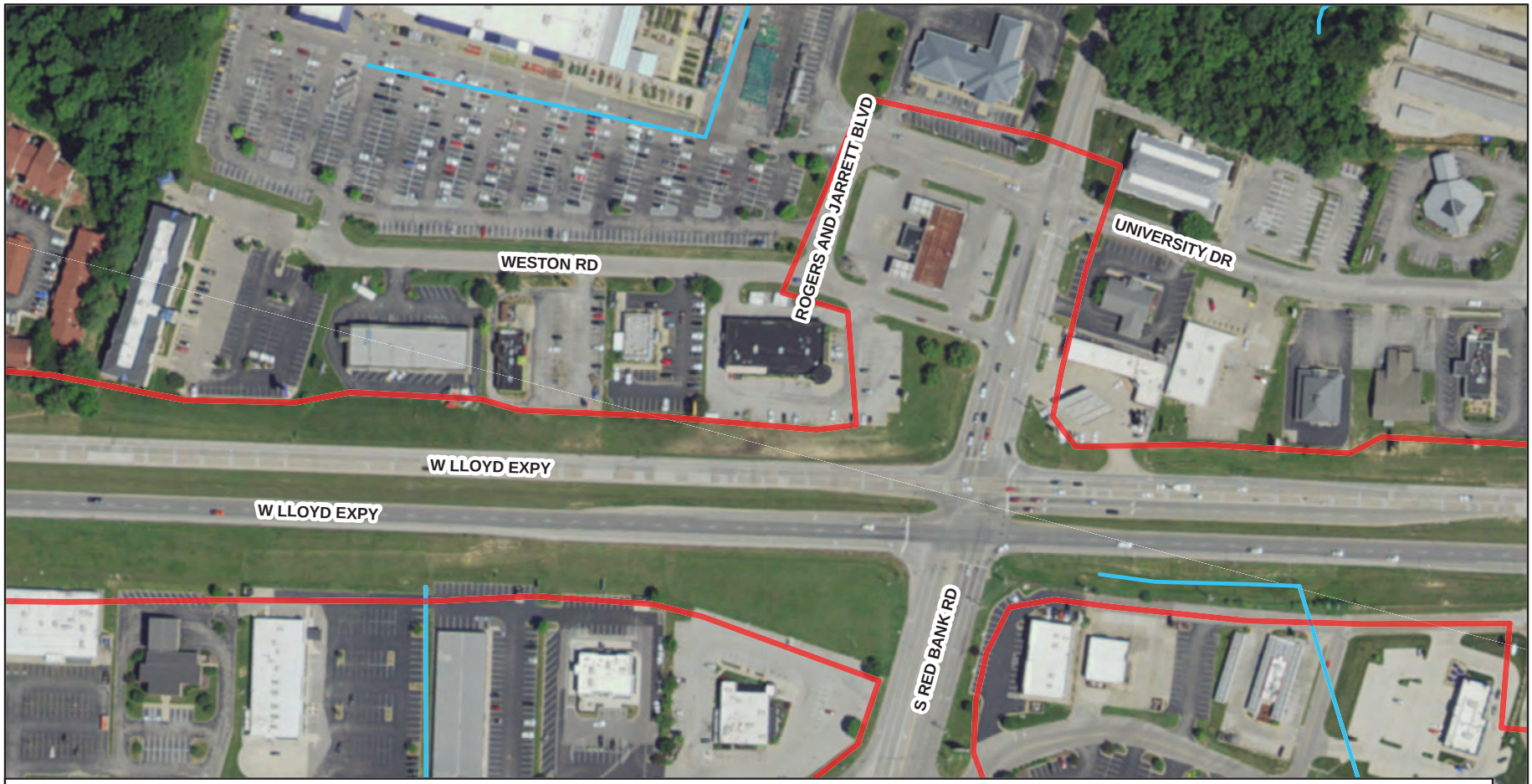

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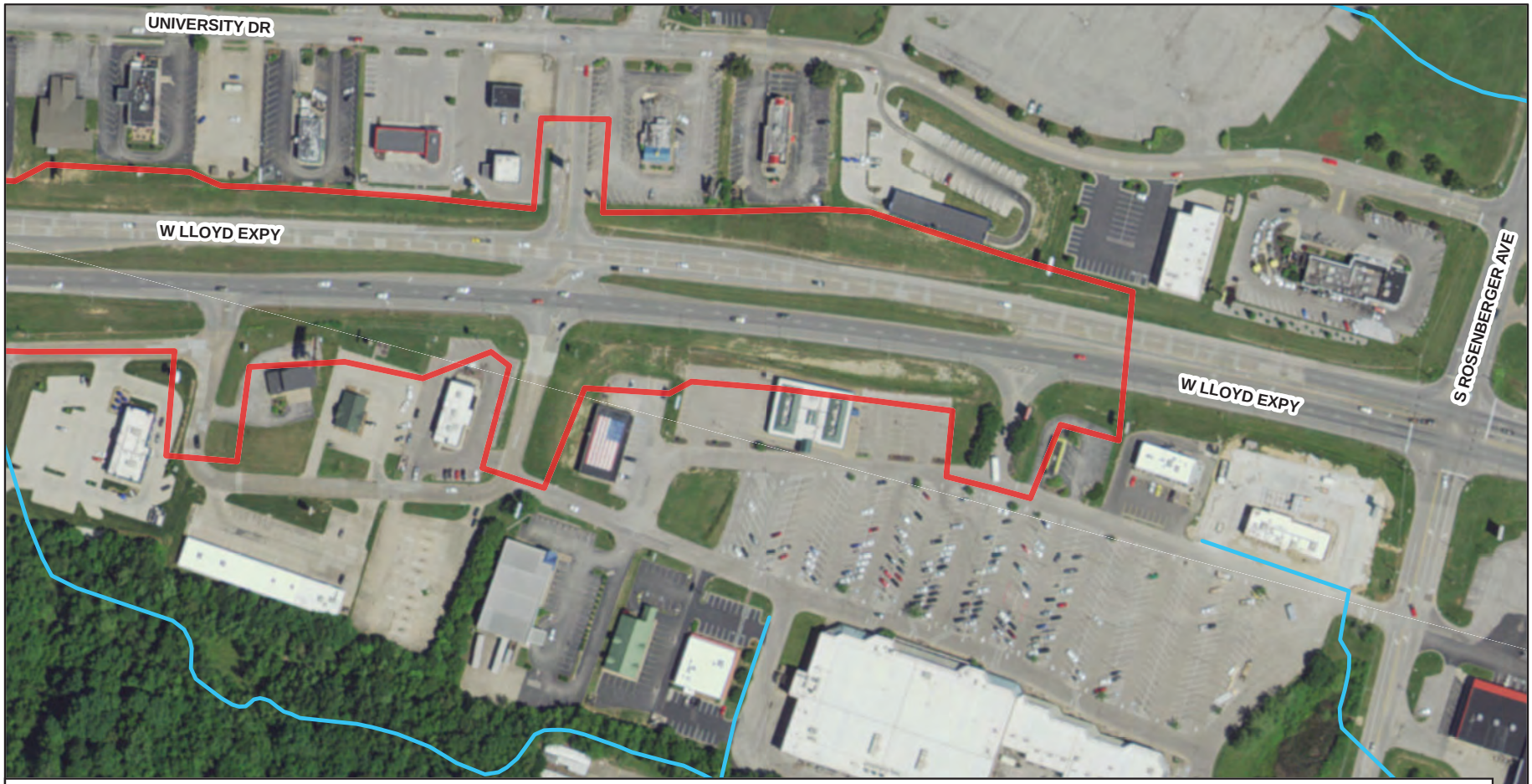

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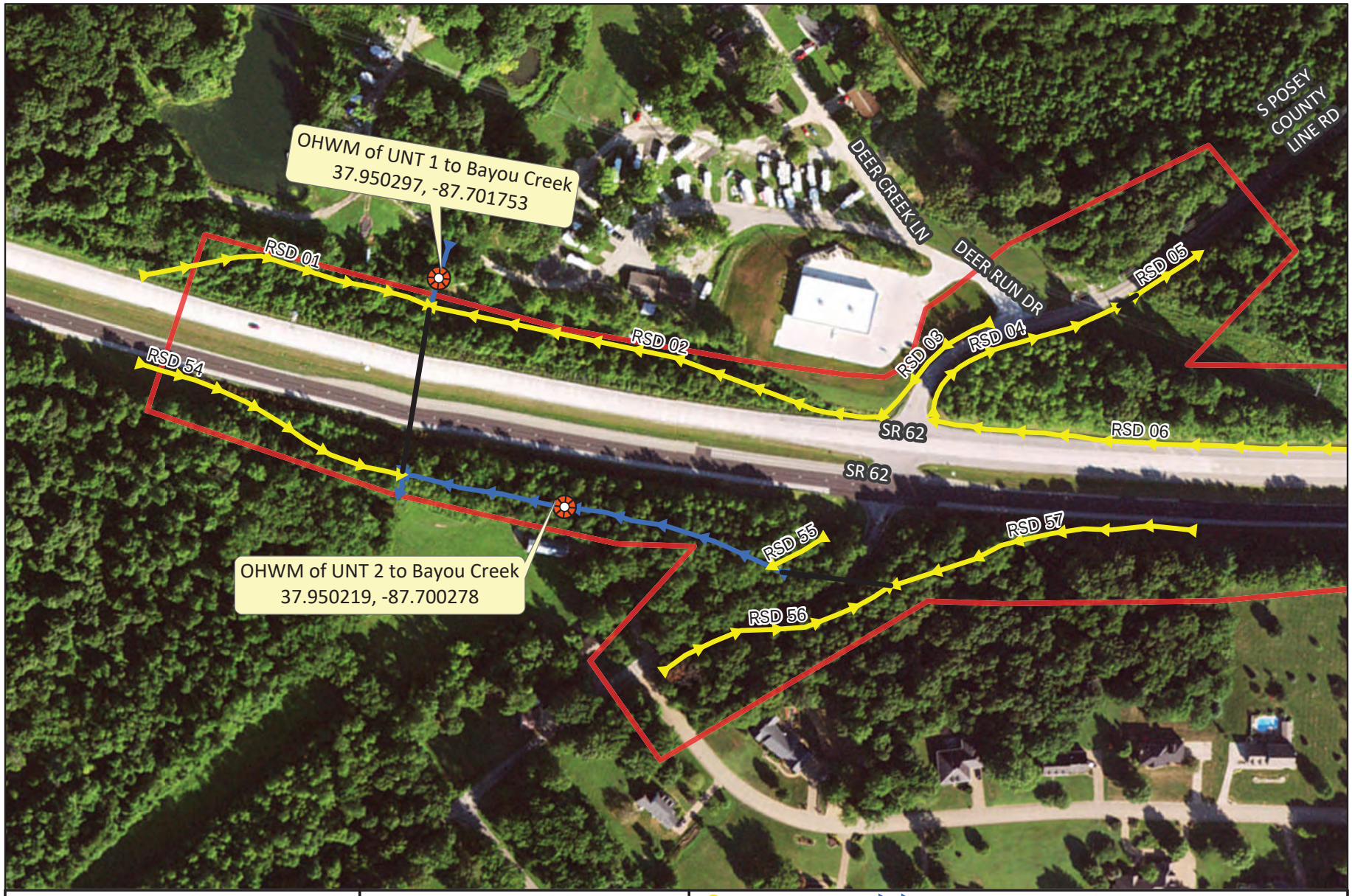


0 125 250 Feet

LOCHMUELLER GROUP

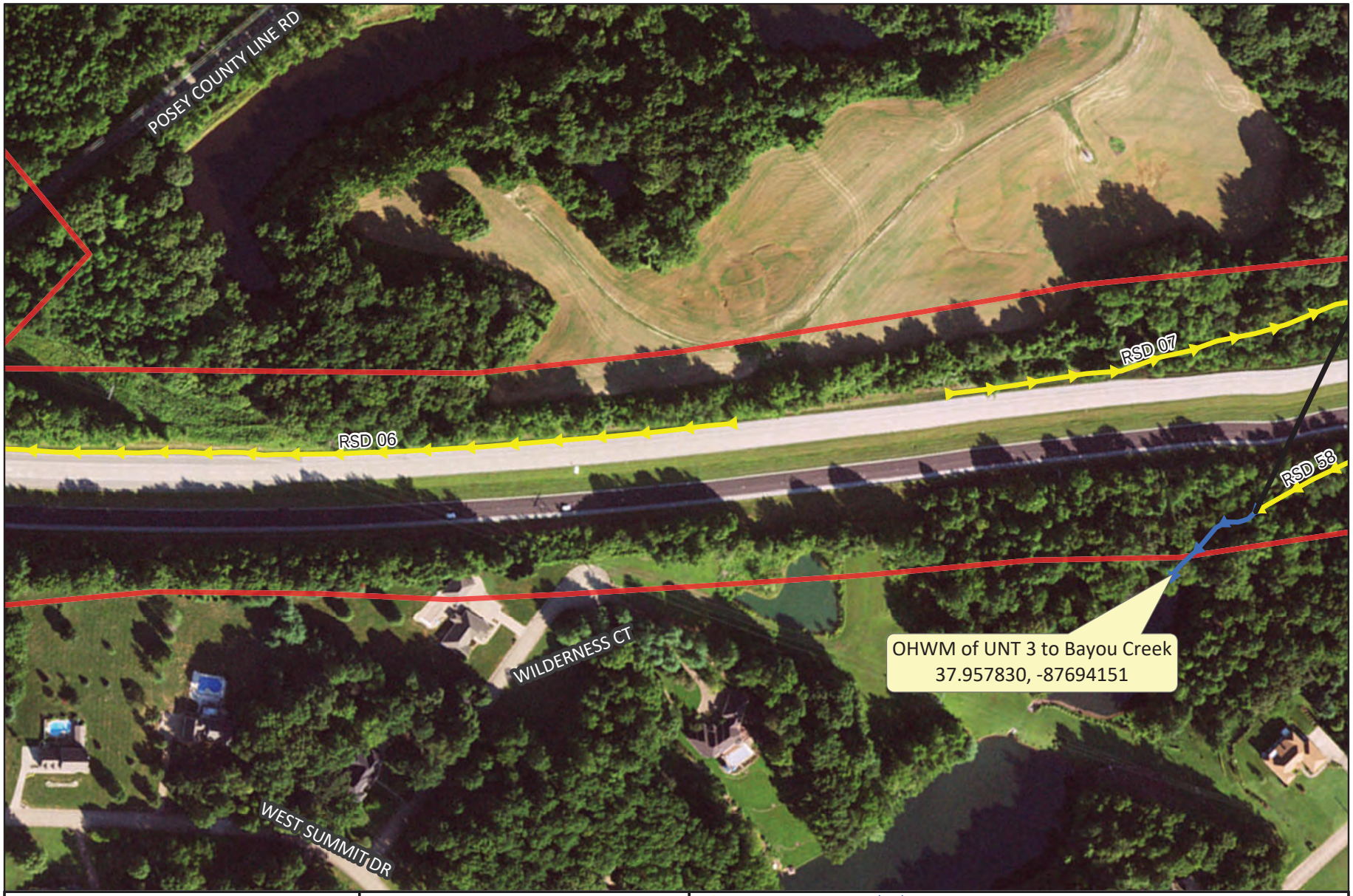
Water Resources Map

Des. No. 2001917
Waters of the U.S. Report

From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan

- WL Data Point - Wet
- WL Data Point - Dry
- Culvert
- Roadside Ditches
- Jurisdictional Streams
- Field Identified Wetland
- OHWM
- Survey Area

Aerial Source: National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal



0 125 250 Feet

Water Resources Map

Des. No. 2001917

Waters of the U.S. Report

From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan

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Culvert
Roadside Ditches
Jurisdictional Streams
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OHWM
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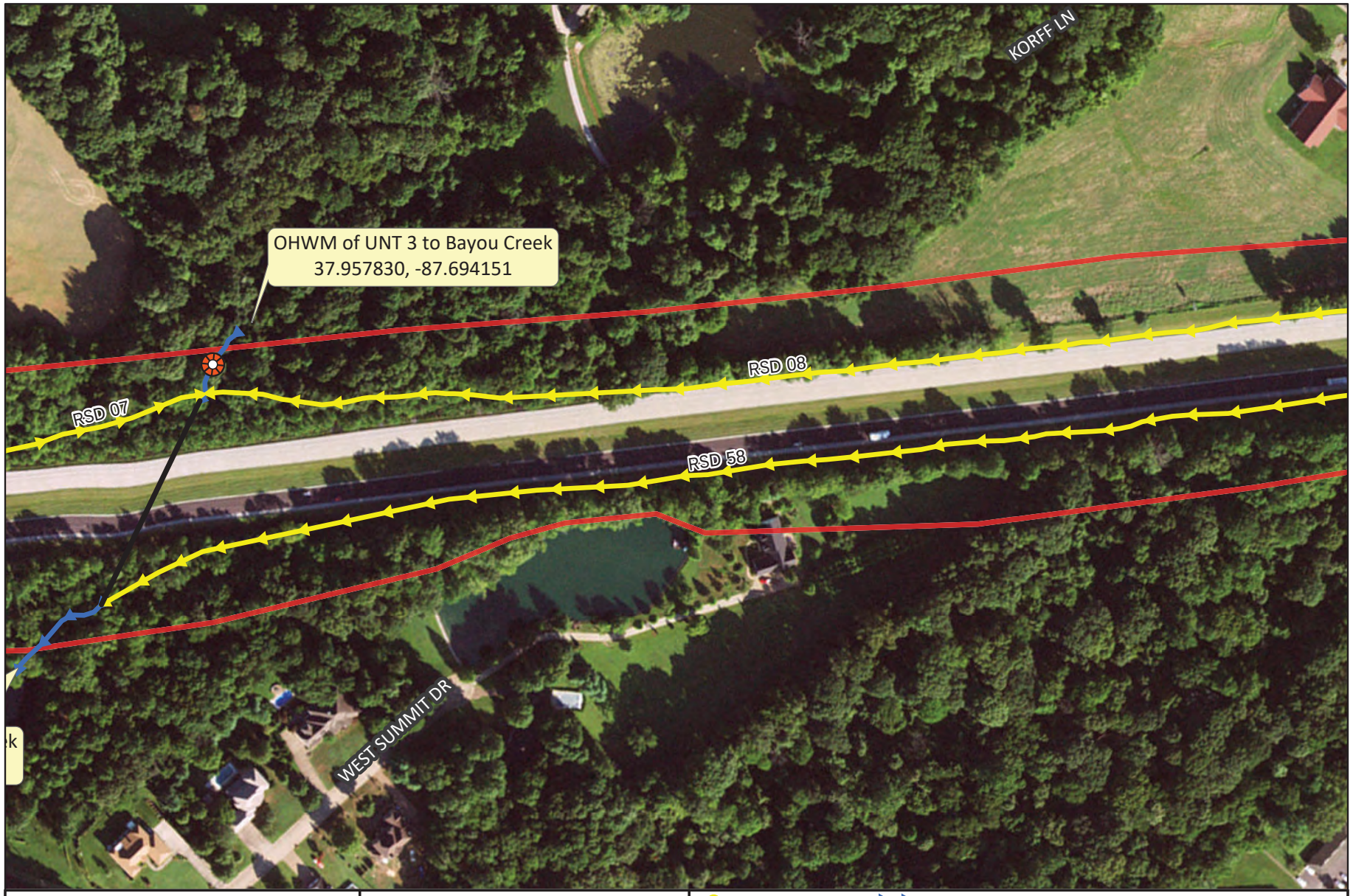

0 125 250 Feet

Water Resources Map

Des. No. 2001917

Waters of the U.S. Report

LOCHMUELLER GROUP

From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan

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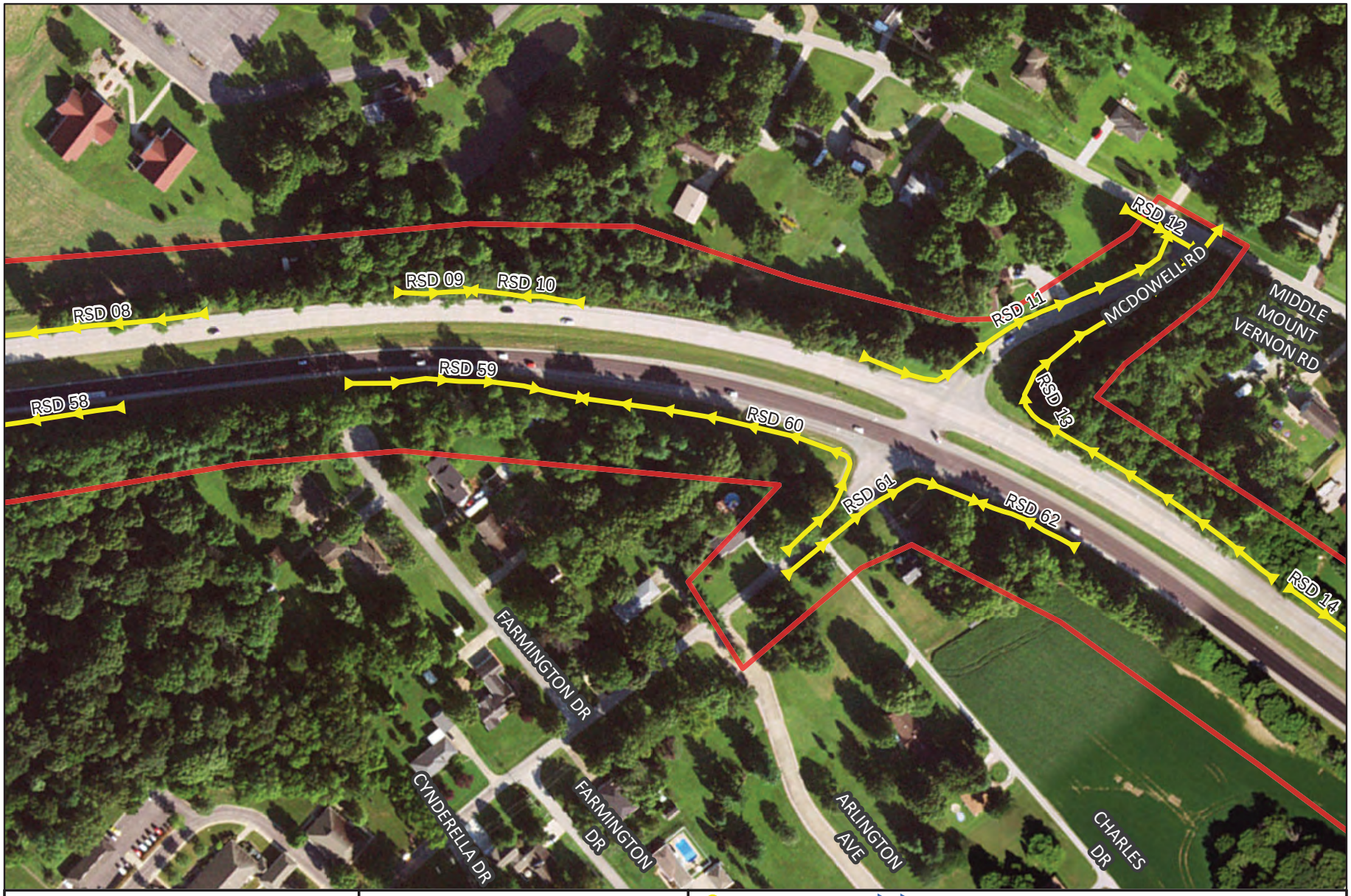
RSD 08
RSD 09
RSD 10
RSD 11
RSD 12
RSD 13
RSD 14
RSD 58
RSD 59
RSD 60
RSD 61
RSD 62
MCDOWELL RD
MIDDLE MOUNT VERNON RD
FARMINGTON DR
CYNDERELLA DR
FARMINGTON DR
ARLINGTON AVE
CHARLES DR
0 125 250 Feet
Water Resources Map
Des. No. 2001917
Waters of the U.S. Report
From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan
LOCHMUELLER GROUP
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Culvert
Roadside Ditches
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OHWM
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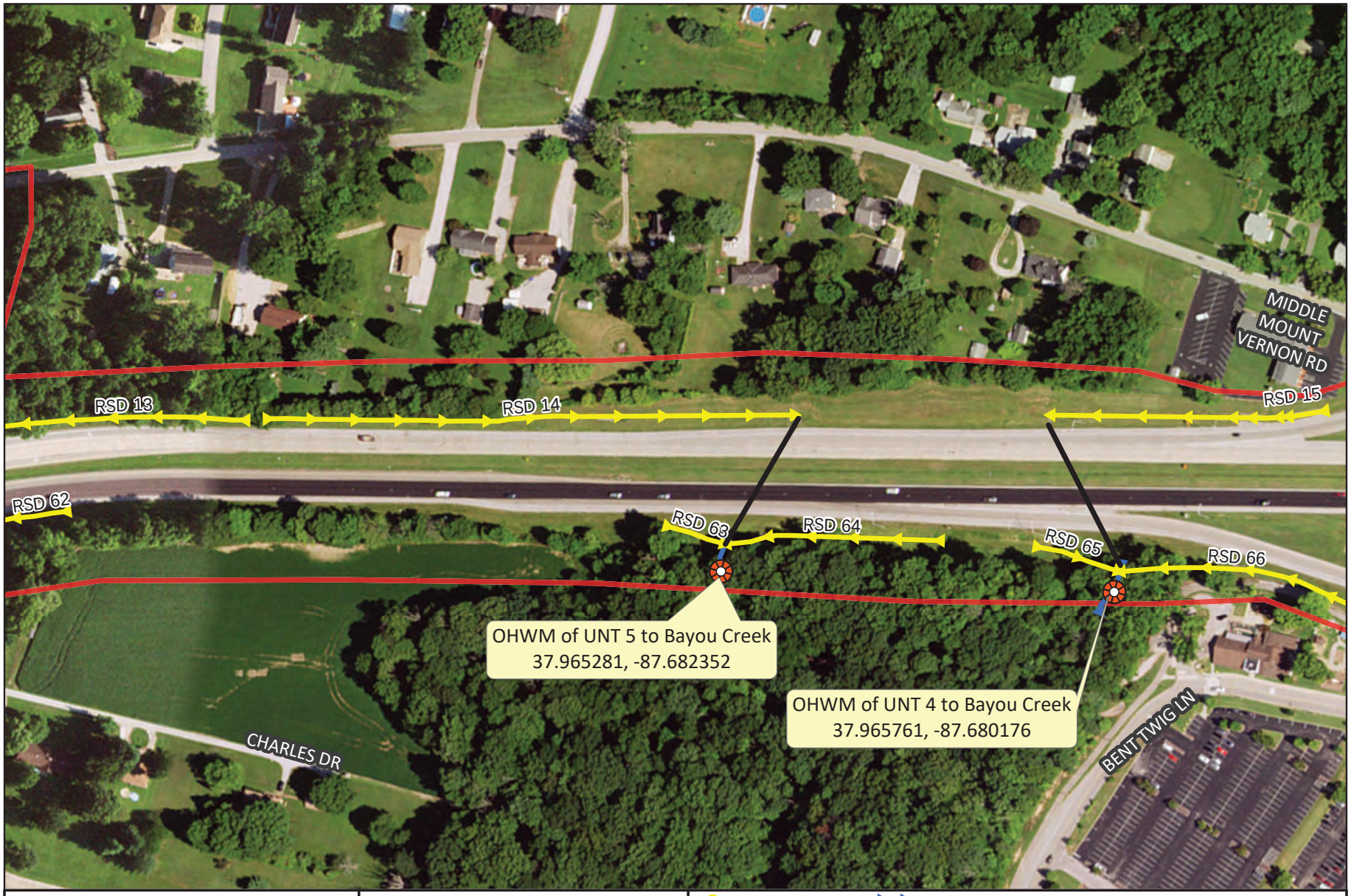
MIDDLE MOUNT VERNON RD
RSD 13
RSD 14
RSD 15
RSD 62
RSD 63
RSD 64
RSD 65
RSD 66
OHWM of UNT 5 to Bayou Creek
37.965281, -87.682352
OHWM of UNT 4 to Bayou Creek
37.965761, -87.680176
CHARLES DR
BENT TWIG LN
0 125 250
Feet
N
Water Resources Map
Des. No. 2001917
Waters of the U.S. Report
LOCHMUELLER GROUP
From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan
WL Data Point - Wet
WL Data Point - Dry
Culvert
Roadside Ditches
Jurisdictional Streams
Field Identified Wetland
OHWM
Survey Area
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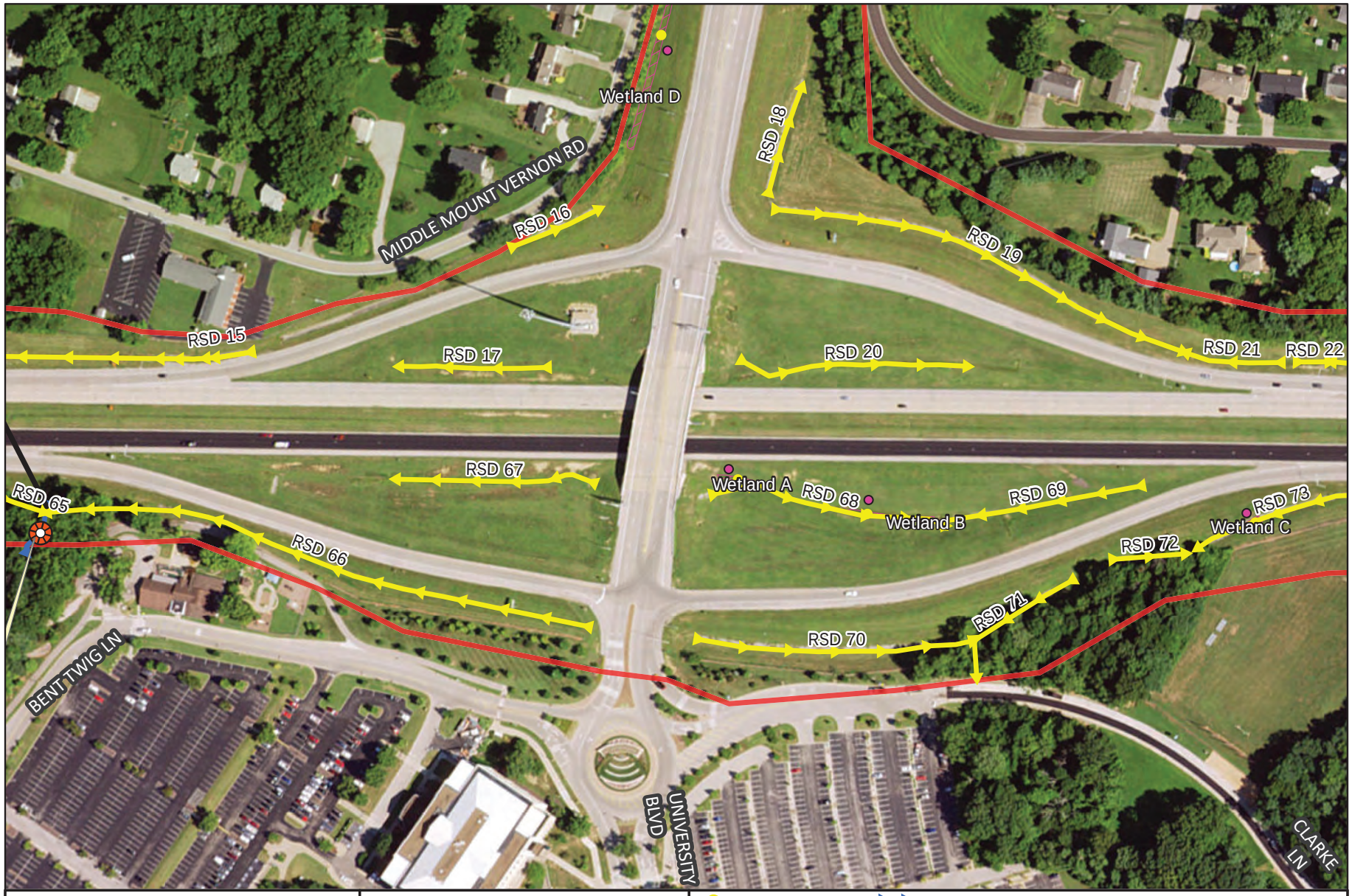
Wetland D
MIDDLE MOUNT VERNON RD
RSD 16
RSD 15
RSD 17
RSD 18
RSD 19
RSD 20
RSD 21
RSD 22
RSD 65
RSD 66
RSD 67
Wetland A
RSD 68
Wetland B
RSD 69
RSD 70
RSD 71
RSD 72
RSD 73
Wetland C
BENT TWIG LN
UNIVERSITY BLVD
CLARKE LN
0 125 250 Feet
N
Water Resources Map
Des. No. 2001917
Waters of the U.S. Report
LOCHMUELLER GROUP
From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan
WL Data Point - Wet
WL Data Point - Dry
Culvert
Roadside Ditches
Jurisdictional Streams
Field Identified Wetland
OHWM
Survey Area
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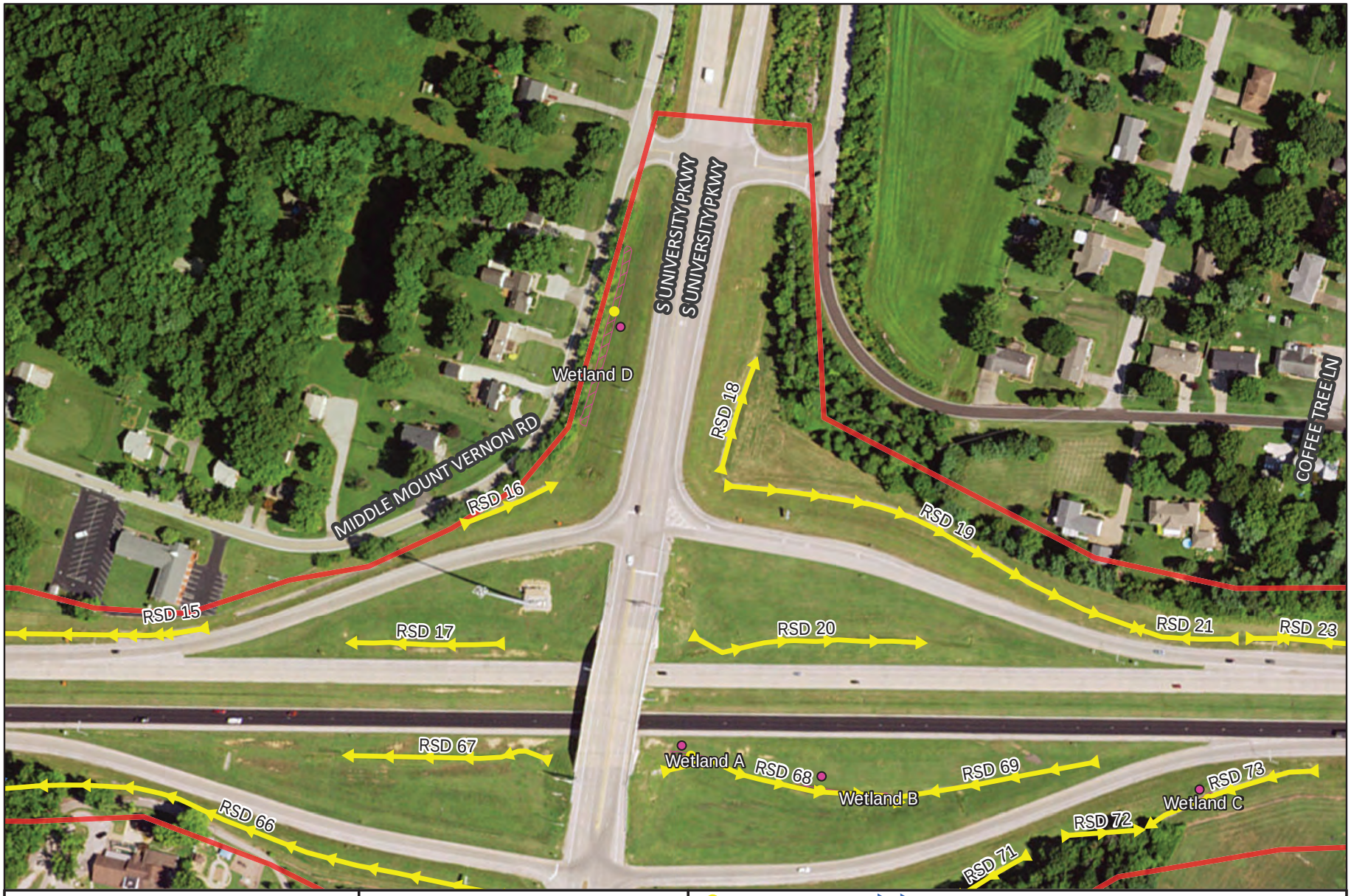
S UNIVERSITY PKWY
S UNIVERSITY PKWY
Wetland D
MIDDLE MOUNT VERNON RD
RSD 16
RSD 18
RSD 19
COFFEE TREE LN
RSD 15
RSD 17
RSD 20
RSD 21
RSD 23
RSD 67
Wetland A
RSD 68
RSD 69
Wetland B
RSD 73
Wetland C
RSD 66
RSD 72
RSD 71
0 125 250 Feet
N
Water Resources Map
Des. No. 2001917
Waters of the U.S. Report
LOCHMUELLER GROUP
From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan
WL Data Point - Wet
WL Data Point - Dry
Culvert
Roadside Ditches
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OHWM
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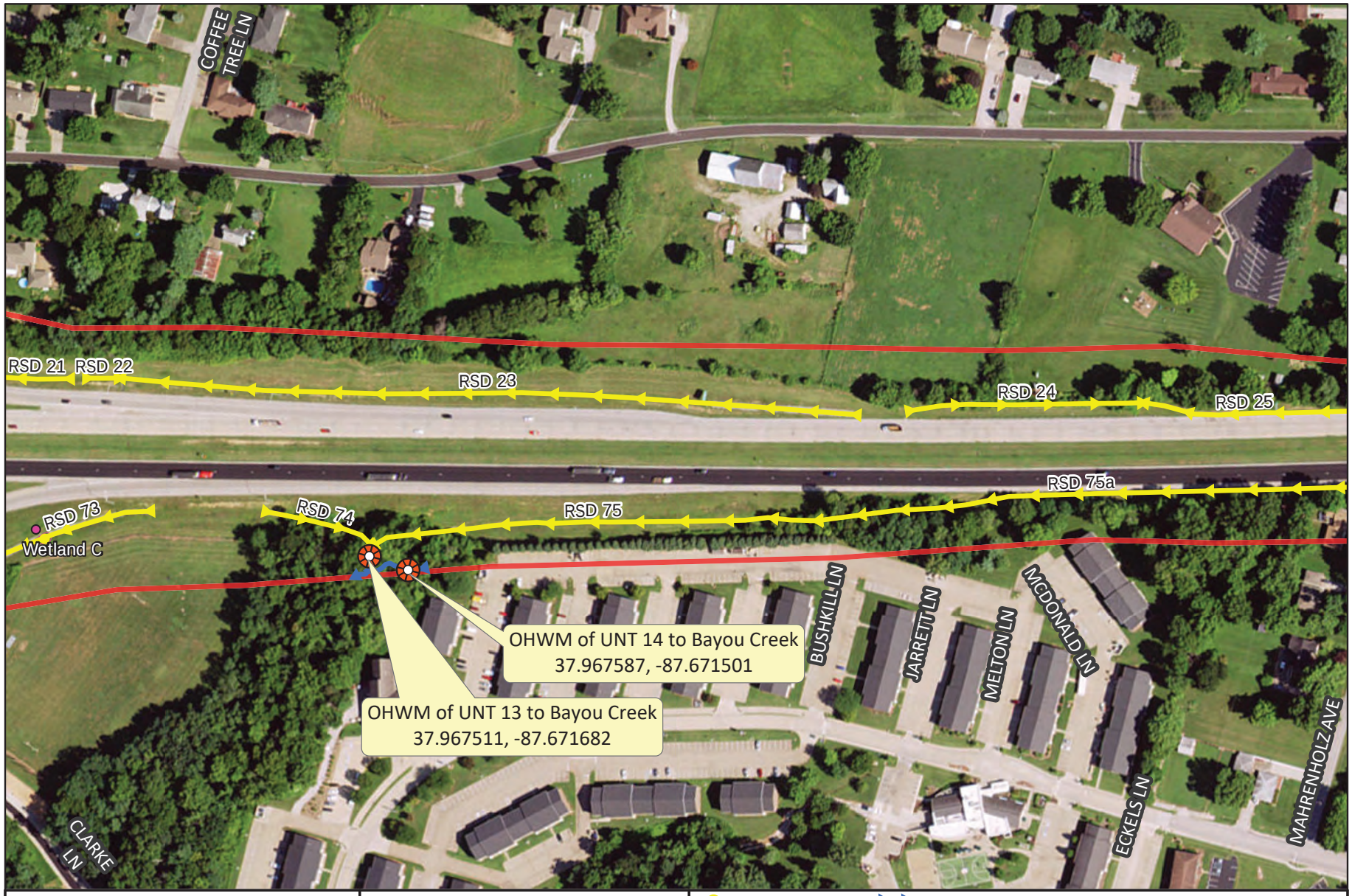
COFFEE TREE LN
RSD 21
RSD 22
RSD 23
RSD 24
RSD 25
RSD 75a
RSD 78
RSD 74
RSD 75
Wetland C
OHWM of UNT 14 to Bayou Creek
37.967587, -87.671501
OHWM of UNT 13 to Bayou Creek
37.967511, -87.671682
BUSHKILL LN
JARRETT LN
MELTON LN
MCDONALD LN
ECKELS LN
MAHRENHOLZ AVE
CLARKE LN
0 125 250 Feet
N
Water Resources Map
Des. No. 2001917
Waters of the U.S. Report
LOCHMUELLER GROUP
From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan
WL Data Point - Wet
WL Data Point - Dry
Culvert
Roadside Ditches
Jurisdictional Streams
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OHWM
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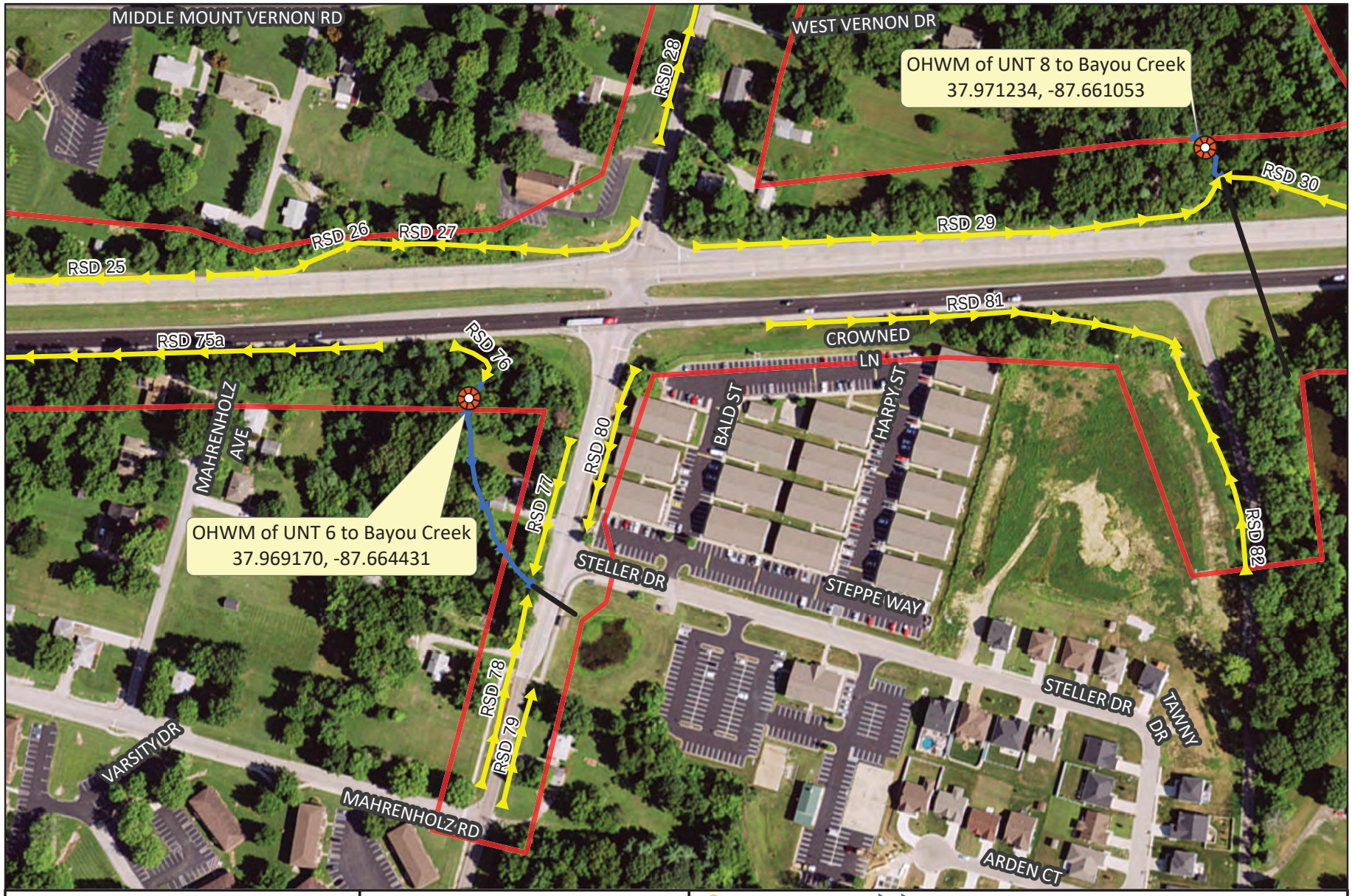
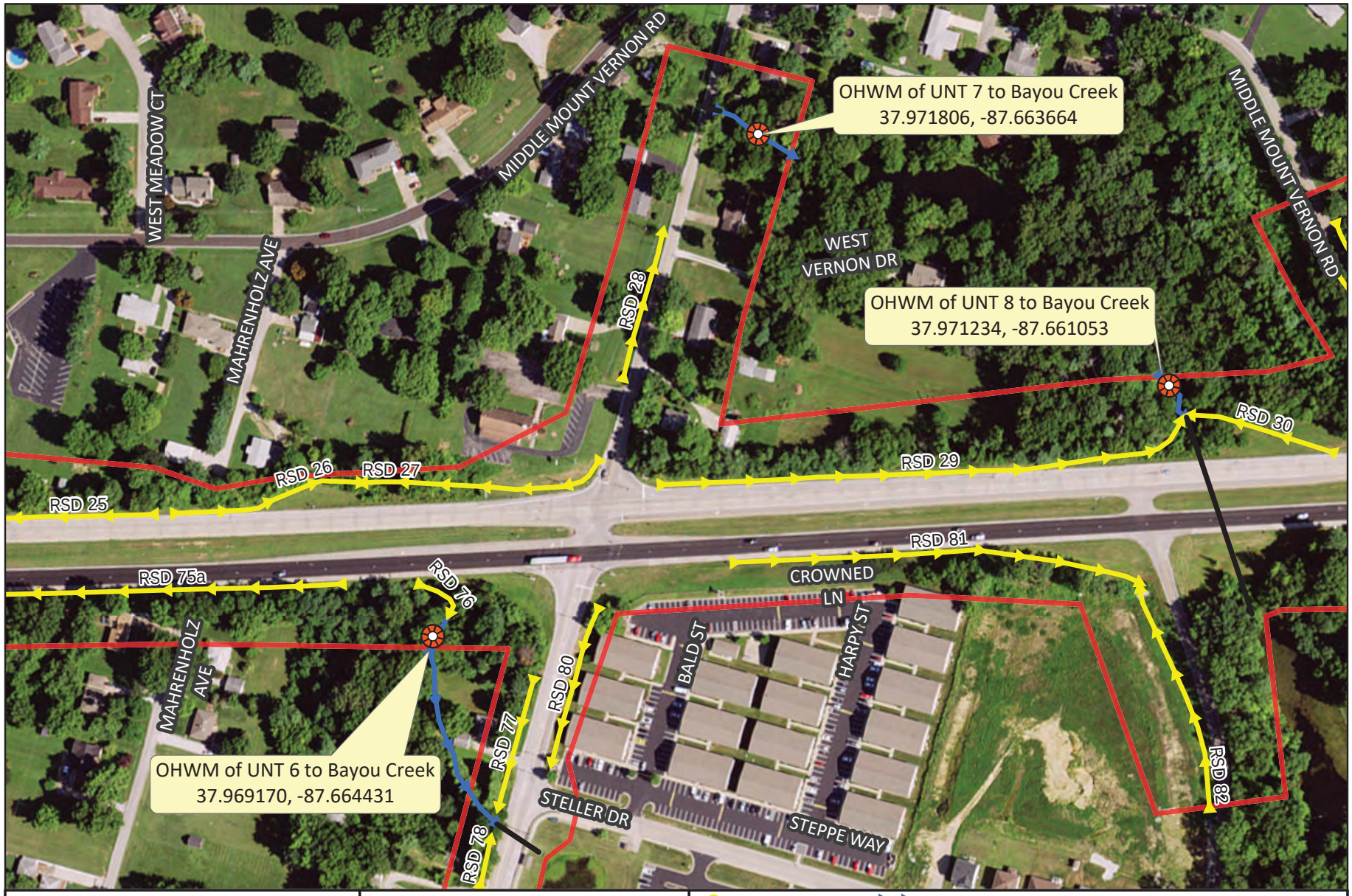

MIDDLE MOUNT VERNON RD
WEST VERNON DR
OHWM of UNT 8 to Bayou Creek
37.971234, -87.661053
RSD 25
RSD 26
RSD 27
RSD 28
RSD 29
RSD 30
RSD 75a
RSD 76
RSD 77
RSD 78
RSD 79
RSD 80
RSD 81
RSD 82
MAHRENHOLZ AVE
OHWM of UNT 6 to Bayou Creek
37.969170, -87.664431
CROWNED LN
BALD ST
HARPY ST
STELLER DR
STEPPE WAY
TAWNY DR
VARSITY DR
MAHRENHOLZ RD
ARDEN CT
0
125
250
Feet
N
Water Resources Map
Des. No. 2001917
Waters of the U.S. Report
LOCHMUELLER GROUP
From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan
WL Data Point - Wet
WL Data Point - Dry
Culvert
Roadside Ditches
Jurisdictional Streams
Field Identified Wetland
OHWM
Survey Area
Aerial Source: National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal


OHWM of UNT 7 to Bayou Creek
37.971806, -87.663664
OHWM of UNT 8 to Bayou Creek
37.971234, -87.661053
OHWM of UNT 6 to Bayou Creek
37.969170, -87.664431
WEST MEADOW CT
MAHRENHOLZ AVE
MIDDLE MOUNT VERNON RD
WEST VERNON DR
RSD 25
RSD 26
RSD 27
RSD 28
RSD 29
RSD 30
RSD 75a
RSD 76
RSD 77
RSD 78
RSD 80
RSD 81
RSD 82
CROWNED LN
BALD ST
HARPY ST
STELLER DR
STEPPE WAY
0 125 250 Feet
N
Water Resources Map
Des. No. 2001917
Waters of the U.S. Report
From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan
LOCHMUELLER GROUP
WL Data Point - Wet
WL Data Point - Dry
Culvert
Roadside Ditches
Jurisdictional Streams
Field Identified Wetland
OHWM
Survey Area
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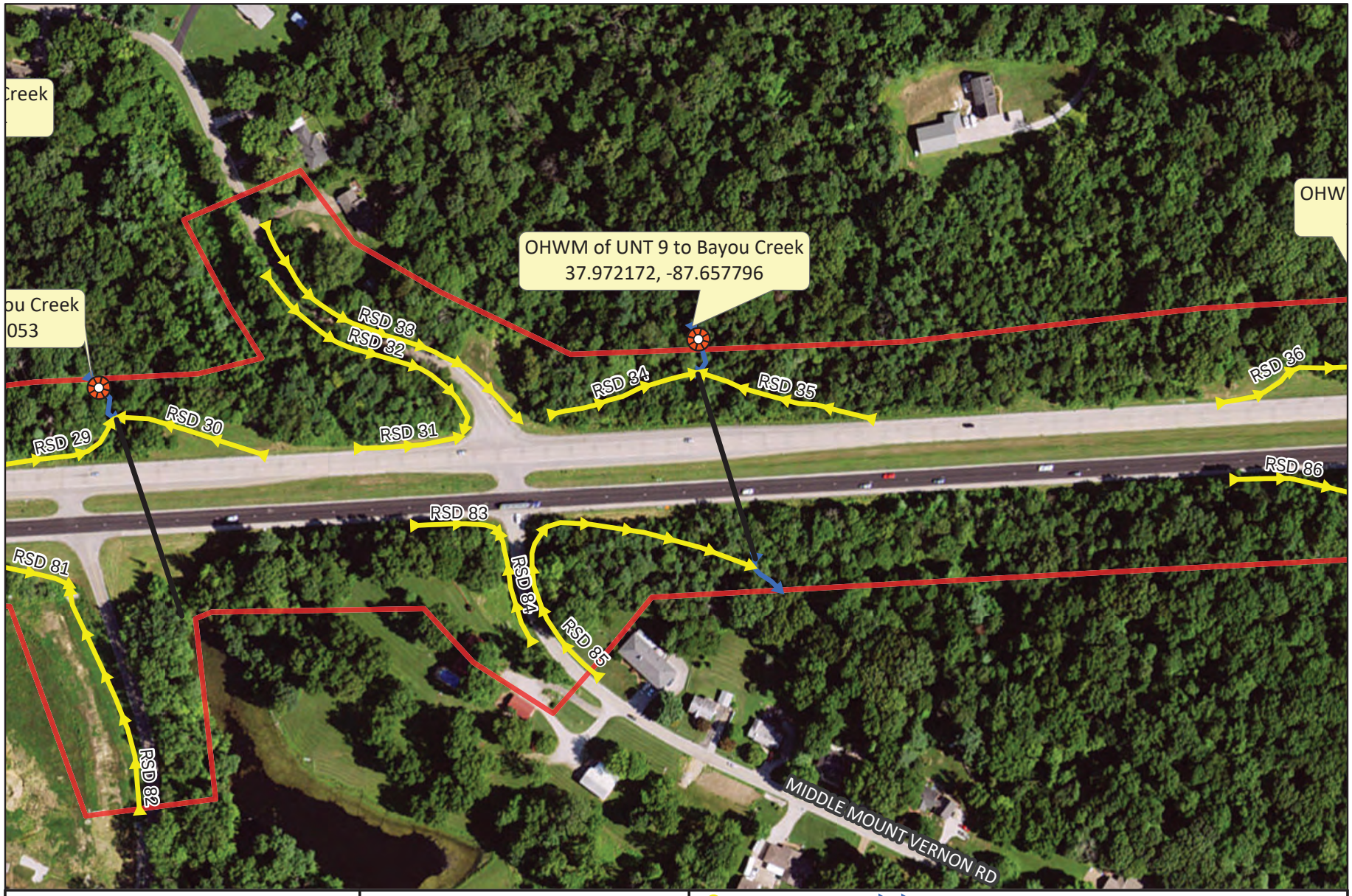
Creek
ou Creek
053
OHWM of UNT 9 to Bayou Creek
37.972172, -87.657796
OHW
RSD 29
RSD 30
RSD 31
RSD 32
RSD 33
RSD 34
RSD 35
RSD 36
RSD 81
RSD 82
RSD 83
RSD 84
RSD 85
RSD 86
MIDDLE MOUNT VERNON RD
0 125 250 Feet
N
Water Resources Map
Des. No. 2001917
Waters of the U.S. Report
LOCHMUELLER GROUP
From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan
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WL Data Point - Dry
Culvert
Roadside Ditches
Jurisdictional Streams
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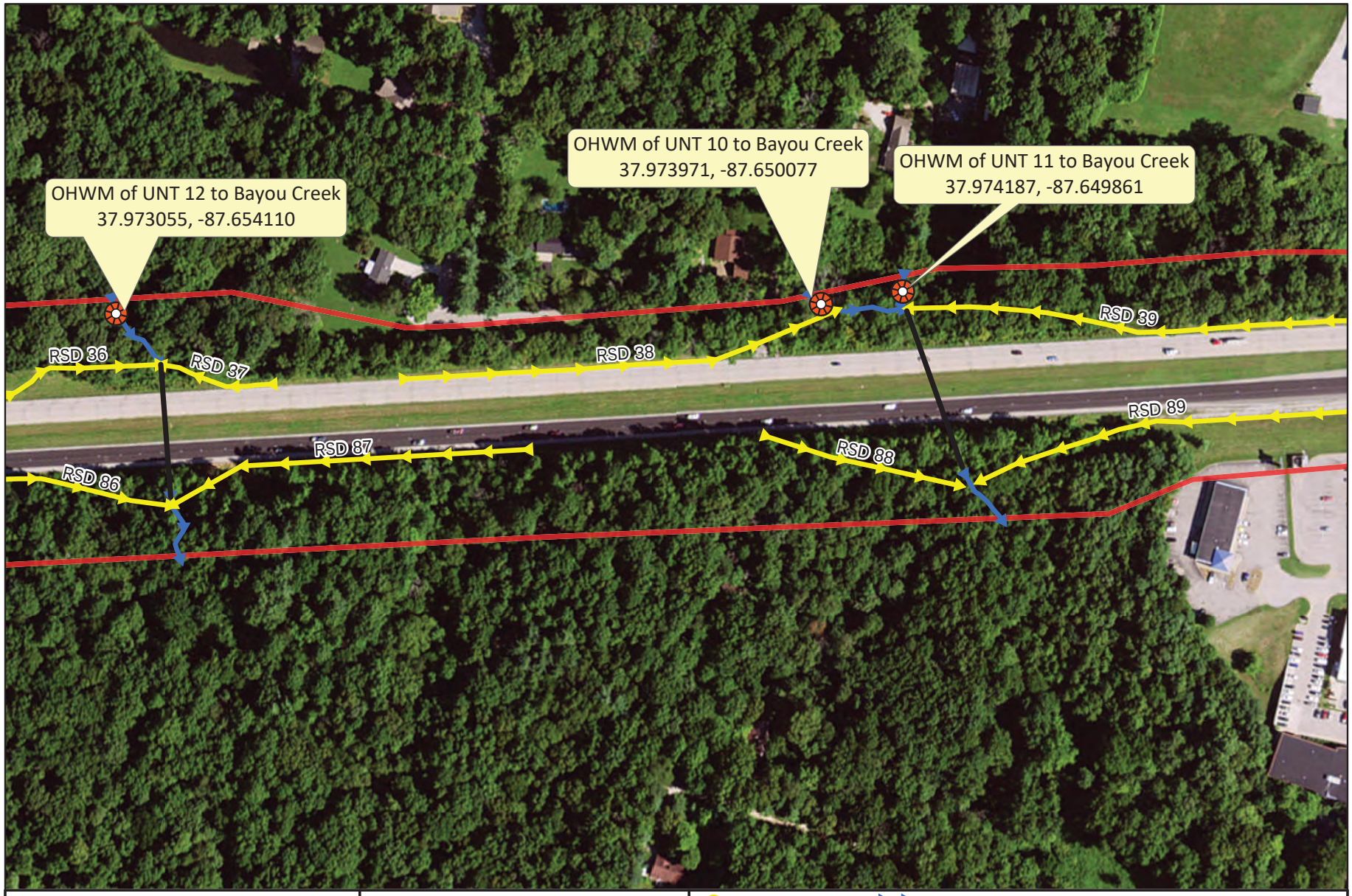

0 125 250 Feet

N

Water Resources Map

Des. No. 2001917

Waters of the U.S. Report

LOCHMUELLER GROUP

From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan

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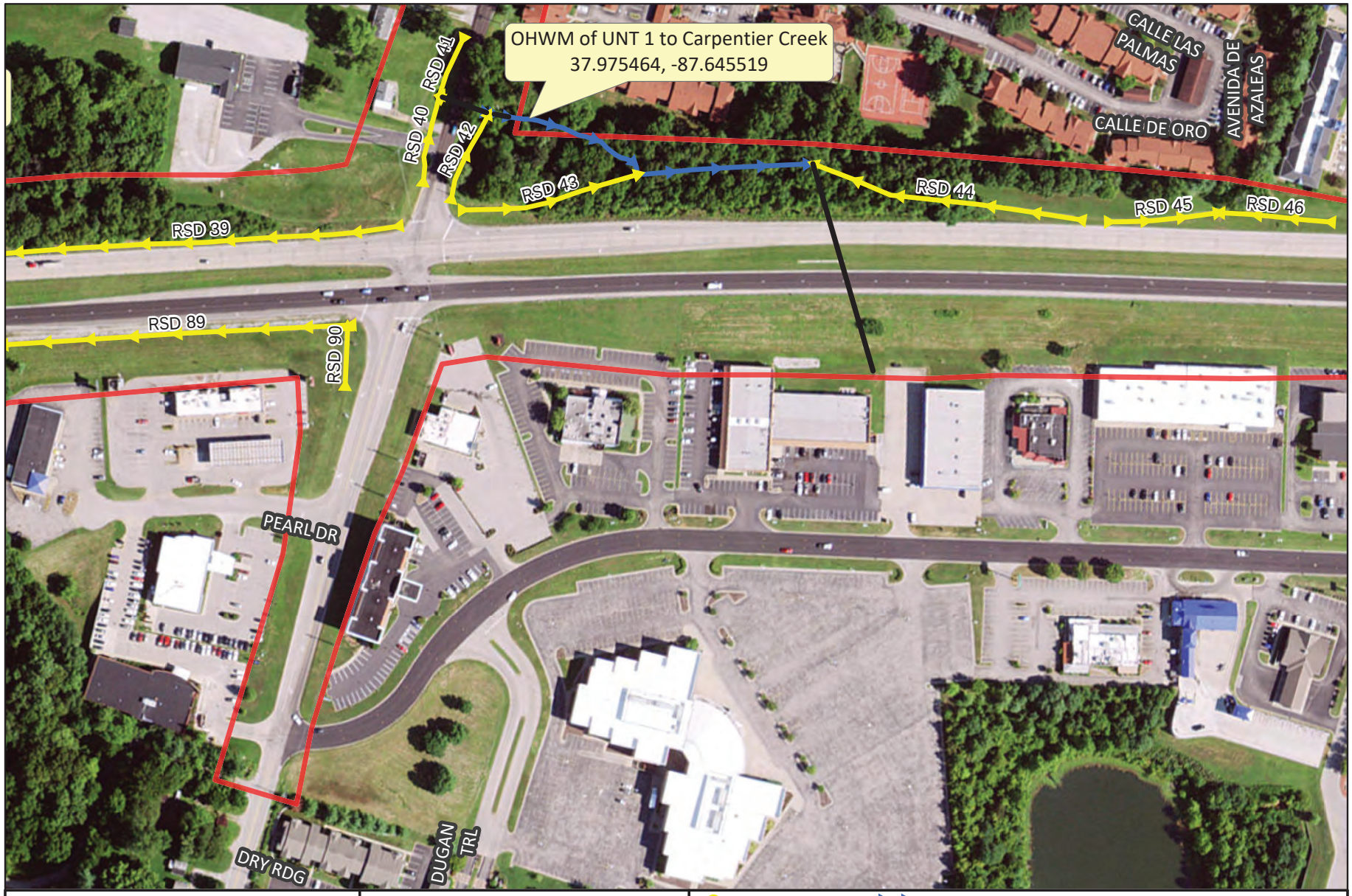

0 125 250 Feet

N

Water Resources Map

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Waters of the U.S. Report

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0 125 250 Feet

N

Water Resources Map

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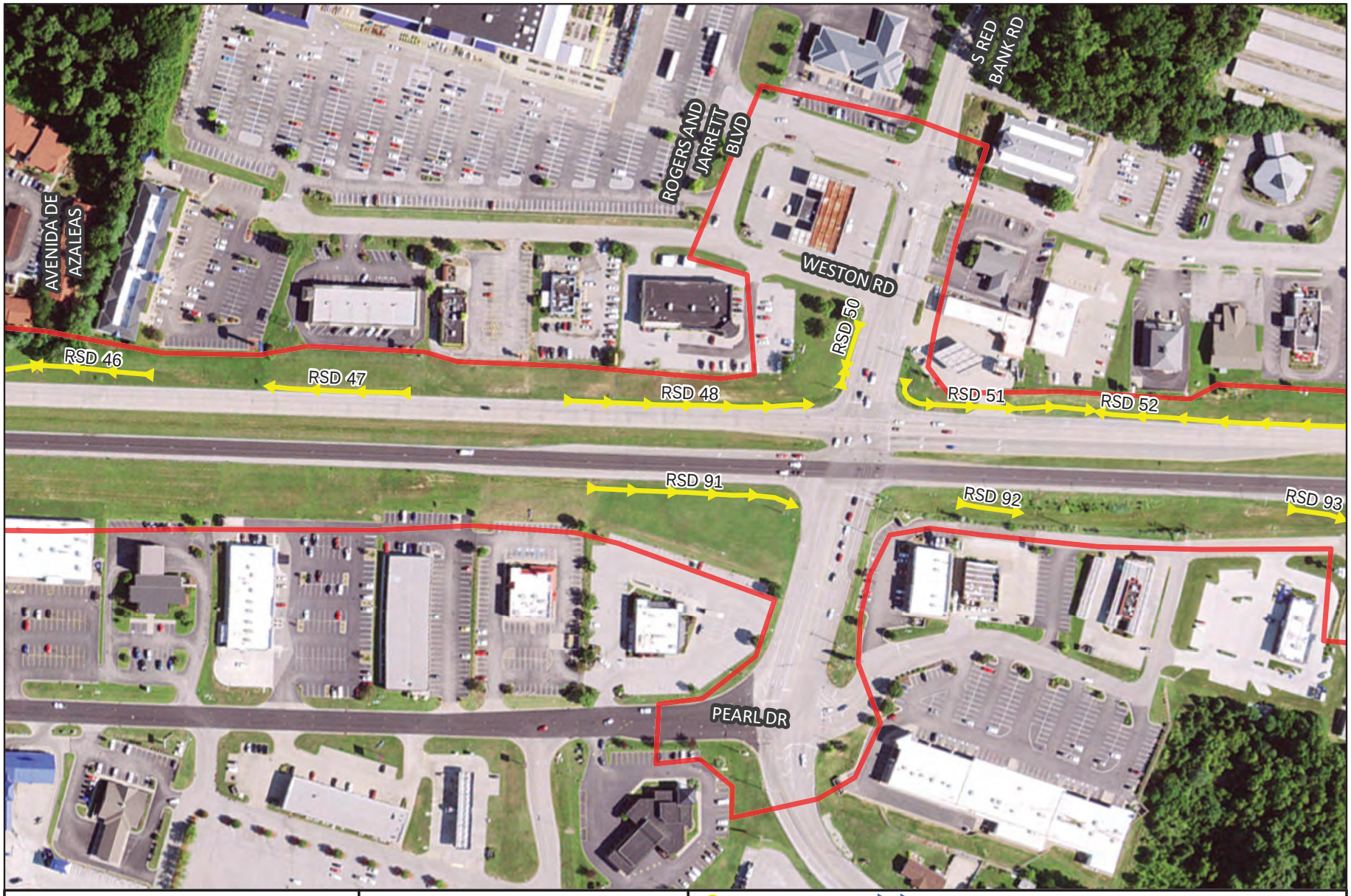

0 125 250 Feet

N

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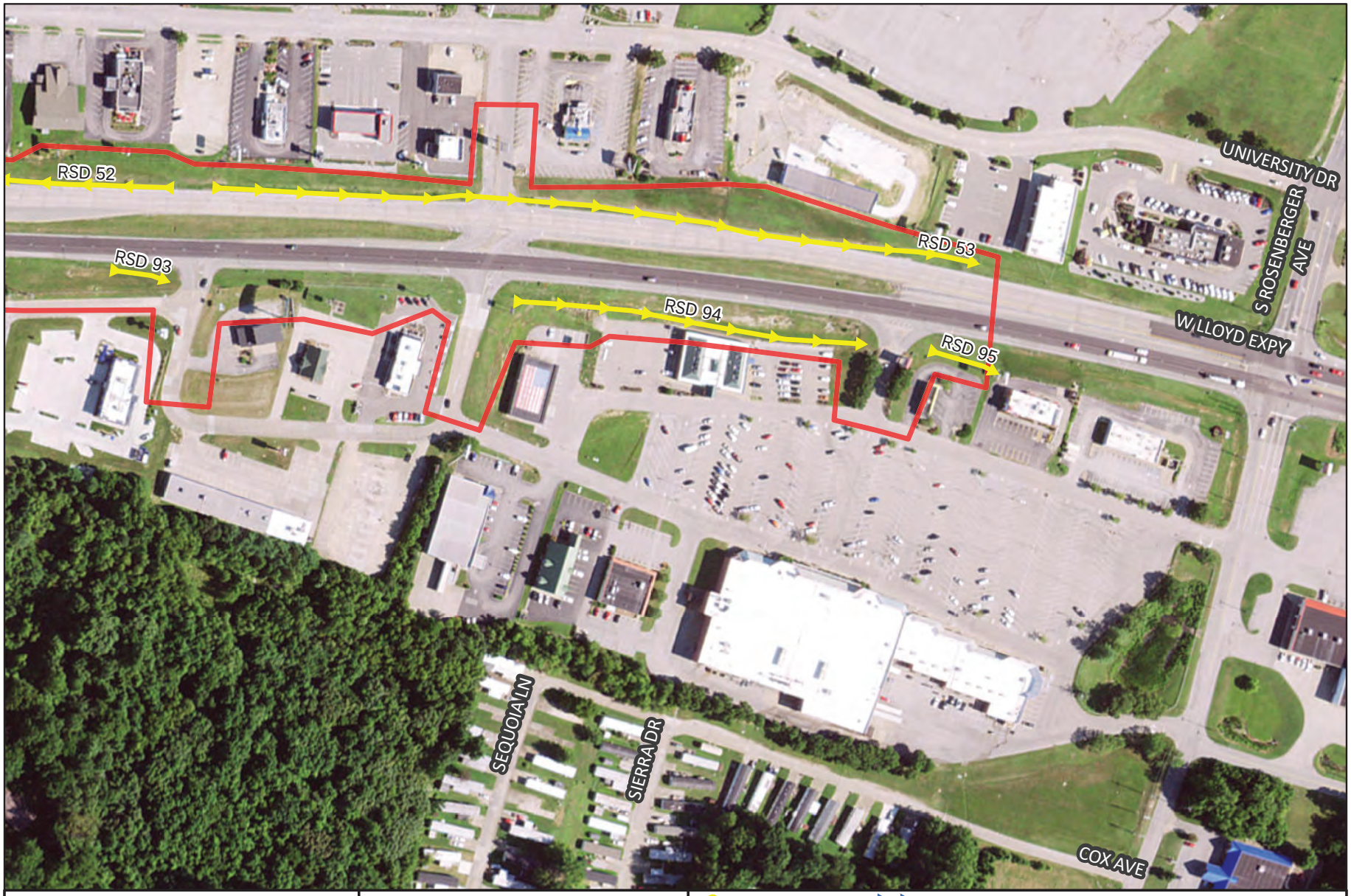

0 125 250 Feet

N

Water Resources Map

Des. No. 2001917

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Created: 1/3/2023, DDuncan

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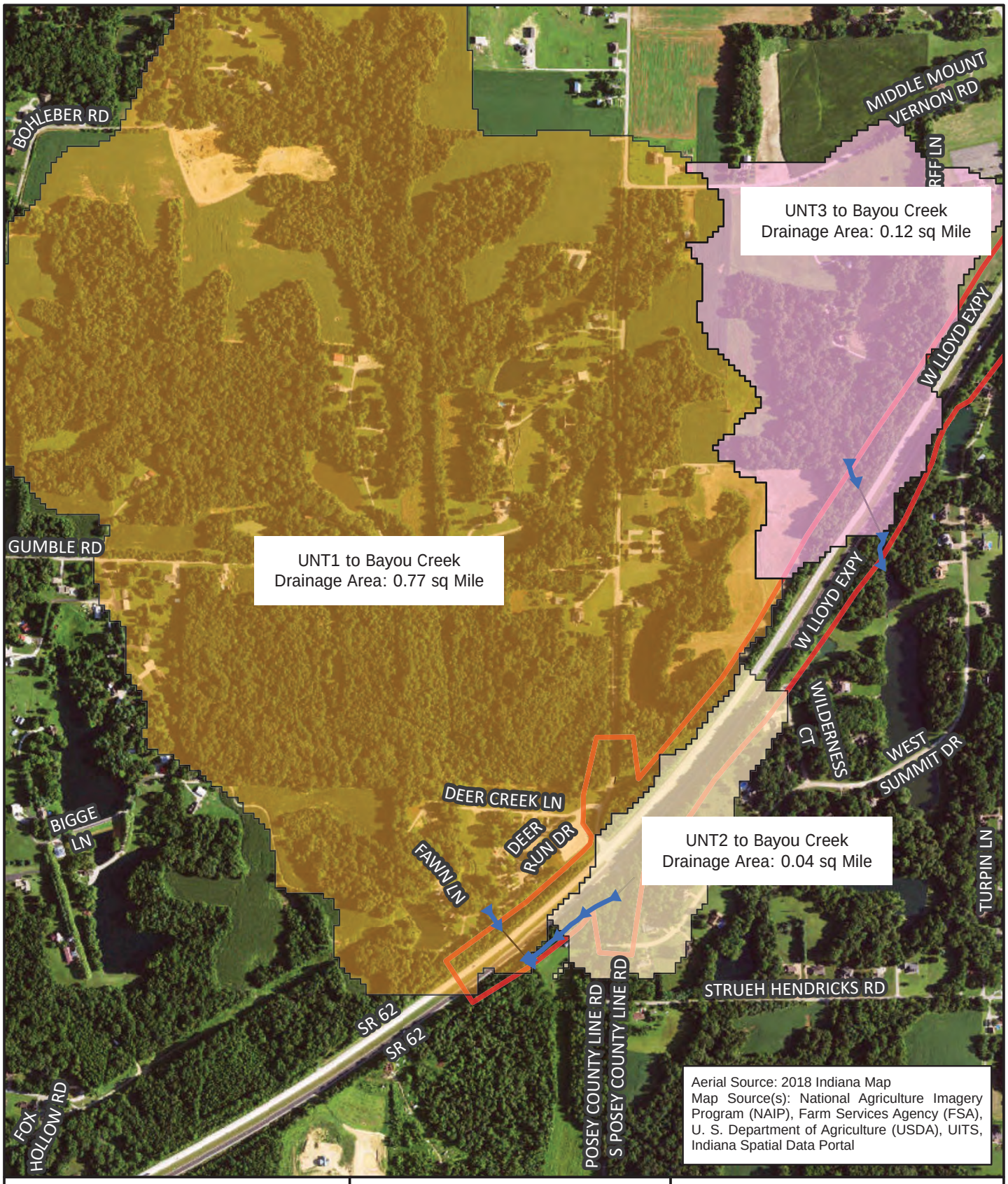


LOCHMUELLER GROUP
6200 Vogel Road
Evansville, Indiana 47715
Phone: (812) 479-6200
Toll Free: (800) 423-7411

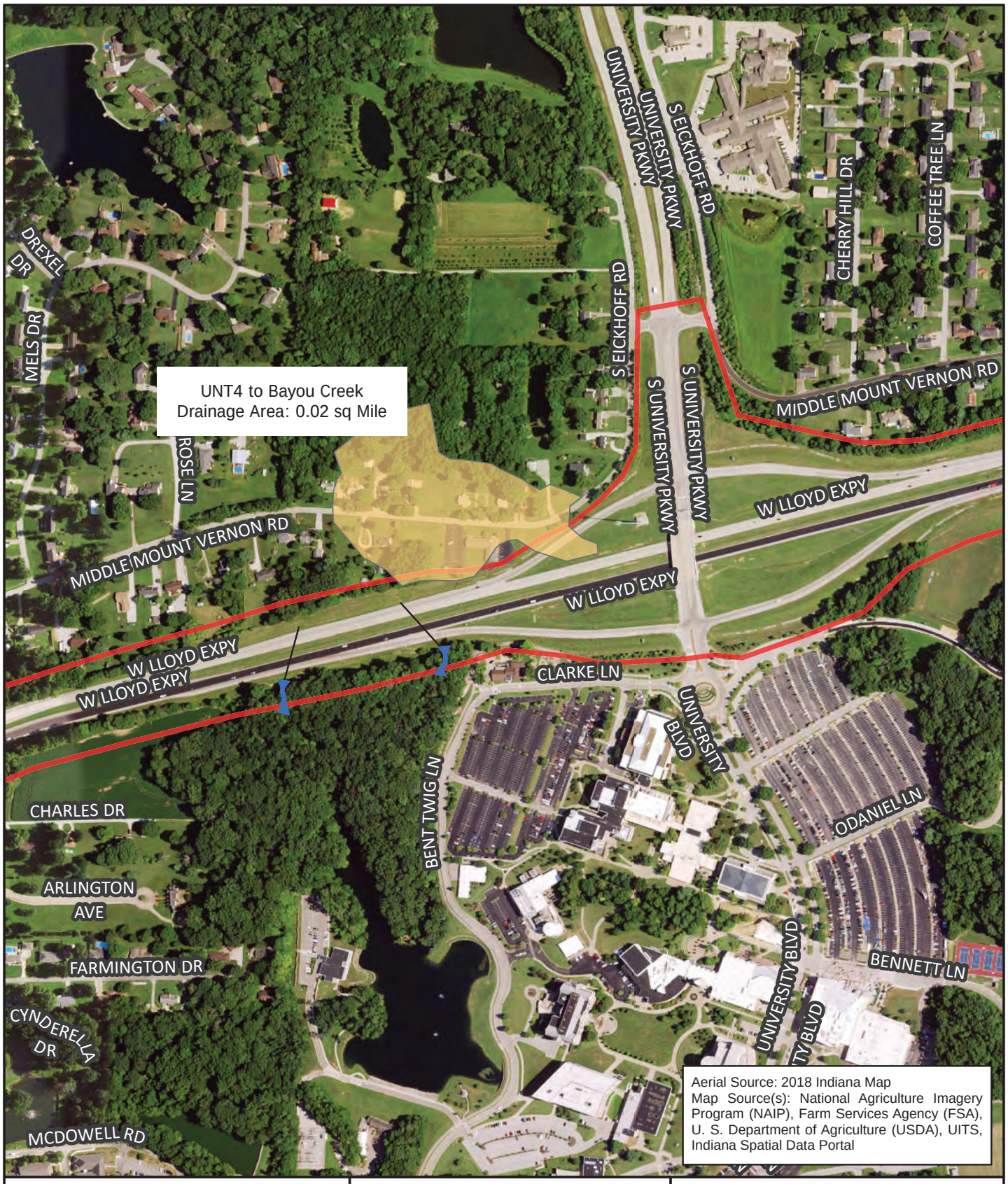
StreamStats Drainage Areas
Des. No. 2001917
Waters of the U.S. Report

0 500 1,000 Feet

N

County: Vanderburgh and Posey
Township: Pigeon and Perry
State: Indiana

From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan



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Evansville, Indiana 47715
Phone: (812) 479-6200
Toll Free: (800) 423-7411

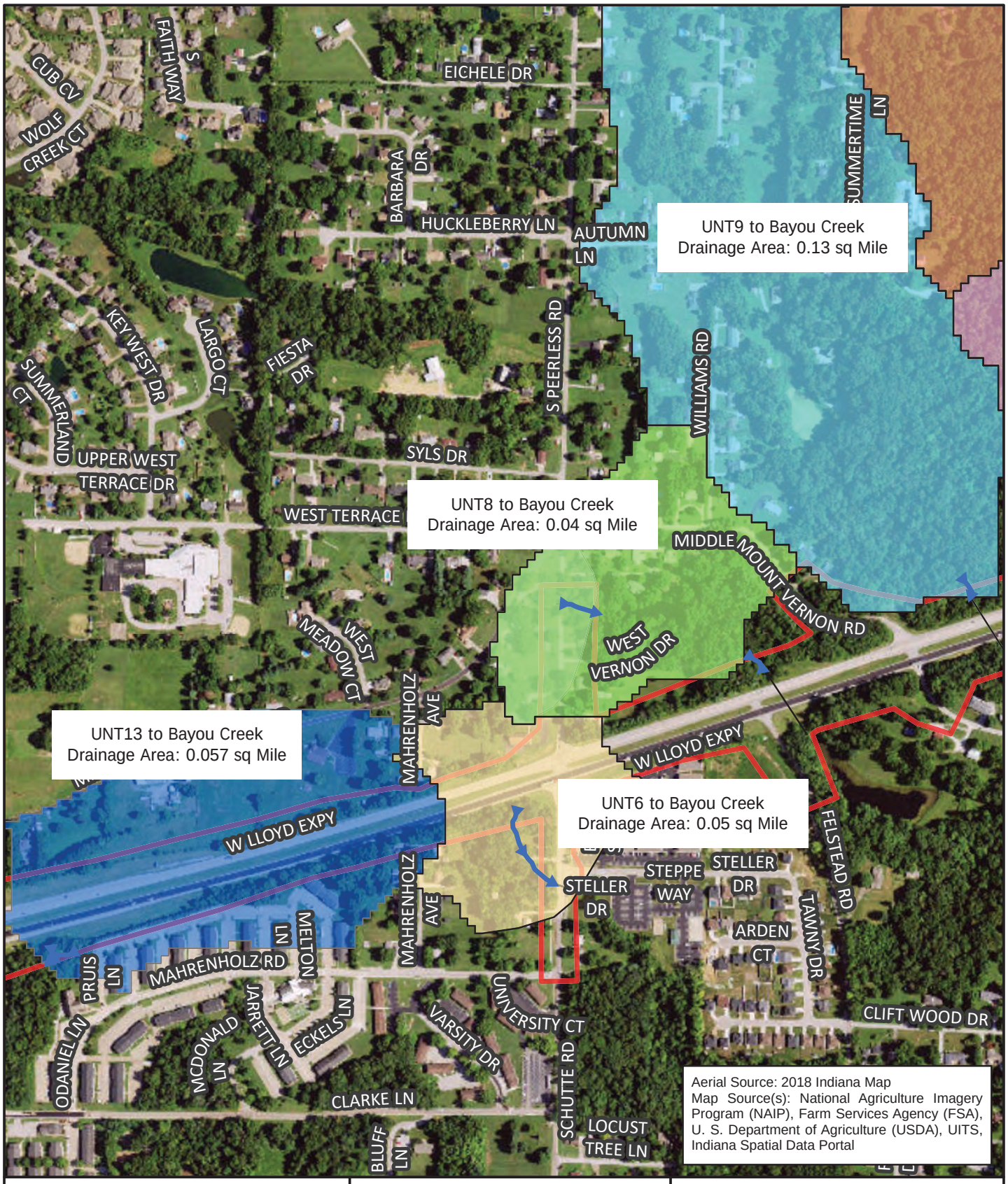
StreamStats Drainage Areas
Des. No. 2001917
Waters of the U.S. Report

0 250 500 Feet

N

County: Vanderburgh and Posey
Township: Pigeon and Perry
State: Indiana

From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 10/14/2022, DDuncan



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Evansville, Indiana 47715
Phone: (812) 479-6200
Toll Free: (800) 423-7411

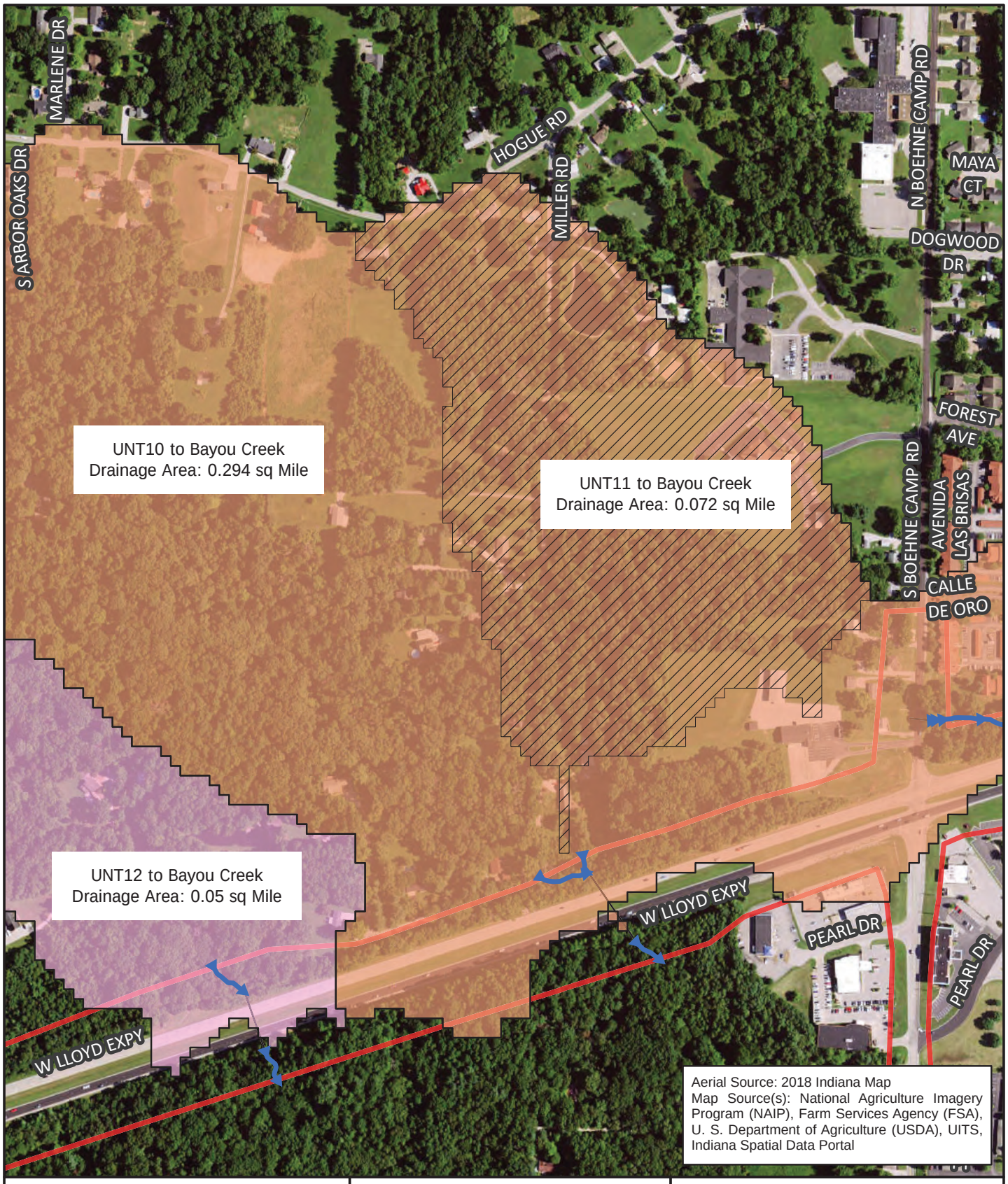
StreamStats Drainage Areas
Des. No. 2001917
Waters of the U.S. Report

0 280 560 Feet

N

County: Vanderburgh and Posey
Township: Pigeon and Perry
State: Indiana

From Posey/Vanderburgh Co to Rosenberger SR 62 Road Reconstruction
Created: 1/3/2023, DDuncan



LOCHMUELLER GROUP
6200 Vogel Road
Evansville, Indiana 47715
Phone: (812) 479-6200
Toll Free: (800) 423-7411

StreamStats Drainage Areas
Des. No. 2001917
Waters of the U.S. Report

0 212.5 425 Feet

N

County: Vanderburgh and Posey
Township: Pigeon and Perry
State: Indiana

From Posey/Vanderburgh Co to Rosenberger
SR 62 Road Reconstruction
Created: 1/4/2023, DDuncan

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Lloyd Expressway Phase II | City/County: Evansville/Vanderburgh | Sampling Date: 06/01/2022

Applicant/Owner: INDOT | State: IN | Sampling Point: AW-1

Investigator(s): Danika Fleck | Section, Township, Range: Section 30, T6S, R11W

Landform (hillside, terrace, etc.): Roadside ditch | Local relief (concave, convex, none): concave

Slope (%): 5 | Lat: 37.966858 | Long: -87.676393 | Datum: NAD83

Soil Map Unit Name: WeD2 - Wellston silt loam | NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes X	No ____	**Is the Sampled Area within a Wetland?** **Yes** X **No** ____
Hydric Soil Present?	Yes X	No ____	
Wetland Hydrology Present?	Yes X	No ____	

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: ____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	____ =Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	____ =Total Cover		
Herb Stratum (Plot size: 500 sqft)			
1. *Typha angustifolia*	40	Yes	OBL
2. *Juncus effusus*	10	No	OBL
3. *Lolium perenne*	10	No	FACU
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	60 =Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	____ =Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	50	x 1 =	50
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	10	x 4 =	40
UPL species	0	x 5 =	0
Column Totals:	60 (A)		90 (B)

Prevalence Index = B/A = 1.50

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- X 2 - Dominance Test is >50%
- X 3 - Prevalence Index is ≤3.0[1]
- ____ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** X **No** ____

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: AW-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6	5GY 5/4	70	10YR 2/1	10	RM	M	Silty Loam	
			10YR 4/4	20	C	M		
6-16	10YR 5/2	90	10YR 5/6	5	C	M	Silty Loam	
			7.5 BG 6/4	5	RM	M		
16-20	10YR 5/3	95	10YR 6/1	5	RM	M	Silty Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- X Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Iron-Manganese Masses (F12)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** X **No** ___

Remarks:

This data form is revised from Midwest Regional Supplement Version 2.0 to include the NRCS Field Indicators of Hydric Soils, Version 7.0, 2015 Errata. (http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_051293.docx)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- X Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- X Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes X No ___ Depth (inches): 0.5

Water Table Present? Yes ___ No X Depth (inches): ___

Saturation Present? Yes X No ___ Depth (inches): 10

(includes capillary fringe)

Wetland Hydrology Present? **Yes** X **No** ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

AW1 Wetland A - Test Pit (06-01-2022)

AW1 Wetland A - Test Pit Soil (06-01-2022)

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Lloyd Expressway Phase II City/County: Evansville/Vanderburgh Sampling Date: 06/01/2022

Applicant/Owner: INDOT State: IN Sampling Point: AU-1

Investigator(s): Danika Fleck Section, Township, Range: Section 30, T6S, R11W

Landform (hillside, terrace, etc.): Roadside Local relief (concave, convex, none): None

Slope (%): 5 Lat: 37.966892 Long: -87.676459 Datum: NAD83

Soil Map Unit Name: WeD2 - Wellston silt loam NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No X	Is the Sampled Area within a Wetland? Yes ____ No X
Hydric Soil Present?	Yes ____	No X	
Wetland Hydrology Present?	Yes ____	No X	

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: ____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
Herb Stratum (Plot size: 500 sqft)			
1. *Festuca rubra*	80	Yes	FACU
2. *Poa pratensis*	20	Yes	FAC
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	100 =Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	=Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	20	x 3 =	60
FACU species	80	x 4 =	320
UPL species	0	x 5 =	0
Column Totals:	100 (A)		380 (B)

Prevalence Index = B/A = 3.80

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

____ 2 - Dominance Test is >50%

____ 3 - Prevalence Index is ≤3.0[1]

____ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No X

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: AU-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-13	10YR 4/4	90	10YR 5/3	10	C	M	Silty Loam	
13-20	10YR 5/3	75	10YR 4/4	25	C	M	Silty Loam	Faint redox concentrations

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Iron-Manganese Masses (F12)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ___ No X

Remarks:

This data form is revised from Midwest Regional Supplement Version 2.0 to include the NRCS Field Indicators of Hydric Soils, Version 7.0, 2015 Errata. (http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_051293.docx)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): ___

Water Table Present? Yes ___ No X Depth (inches): ___

Saturation Present? (includes capillary fringe) Yes ___ No X Depth (inches): ___

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

AU1 Wetland A - Test Pit (06-01-2022)

AU1 Wetland A - Test Pit Soil (06-01-2022)

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Lloyd Expressway Phase II | City/County: Evansville/Vanderburgh | Sampling Date: 06/01/2022

Applicant/Owner: INDOT | State: IN | Sampling Point: BW-1

Investigator(s): Danika Fleck | Section, Township, Range: Section 30, T6S, R11W

Landform (hillside, terrace, etc.): Roadside ditch | Local relief (concave, convex, none): Concave

Slope (%): 5 | Lat: 37.966865 | Long: -87.675596 | Datum: NAD83

Soil Map Unit Name: WeD2 - Wellston silt loam | NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes X No ____ Hydric Soil Present? Yes X No ____ Wetland Hydrology Present? Yes X No ____	Is the Sampled Area within a Wetland? Yes X No ____

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: ____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
Herb Stratum (Plot size: 500 sqft)			
1. *p a an usti o ia*	40	Yes	OBL
2. *uncus e usus*	25	Yes	OBL
3. *are u pinoi ea*	20	Yes	FACW
4. *Festuca rubra*	15	No	FACU
5.			
6.			
7.			
8.			
9.			
10.			
	100 =Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	=Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	65	x 1 =	65
FACW species	20	x 2 =	40
FAC species	0	x 3 =	0
FACU species	15	x 4 =	60
UPL species	0	x 5 =	0
Column Totals:	100 (A)		165 (B)

Prevalence Index = B/A = 1.65

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

X 2 - Dominance Test is >50%

X 3 - Prevalence Index is ≤3.0[1]

____ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: BW-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-11	10YR 4/1	85	10YR 3/4	15	C	M	Silty Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- X Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Iron-Manganese Masses (F12)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes X No ___

Remarks:

Shovel refusal was encountered at 11" due to a concrete layer. This data form is revised from Midwest Regional Supplement Version 2.0 to include the NRCS Field Indicators of Hydric Soils, Version 7.0, 2015 Errata. (http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_051293.docx)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- X High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ___	No X	Depth (inches): ___
Water Table Present?	Yes X	No ___	Depth (inches): 11
Saturation Present? (includes capillary fringe)	Yes X	No ___	Depth (inches): 6

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

BW1 Wetland B - Test Pit (06-01-2022)

BW1 Wetland B - Test Pit Soil (06-01-2022)

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Lloyd Expressway Phase II | City/County: Evansville/Vanderburgh | Sampling Date: 06/01/2022

Applicant/Owner: INDOT | State: IN | Sampling Point: BU-1

Investigator(s): Danika Fleck | Section, Township, Range: Section 30, T6S, R11W

Landform (hillside, terrace, etc.): Roadside | Local relief (concave, convex, none): None

Slope (%): 5 | Lat: 37.966838 | Long: -87.675498 | Datum: NAD83

Soil Map Unit Name: WeD2 - Wellston silt loam | NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ____ No X Hydric Soil Present? Yes ____ No X Wetland Hydrology Present? Yes ____ No X	Is the Sampled Area within a Wetland? Yes ____ No X

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: ____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
Herb Stratum (Plot size: 500 sqft)			
1. *Festuca rubra*	85	Yes	FACU
2. *Poa pratensis*	15	No	FAC
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	100 =Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	=Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	15	x 3 =	45
FACU species	85	x 4 =	340
UPL species	0	x 5 =	0
Column Totals:	100 (A)		385 (B)

Prevalence Index = B/A = 3.85

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

____ 2 - Dominance Test is >50%

____ 3 - Prevalence Index is ≤3.0[1]

____ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No X

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: BU-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-5	10YR 4/4	85	10YR 3/2	15	C	M	Silty Loam	
5-16	10YR 4/4	70	10YR 3/2	20	C	M	Silty Loam	
			10YR 5/2	10	RM	M		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Iron-Manganese Masses (F12)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ___ No X

Remarks:

This data form is revised from Midwest Regional Supplement Version 2.0 to include the NRCS Field Indicators of Hydric Soils, Version 7.0, 2015 Errata. (http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_051293.docx)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): ___

Water Table Present? Yes ___ No X Depth (inches): ___

Saturation Present? (includes capillary fringe) Yes ___ No X Depth (inches): ___

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

BU1 Wetland B - Test Pit (06-01-2022)

BU1 Wetland B - Test Pit Soil (06-01-2022)

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Lloyd Expressway Phase II City/County: Evansville/Vanderburgh Sampling Date: 06/01/2022

Applicant/Owner: INDOT State: IN Sampling Point: CW-1

Investigator(s): Danika Fleck Section, Township, Range: Section 30, T6S, R11W

Landform (hillside, terrace, etc.): Roadside Local relief (concave, convex, none): Concave

Slope (%): 5 Lat: 37.96729 Long: -87.673481 Datum: NAD83

Soil Map Unit Name: HoB2 - Hosmer silt loam NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes X No ____ Hydric Soil Present? Yes X No ____ Wetland Hydrology Present? Yes X No ____	Is the Sampled Area within a Wetland? Yes X No ____

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: ____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
Herb Stratum (Plot size: 300 sqft)			
1. *ceria striata*	60	Yes	OBL
2. *cirpus atro irens*	35	Yes	OBL
3. *are upu ina*	5	No	OBL
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	100 =Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	=Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	100	x 1 =	100
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	100 (A)		100 (B)

Prevalence Index = B/A = 1.00

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- X 2 - Dominance Test is >50%
- X 3 - Prevalence Index is ≤3.0[1]
- ____ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: CW-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4	10YR 5/1	60	10YR 4/6	40	C	M	Silty Loam	
4-11	10YR 5/1	90	10YR 4/6	10	C	M	Silty Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- X Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Iron-Manganese Masses (F12)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes X No ___

Remarks:

Shovel refusal was encountered at 11" due to a riprap layer. This data form is revised from Midwest Regional Supplement Version 2.0 to include the NRCS Field Indicators of Hydric Soils, Version 7.0, 2015 Errata. (http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_051293.docx)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- X Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- X Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes X No ___ Depth (inches): 0.5

Water Table Present? Yes ___ No X Depth (inches): ___

Saturation Present? Yes X No ___ Depth (inches): 10

(includes capillary fringe)

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

CW1 Wetland C - Test Pit (06-01-2022)

CW1 Wetland C - Test Pit Soil (06-01-2022)

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Lloyd Expressway Phase II | City/County: Evansville/Vanderburgh | Sampling Date: 06/01/2022

Applicant/Owner: INDOT | State: IN | Sampling Point: CU-1

Investigator(s): Danika Fleck | Section, Township, Range: Section 30, T6S, R11W

Landform (hillside, terrace, etc.): Roadside | Local relief (concave, convex, none): None

Slope (%): 5 | Lat: 37.967316 | Long: -87.673384 | Datum: NAD83

Soil Map Unit Name: HoB2 - Hosmer silt loam | NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No X	Is the Sampled Area within a Wetland? Yes ____ No X
Hydric Soil Present?	Yes ____	No X	
Wetland Hydrology Present?	Yes ____	No X	

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: ____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
Herb Stratum (Plot size: 300 sqft)			
1. *Festuca rubra*	80	Yes	FACU
2. *Poa pratensis*	20	Yes	FAC
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	100 =Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	=Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	20	x 3 =	60
FACU species	80	x 4 =	320
UPL species	0	x 5 =	0
Column Totals:	100 (A)		380 (B)

Prevalence Index = B/A = 3.80

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

____ 2 - Dominance Test is >50%

____ 3 - Prevalence Index is ≤3.0[1]

____ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No X

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: CU-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6	10YR 4/4	70	10YR 4/1	30	RM	M	Silty Loam	
6-18	10YR 5/3	60	10YR 5/4	30	C	M	Silty Loam	
			10YR 4/1	10	RM	M		

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Iron-Manganese Masses (F12)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ___ No X

Remarks:

This data form is revised from Midwest Regional Supplement Version 2.0 to include the NRCS Field Indicators of Hydric Soils, Version 7.0, 2015 Errata. (http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_051293.docx)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): ___

Water Table Present? Yes ___ No X Depth (inches): ___

Saturation Present? (includes capillary fringe) Yes ___ No X Depth (inches): ___

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

CU1 Wetland C - Test Pit (06-01-2022)

CU1 Wetland C - Test Pit Soil (06-01-2022)

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Lloyd Expressway Phase II City/County: Evansville/Vanderburgh Sampling Date: 06/01/2022

Applicant/Owner: INDOT State: IN Sampling Point: DW-1

Investigator(s): Danika Fleck Section, Township, Range: Section 30, T6S, R11W

Landform (hillside, terrace, etc.): Roadside Local relief (concave, convex, none): Concave

Slope (%): 5 Lat: 37.968702 Long: -87.677487 Datum: NAD83

Soil Map Unit Name: AlB2 - Alford silt loam NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes X No ____ Hydric Soil Present? Yes X No ____ Wetland Hydrology Present? Yes X No ____	Is the Sampled Area within a Wetland? Yes X No ____

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: ____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
Herb Stratum (Plot size: 600 sqft)			
1. *p a ati o ia*	30	Yes	OBL
2. *P a aris arun inacea*	20	Yes	FACW
3. *are u pinoi ea*	10	No	FACW
4. *are upu ina*	5	No	OBL
5.			
6.			
7.			
8.			
9.			
10.			
	65 =Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	=Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	35	x 1 =	35
FACW species	30	x 2 =	60
FAC species	0	x 3 =	0
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	65 (A)		95 (B)

Prevalence Index = B/A = 1.46

Hydrophytic Vegetation Indicators:

- ____ 1 - Rapid Test for Hydrophytic Vegetation
- X 2 - Dominance Test is >50%
- X 3 - Prevalence Index is ≤3.0[1]
- ____ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes X No ____

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: DW-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth	Matrix		Redox Features					
(inches)	Color (moist)	%	Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-3	10YR 4/1	100					Silty Loam	
3-17	10YR 6/2	80	10YR 4/6	20	C	M	Silty Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- X Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Iron-Manganese Masses (F12)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: ___

Depth (inches): ___

Hydric Soil Present? Yes X No ___

Remarks:

This data form is revised from Midwest Regional Supplement Version 2.0 to include the NRCS Field Indicators of Hydric Soils, Version 7.0, 2015 Errata. (http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_051293.docx)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- X Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- X Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- X FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): ___

Water Table Present? Yes ___ No X Depth (inches): 13

Saturation Present? Yes X No ___ Depth (inches): 10

(includes capillary fringe)

Wetland Hydrology Present? Yes X No ___

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

DW1 Wetland D - Test Pit (06-01-2022)

DW1 Wetland D - Test Pit Soil (06-01-2022)

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Lloyd Expressway Phase II | City/County: Evansville/Vanderburgh | Sampling Date: 06/01/2022

Applicant/Owner: INDOT | State: IN | Sampling Point: DU-1

Investigator(s): Danika Fleck | Section, Township, Range: Section 30, T6S, R11W

Landform (hillside, terrace, etc.): Roadside | Local relief (concave, convex, none): None

Slope (%): 5 | Lat: 37.968425 | Long: -87.677429 | Datum: NAD83

Soil Map Unit Name: AlB2 - Alford silt loam | NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes X No ____ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes X No ____

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ____ No X Hydric Soil Present? Yes ____ No X Wetland Hydrology Present? Yes ____ No X	Is the Sampled Area within a Wetland? Yes ____ No X

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: ____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	=Total Cover		
Herb Stratum (Plot size: 600 sqft)			
1. *Festuca rubra*	60	Yes	FACU
2. *Poa pratensis*	30	Yes	FAC
3. *icroste iu i ineu*	10	No	FAC
4.			
5.			
6.			
7.			
8.			
9.			
10.			
	100 =Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	=Total Cover		

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	40	x 3 =	120
FACU species	60	x 4 =	240
UPL species	0	x 5 =	0
Column Totals:	100 (A)		360 (B)

Prevalence Index = B/A = 3.60

Hydrophytic Vegetation Indicators:

____ 1 - Rapid Test for Hydrophytic Vegetation

____ 2 - Dominance Test is >50%

____ 3 - Prevalence Index is ≤3.0[1]

____ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

____ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No X

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: DU-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	Matrix %	Redox Features Color (moist)	Redox Features %	Redox Features Type[1]	Redox Features Loc[2]	Texture	Remarks
0-13	10YR 4/3	90	10YR 3/2	10	RM	M	Silty Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Coast Prairie Redox (A16)
- ___ Iron-Manganese Masses (F12)
- ___ Red Parent Material (F21)
- ___ Very Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ___ No X

Remarks:

Shovel refusal was encountered at 13" due to a gravel layer. This data form is revised from Midwest Regional Supplement Version 2.0 to include the NRCS Field Indicators of Hydric Soils, Version 7.0, 2015 Errata. (http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_051293.docx)

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No X Depth (inches): ___

Water Table Present? Yes ___ No X Depth (inches): ___

Saturation Present? (includes capillary fringe) Yes ___ No X Depth (inches): ___

Wetland Hydrology Present? Yes ___ No X

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

DU1 Wetland D - Test Pit (06-01-2022)

DU1 Wetland D - Test Pit Soil (06-01-2022)

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: January 4, 2023

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: David Duncan
Lochmueller Group, 6200 Vogel Road, Evansville, IN 47715

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The project (Des. No. 2001917 (lead) is located along SR 62 from 490 feet west of Rosenberger Avenue to 1230 feet west of Posey/Vanderburgh County Line in Evansville, Indiana. The SR 62 road improvement project involves three intersection improvements (Boehne Camp Rd and two at Red Bank Rd. The project will also include new lighting.

- Des. No. 2001917 – SR 62 (Lloyd) from Posey/Vanderburgh County Line to Rosenberger Ave – Road Reconstruction
- Des. No. 1900258 – SR 62 (Lloyd) at Boehne Camp Rd – Intersection Improvements
- Des. No. 1900260 – SR 62 (Lloyd) at Red Bank Rd – Intersection Improvements
- Des. No. 1900262 – SR 62 (Lloyd) at Red Bank Rd – Intersection Improvements

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: Indiana County/parish/borough: Vanderburgh City: Evansville

Center coordinates of site (lat/long in degree decimal format):

Lat.: 37.968455 Long.: -87.669829

Universal Transverse Mercator: 16S, 44152E, 4202381N

Name of nearest waterbody: Bayou Creek

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
UNT1 to Bayou Creek	37.949682	37.949682	257 feet	non-wetland	Section 404
UNT2 to Bayou Creek	37.950248	-87.700233	623 feet	non-wetland	Section 404
UNT3 to Bayou Creek	37.957353	-87.693912	569 feet	non-wetland	Section 404
UNT4 to Bayou Creek	37.965773	-87.680169	36 feet	non-wetland	Section 404
UNT5 to Bayou Creek	37.965353	-87.682353	39 feet	non-wetrland	Section 404

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
UNT6 to Bayou Creek	37.968767	-87.664282	188 feet	non-wetland	Section 404
UNT7 to Bayou Creek	37.971815	-87.66362	106 feet	non-wetland	Section 404
UNT8 to Bayou Creek	37.971815	-87.661049	340 feet	non-wetland	Section 404
UNT9 to Bayou Creek	37.971572	-87.657323	376 feet	non-wetland	Section 404
UNT10 to Bayou Creek	37.973278	-87.649077	444 feet	non-wetland	Section 404
UNT11 to Bayou Creek	37.973323	-87.649367	77 feet	non-wetland	Section 404
UNT12 to Bayou Creek	37.972151	-87.653447	233 feet	non-wetland	Section 404
UNT13 to Bayou Creek	37.967500	-87.671698	81 feet	non-wetland	Section 404
UNT14 to Bayou Creek	37.967575	-87.671391	99 feet	Non-wetland	Section 404
UNT1 to Carpentier Creek	37.975453	-87.645649	285 feet	non-wetland	Section 404
Wetland A	37.966858	-87.676393	0.1 acre	wetland	Section 404
Wetland B	37.966865	-87.675596	0.28 acre	wetland	Section 404
Wetland C	37.96729	-87.673481	0.09 acre	wetland	Section 404
Wetland D	37.968702	-87.677487	0.8 acre	wetland	Section 404

1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.

2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there *"may be"* waters of the U.S. and/or that there *"may be"* navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- [x] Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
  Map: Location map, topographic, soils, NWI, floodplain, aerial.
- [x] Data sheets prepared/submitted by or on behalf of the PJD requestor.
  - [ ] Office concurs with data sheets/delineation report.
  - [ ] Office does not concur with data sheets/delineation report. Rationale: _____.
- [ ] Data sheets prepared by the Corps: _____.
- [ ] Corps navigable waters' study: _____.
- [ ] U.S. Geological Survey Hydrologic Atlas: _____.
  - [x] USGS NHD data.
  - [x] USGS 8 and 12 digit HUC maps.
- [x] U.S. Geological Survey map(s). Cite scale & quad name: West Franklin 1:24,000.
- [x] Natural Resources Conservation Service Soil Survey. Citation: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm.
- [x] National wetlands inventory map(s). Cite name: https://www.fws.gov/wetlands/Data/Mapper.html.
- [ ] State/local wetland inventory map(s): _____.
- [x] FEMA/FIRM maps: FIRM Map Number 18163C0157D and 8163C0175D.
- [ ] 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- [x] Photographs: [x] Aerial (Name & Date): Indiana Map 2019.
  or [x] Other (Name & Date): Ground photos August 25, 26, and 27, Sept. 2, 3, 24, and 28, 2021.
- [ ] Previous determination(s). File no. and date of response letter: _____.
- [ ] Other information (please specify): _____.

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

_____	David Duncan Digitally signed by David Duncan Date: 2023.01.04 12:11:04 -06'00'
Signature and date of Regulatory staff member completing PJD	Signature and date of person requesting PJD (REQUIRED, unless obtaining the signature is impracticable)[1]

[1] Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

Categorical Exclusion

Appendix G

Public Involvement

TheLloyd4U

Public Involvement Plan – DRAFT

Sept. 2022

Prepared for:
Indiana Dept. of Transportation

Prepared by:
TheLloyd4U Project Team

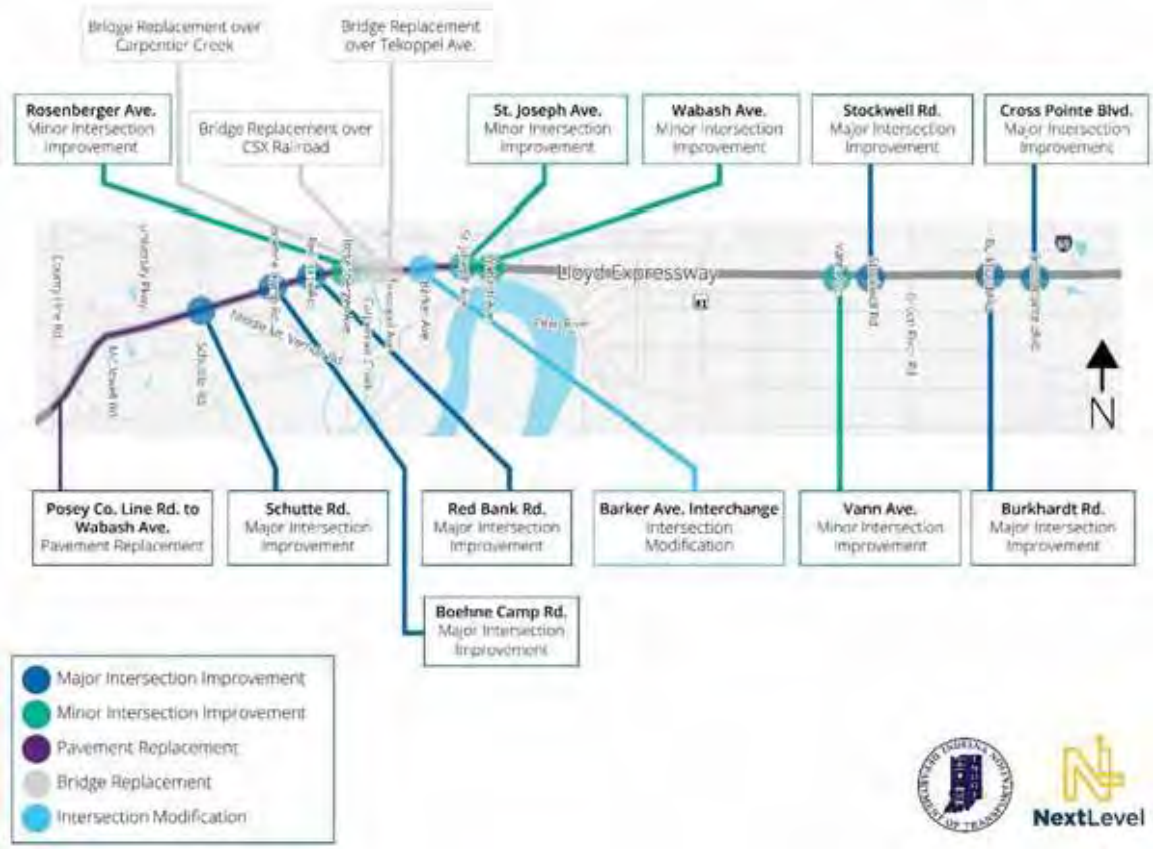
Table of Contents

1. Project Overview

1.1 Introduction

The Indiana Dept. of Transportation (INDOT) plans to invest more than $100 million in improvements to make the Lloyd Expressway in Vanderburgh County more efficient and safer for motorists to navigate. The Lloyd Expressway is a key connector for the City of Evansville and the region.

This project, named TheLloyd4U, includes more than a dozen improvements extending from Posey County Line Road to Cross Pointe Boulevard. These infrastructure investments include intersection improvements, bridge replacements, pavement replacement and more.



Improvement projects are divided into two phases. Phase One extends from Rosenberger Avenue to Cross Pointe Boulevard. Traffic analysis and design concepts began in 2020 on Phase One. Phase One project letting is expected in spring 2024 with construction expected to begin later in spring 2024. Phase Two extends from Posey County Line Road to Rosenberger Avenue. Traffic analysis and

preliminary design work for Phase Two began in spring 2021. Phase Two project letting is expected in fall 2024 with construction expected to begin in spring 2025.

1.2 Project Goals

The goal of TheLloyd4U project is to improve safety and mobility along the Lloyd Expressway corridor while maintaining accessibility to adjacent business and residences.

1.3 Public Involvement Goals

Clear, consistent and strategic communications will build project understanding, engagement and support. A coordinated approach will set realistic expectations, build understanding of the work to come and communicate the impacts on drivers, businesses and other stakeholders. Through public involvement efforts, INDOT and the Project Team will build relationships with key stakeholders throughout the life of the project. A thoughtful and cohesive approach will support successful delivery of the project.

INDOT and the TheLloyd4U team understand the importance of public involvement throughout this multi-year project. This Public Involvement Plan has been created to serve as a blueprint for action, including goals and objectives, key audiences, strategies, tactics and protocols. The plan will be updated at regular intervals.

The Project Team is committed to its goals of building public trust and support while maintaining a consistent line of communication for timely and relevant information.

Clear communications will be developed to build project understanding, engage the public in providing feedback, and creating positive consensus for TheLloyd4U improvements. The Project Team will coordinate public involvement efforts with INDOT to build relationships with key stakeholders and those directly impacted by the project.

Strategic communications will support every aspect of the project, from initial planning through the start of construction. The communications team will identify goals and objectives and develop strategies and tactics to fulfill them. PI leaders will meet regularly with the Project Team to make sure stakeholders and the community are informed every step of the way.

Multiple avenues for public and stakeholder coordination will be utilized to reach a large and diverse group of area residents, businesses, motorists and other stakeholders.

Public involvement goals include:

- Sharing timely and reliable information.
- Building trust and credibility between the project and the public.
- Building public understanding and support.
- Responding to concerns and issues in a timely manner.
- Gathering information to inform decision-making throughout the project.

1.4 Timeline

Each phase of TheLloyd4U project has set a timeline for project deliverables and public outreach.

Phase One: Rosenberger Avenue to Cross Point Boulevard

- Summer 2020 to Winter 2021: Traffic analysis and design concepts
- Spring 2021: Public meetings to introduce TheLloyd4U and design concepts
- Spring 2021 to Summer 2021: Preliminary design work
- Fall 2021 to Spring 2022: Complete preliminary design and environmental impacts
- Early 2022: Public meetings to present preliminary designs
- Summer 2022: Public hearing and formal comment period
- Fall 2022 to Winter 2023: Finalize design and right-of-way process
- Spring 2024: Project letting
- Spring 2024: Construction expected to begin

Phase Two: Posey County Line Road to Rosenberger Avenue

- Spring 2021: Public meetings to introduce TheLloyd4U and design concepts
- Spring 2021 to Summer 2022: Preliminary design work
- Fall 2022: Public meetings to present preliminary designs
- Fall 2022 to Spring 2023: Complete preliminary design and environmental impacts
- Summer 2023: Public hearing and formal comment period
- Summer 2023 to Summer 2024: Finalize design and right-of-way process
- Fall 2024: Project letting
- Spring 2025: Construction expected to begin

2. Branding

2.1 Logo

Branding this important project will help set a consistent tone for all communications as the team explains how INDOT is **Making the Lloyd Work for You**. Branded materials will help to establish project identity and continuity for the duration of the project.

The logo features the Evansville skyline and a roadway representative of the Lloyd.

THE LLOYD4U
Making the Lloyd Work for You

2.2 Brand Standards

Branding establishes project identity and must be adhered to for consistency. A unified set of branding guidelines is used to ensure all TheLloyd4U project materials have a consistent and professional look. This includes a logo, color palette and typography guide outlining uses for public facing materials.

The Project Team is responsible for using and enforcing consistent use of brand standards on print and electronic materials distributed by the project.

TheLloyd4U brand standards can be found in appendix 9.1.

3. Messaging

Messaging matters in project communications. Clear and consistent messaging is key to building project awareness and understanding. Project messaging will focus on project news and information – building a clear understanding of what TheLloyd4U is and why the investment is being made. Messaging will also focus on the improvements being planned, why the improvements are being made and the benefits motorists are expected to experience.

3.1 Key Messages

Key messaging is used to succinctly and consistently summarize TheLloyd4U project. Key messages provide the base for most communications materials and are updated, as needed, by the Project Team.

Initial key messages can be found in appendix 9.2.

3.2 Frequently Asked Questions

Frequently asked questions (FAQs) are a useful communications tool to proactively answer questions that are expected to be asked by stakeholders, members of the public and others. FAQs provide additional detail beyond key messages. They're provided in a question-and-answer format on the project website and elements are used in a variety of communications materials.

FAQs are also used by the Project Team as the basis for consistent responses to inquiries from stakeholders, the public and others. FAQs are updated, as needed, throughout the project.

FAQs can be found in appendix 9.3.

4. Outreach Tools

Targeted and intentional outreach is planned to utilize traditional and modern tools. The goals of this project will be clearly presented with supporting collateral in a variety of physical and digital settings. Key messages will be developed and refined for each audience and presentation setting. The Project Team will seek out opportunities to create foundational items for thoughtful outreach.

Materials planned for the project include, but are not limited to:

- Project website
- Social media channels
- E-mail and text alert updates
- Fact sheets and handouts
- Maps and display boards
- Questionnaires and comment cards
- Presentations
- Photos and video
- Virtual outreach

4.1 Project website

A stand-alone website at TheLloyd4U.com serves as a repository for project information. It includes a project overview, maps, photos and videos, contact information and more. Visitors can easily find information about the project, learn more about planned improvements and share input on the project. The website updates the public on progress, upcoming public involvement opportunities and houses photos and informational videos.

The website provides contact information for INDOT4U and offers the ability to sign up for project updates via text and email delivered through GovDelivery.

The site is optimized for viewing on mobile phones and allows stakeholders to access information about the project from anywhere at any time.

The Communications Team updates the website as needed. Content is provided by the Communications Team and implemented once approved by the Project Team and INDOT.

Monthly reports are provided to the Project Team and include number of website users, sessions and pageviews. Reports also include top pageviews and top site visits by city.

4.2 Social media channels

Social media platforms are important communications tools relied on to widely share project news and updates with members of the public. Content is clear and concise and easy for community and business leaders to share with their followers. Social media is used to highlight project information, promote public meetings and to encourage people to sign up for project updates. Social media channels are also used to set expectations and share key messaging.

Facebook and Twitter profiles are used with TheLloyd4U name to publish regular posts and updates on the project. Social media content includes messaging, graphics and videos to share information.

The Communications Team drafts, designs and implements social media content monthly. INDOT reviews and approves content before distribution. The Communications Team monitors and responds to questions and feedback on social posts on a daily basis. Responses are provided within 48 hours during normal business hours.

The social media plan for project launch can be found in appendix 9.4.

Monthly reports are provided to the Project Team and include the number of social media followers, the number of messages sent, impressions, engagements and top posts.

4.3 E-mail and text alert updates

The Communications Team uses INDOT4U GovDelivery channels to send projects news and updates to email and text message subscribers. E-blasts are a cost-effective way to directly communicate with stakeholders. Messages are cross-posted to social media and the project website.

The Project Team uses INDOT'S text message and email system, Granicus GovDelivery, to keep interested parties informed.

E-blasts require subscribers to opt in for updates. Interested parties can also subscribe for updates by text by texting INDOT Lloyd to 468311 (GOV311).

GovDelivery automatically processes email bounce-backs and disconnected mobile numbers to keep the list updated and subscriber numbers accurate.

GovDelivery subscriptions are promoted on the INDOT and IN.gov websites, as well as by other government agencies that pay for the GovDelivery service.

All project updates are written by the Communications Team and reviewed and approved by INDOT and the Project Team before distribution.

4.4 Fact sheets and handouts

Print materials will be produced as needed to support public and stakeholder outreach. The Communications Team will design and develop these materials with review and approval by INDOT and the Project Team before distribution.

4.5 Maps and display boards

Additional large format materials including maps and display boards are needed to support public meetings, stakeholder meetings and other involvement events. Support graphics will be created by the Communications Team and reviewed and approved by INDOT and the Project Team before use.

4.6 Questionnaires and comment cards

To facilitate and encourage public feedback, questionnaires and comment cards will be provided at public meetings and public hearings to collect responses. Both print and online input opportunities will be created and promoted by the Communications Team. Online questionnaires will also be used to easily solicit feedback, as needed.

4.7 Presentations

The Project Team and Communications Team will create presentations in PowerPoint or similar tools for public meetings, team meetings, stakeholder meetings and any other outreach events. Presentations will be reviewed and approved by INDOT and the full Project Team in advance of use.

4.8 Photo and video

Photos and videos inform, engage and build project understanding. They provide valuable and attention-getting content for the project website and social media sites. Regular video updates will highlight progress and introduce the public to Project Team members. In short, they will help tell the story of the project. Short

videos will be produced on a regular basis to be included on the project website and social media channels.

A series of informational videos will be developed to help explain alternative intersections and improvements planned for the Lloyd Expressway.

Video summaries will also be used to support virtual meeting options to supplement public meetings and hearings.

The Communications Team will shoot and edit photo and video as needed for use on the project website, social media channels, in project materials and in public meetings. Photos and videos will be provided for review and approval by INDOT and the full Project Team in advance of use.

4.9 Virtual outreach

Project updates will be provided electronically using video or virtual meeting tools such as Microsoft Teams and Zoom. The virtual outreach opportunities make it easier for a larger number of stakeholders to easily engage with the Project Team. Virtual outreach opportunities will be planned in coordination with project milestones and public touchpoints.

5. Media Relations

Earned media, or coverage through the news media, is highly effective in reaching a wider audience to share project information at no cost to the Project Team. News coverage also provides third-party validation of information that is shared with the public.

All media inquiries are directed to Jason Tiller, INDOT's Vincennes media relations director (MRD). C2 Strategic supports media responses and key messaging. C2 is also available for on-camera interviews, when approved in advance, by INDOT and the Project Team. All media responses not coming directly from key messaging or FAQ responses are shared in advance with INDOT and the Project Team for review and approval.

The Communications Team monitors news coverage, shares updates with the Project Team and provides a summary of any coverage in a monthly report.

6. Public Involvement Coordination

Collecting feedback and educating the public and stakeholders is essential to the success of any transportation project. The Project Team, supported by the Communications Team, plans to host public meetings and stakeholder meetings at and near project milestones throughout the course of the project.

The Communications Team will be responsible for identifying accessible meeting locations near the project area, even planning, coordination and supporting materials. All will be reviewed and approved in advance by INDOT and the full Project Team.

6.1 Public meetings

Two public meetings and one public hearing with formal comment period will be held for each phase of TheLloyd4U project. Public meetings and the public hearing have been designated at key milestones in project completion to present new information and gather public input.

Public meetings will be held as public health guidelines allow following best practices of Indiana's Open Door Law and INDOT Public Involvement Procedures. In-person meetings will be held at accessible locations near the project area with access to public transit and free parking.

During each meeting, the public will have an opportunity to view project information and provide feedback. Deliverables from the Communications Team include planning and logistics, agendas and run-of-show, signage, display boards, presentations, handouts and fact sheets, comment cards and/or questionnaires, talking points, meeting attendance and sign-in coordination. The Communications Team will work with INDOT to promote attendance at public meetings through INDOT and TheLloyd4U project websites and social channels as well as media outreach.

Two public hearings are planned (one for the east side and one for the west side) to provide a final touchpoint to the public prior to the final environmental documents. The public hearings will include appropriate public notice, a public comment period and transcription services.

All meetings and hearings will be supported with virtual meeting options.

7. Stakeholder Outreach

Proactively engaging stakeholders and providing regular project updates will create a better understanding of the project and build trust among stakeholders. Stakeholder databases will be developed and maintained for elected officials, impacted businesses and community groups.

A series of stakeholder meetings will be held at key stages in the design process. The project team proposes three rounds of stakeholder meetings – project kickoff, stage two and final tracings. This stakeholder approach identifies critical information exchange at these three stages which are branded as Today, Tomorrow and the Future.

7.1 Stakeholder meetings

Stakeholders from four key groups or areas will be engaged in the series of three meetings. They include Cross Pointe/Burkhardt area businesses, Vann/Stockwell area business, Wabash/St. Joe area businesses, and Rosenberger to Posey County Line area businesses. This accounts for three rounds of four meetings totaling twelve (12) stakeholder meetings. Meetings will be held in the Training Room at Lochmueller Group which has sufficient capacity for larger group meetings. A virtual option is available for each meeting.

Today Meeting: Current pain points relative to Lloyd performance, secondary thoroughfares, access to businesses/neighborhoods, etc. Share and explain concepts from Corridor Study.

Tomorrow Meeting: Share proposed refined design considerations based on first round of meetings. Gather input on anticipated impacts from construction activities to inform MOT and Traffic Management Plan development.

Future Meeting: Share final design concepts using 3D video graphic tools where applicable. Share preliminary TMP and MOT Plans. Gather feedback on both. Verify contact information for Pre-Construction meetings with selected contractor, INDOT Construction, and Inspection Team. Direct to project website and social media channels for future traffic alerts.

Ongoing stakeholder communications will occur throughout the design process. Once an open line of communications is established with these key stakeholder groups, there will be continuing two-way communication to help refine design efforts, inform TMP/MOT plans and build support from these key stakeholders.

Local officials briefings will be held at the onset of the project and at other key project milestones.

Presentation requests will be facilitated by the communications team and accommodated by appropriate Project Team members. Up to ten additional presentations will be facilitated with various community groups, civic organizations, educational groups, etc. (i.e. Evansville Regional Economic Partnership (EREP), Evansville Rotary, West Side Nut Club, West Side Improvement Association, United Neighborhoods Of Evansville (UNOE), USI and others).

7.2 Key stakeholders

The Lloyd4U will impact a number of stakeholders who live, work, or do business near the Lloyd Expressway corridor. Engagement throughout planning, design and construction for the project will ensure that key stakeholders understand improvements, are aware of impacts to traffic, and become champions for the project. The Project Team will be proactive in sharing information to build trust, understanding and support. Outreach to stakeholders will be planned around key project milestones and span the duration of the project.

Stakeholder groups include, but are not limited to, the following:

- Area businesses
- City services
- Elected officials
- Motorists and the public
- Services providers, such as emergency response and transit
- Local groups, entities, and community agencies
- Reporters and members of the media

Stakeholder lists can be found in appendix 9.5.

7.3 Environmental Justice (EJ) Outreach

Federal law, including Title VI of the Civil Rights Act of 1964, the Federal Highway Act of 1973, and the Age Discrimination Act of 1975, prohibits discrimination on the basis of race, color, national origin, gender, and age. Furthermore, Executive Order 12898, titled “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” obligates Federal actions (those receiving federal funding) to avoid or minimize and mitigate adverse impacts to low-income and minority populations and to assure that disproportionately high and adverse impacts

on these populations are identified and addressed.

In accordance with these regulations, INDOT policy requires that EJ populations be identified and provided an opportunity for meaningful participation in the process. Based on the INDOT-approved EJ Memorandums, there are EJ populations present at the SR 66/Lloyd Expressway and Vann Avenue/Stockwell Road project (Des. 1900268 and 2000217), as well as the SR 66/Burkhardt Road and Cross Pointe Boulevard project (Des. 1900292 and 1900317).

The following community contacts and organizations serving these populations have been added to the project mailing list and will be informed of relevant public involvement activities and project milestones:

- City of Evansville Elected Officials
- Evansville City Environmental (EPA)
- Vanderburgh County Health Department
- Metropolitan Evansville Transit System (METS)
- Evansville Vanderburgh School Corporation (EVSC)
- Catholic Diocese of Evansville Schools
- University of Evansville
- University of Southern Indiana
- Evansville Housing Authority
- Hope of Evansville
- Community Action Program of Evansville
- HOLA Evansville
- For Evansville
- YWCA Evansville
- Evansville Black Chamber of Commerce
- Churches and area religious organizations

7.4 Stakeholder Inquiries

Public comments and inquiries are directed to and managed through INDOT4U through established channels that document and track inquiries.

Website: INDOT4U.com

Email: INDOT@indot.in.gov

Phone: 855-INDOT4U (855-463-6848)

All inquiries are logged by INDOT's Transportation Services Call Center in Indianapolis and will receive an initial response from the INDOT4U team. More detailed questions will be directed to the Lochmueller Group to develop a response. A copy of the approved response is provided to the INDOT4U team.

7.5 Presentations

Civic organizations, neighborhood associations, elected officials and other groups may request a project update. The request will be evaluated by the Project Team with a response provided within 3 business days.

A branded TheLloyd4U PowerPoint template has been developed by the Communications Team. The team will update information and slides in advance of meetings and presentations. Updated presentations will be provided for review and approval by INDOT and the Project Team prior to use.

8. Communications Protocol

8.1 Internal Communications

A Communications Team made up of project consultants from the Project Team has been designated to coordinate all public involvement efforts. This team is made up of Lochmueller Group, Parsons, C2 Strategic Communications (C2) and others. Each outlet plays a role in supporting all aspects of involvement reporting to INDOT.

C2 Strategic oversees public involvement including strategic messaging, branding and collateral materials, media relations, social media, e-communications, website development and content, public meetings, public hearings, photo and video.

Lochmueller Group leads stakeholder involvement including stakeholder meetings and outreach.

The Communications Team meets on a regular basis to collaborate for a cohesive approach to public involvement and strategic communications. Biweekly progress meetings with INDOT include a communications component to share progress, approaches, needs and next steps with the team.

8.2 Project Team

Key members of the Project Team include:

Name	Company	Title/Function	Phone	Email
Brian Malone	INDOT	Project manager	812-681-1206	bmalone@indot.in.gov
Matt Bullock	INDOT	Deputy project manager	812-830-9683	Mbullock1@indot.in.gov
Troy Arnold	INDOT	Senior project manager	812-895-7348	Tarnold1@indot.in.gov
Jason Tiller	INDOT	Vincennes District Communications Director	812-896-7310	jtiller@indot.in.gov
Jeff Whitaker	Lochmueller Group	Project Manager	812-204-9049	jwhitaker@lochgroup.com
David Goffinet	Lochmueller Group	Stakeholder Outreach	812-893-0642	dgoffinet@lochgroup.com
Mindy Peterson	C2 Strategic	Public Outreach	502-595-8704	mindy@c2strategic.com
Berry Craig	C2 Strategic	Public Outreach	270-705-1640	Berry@c2strategic.com

9. Appendices

9.1 Brand standards

THE LLOYD4U

BRAND GUIDELINES

LOGO B: COLOR

LOGO B: BLACK

LOGO B: WHITE

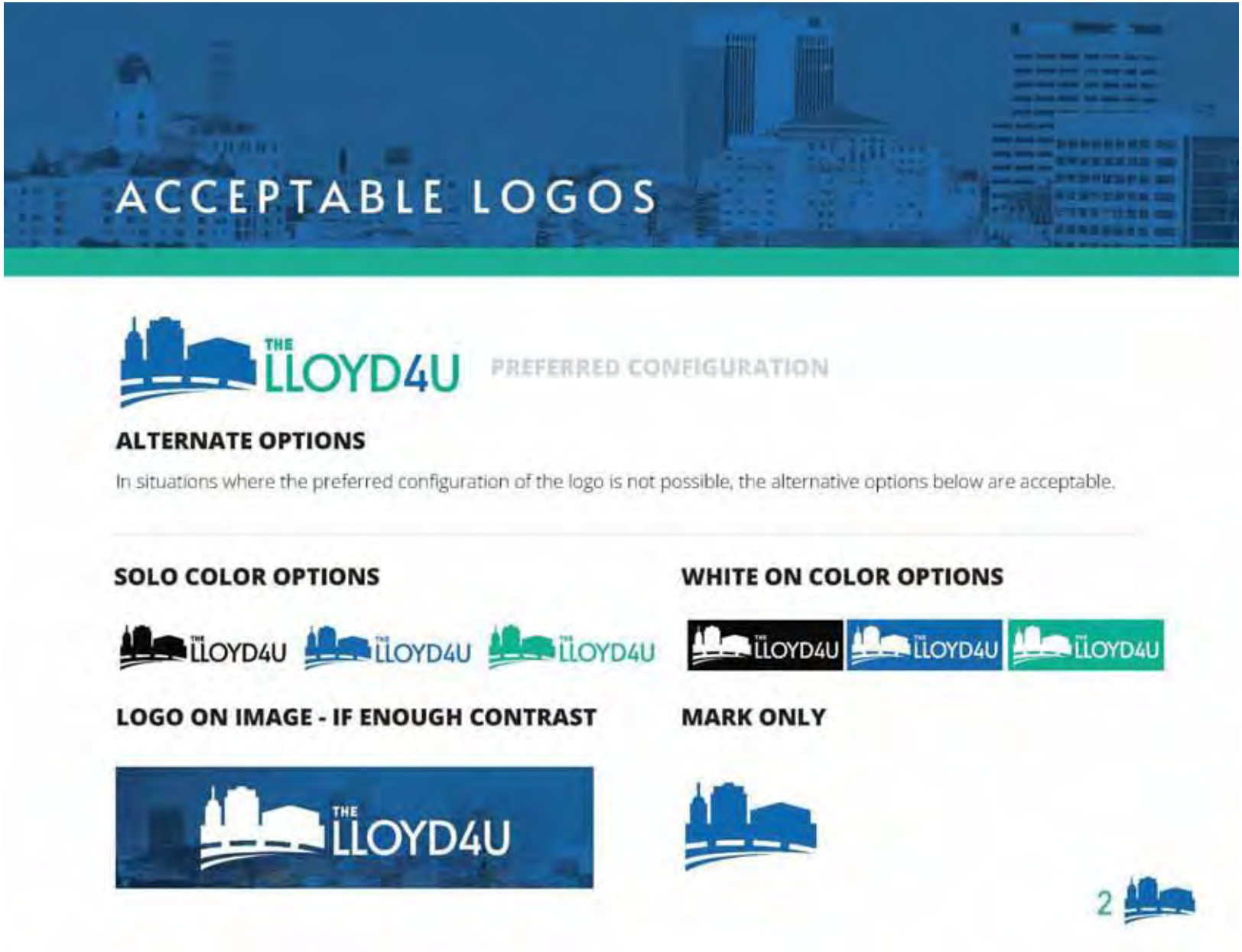
LOGO CLEARANCE

The logo should always have one "4" width space all the way around the logo.

MINIMUM SIZE

To ensure legibility do not use any version of the logo smaller than below.

1.25"


ACCEPTABLE LOGOS
PREFERRED CONFIGURATION
ALTERNATE OPTIONS
In situations where the preferred configuration of the logo is not possible, the alternative options below are acceptable.
SOLO COLOR OPTIONS
WHITE ON COLOR OPTIONS
LOGO ON IMAGE - IF ENOUGH CONTRAST
MARK ONLY
2

BRAND CONSISTENCY

It's important for the logo and brand to stay consistent. Do not alter the logo in any way including the following:

Do not change the colors of the logo.

Do not alter the arrangement of logo components.

Do not lower the transparency of the logo at all.

Do not squish or stretch the logo in any way.

Do not apply a drop shadow or any effects to the logo.

Do not change the font of the logo.

Do not apply a stroke of any color or size to the logo.

Do not rotate the logo.

3

HEX: #0067ad

C 92 M 61 Y 3 K 0

R 0 G 103 B 173

HEX: #00b092

C 85 M 0 Y 57 K 0

R 0 G 176 B 146

COMPLIMENTARY COLORS

HEX: #d1d3d4 HEX: #37c6f4 HEX: #5a2975

ALATA: HEADERS AND LOGO

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z
123456789#

OPEN SANS EXTRABOLD: SUBHEAD

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z
123456789#

OPEN SANS LIGHT: BODY COPY

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z
123456789#

WORD/PC SAFE FONT: CALIBRI

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z
a b c d e f g h i j k l m n o p q r s t u v w x y z
123456789#

FONT USAGE

For public facing materials, please use Alata and Open Sans. In instances where that font cannot be used, please use Calibri Bold and Calibri Regular/Light.

In Word documents, headlines should be 18 pt, subheads should be 14 pt, and body copy should be 12 pt.

5

9.2 Key messages

Project Overview

- TheLloyd4U includes more than a dozen improvement projects along the Lloyd Expressway, from Posey County Line Road to Cross Pointe Boulevard.
- INDOT plans to invest more than $100 million to make the Lloyd Expressway more efficient and safer for motorists to navigate. The work will include intersection improvements, bridge replacements, pavement replacement and more.
- The Project Team is gathering information and developing solutions designed to reduce conflict points, enhance traffic flow and improve safety. Activities include traffic analysis, maintenance of traffic plans, road design and survey work. Public input, including input from corridor businesses, is an important part of the process.
- All designs are preliminary. Construction isn't expected to begin until spring 2024.

Alternative Intersections

- Alternative intersections will be used to improve safety and mobility while maintaining accessibility to businesses and homes along the Lloyd Expressway
- The idea is simple: **organize traffic to improve flow and safety.** This is done by removing left turns from the intersection.

Displaced Left Turn

Vehicles turning left move to a dedicated lane on the other side of the road, with a signal, before they enter the intersection. There's no need for a left turn signal at the intersection. Left-turn traffic moves with traffic on the Lloyd Expressway. This is also known as a continuous flow intersection.

Boulevard Left Turn

Vehicles wanting to go left off the Lloyd go through the intersection, make a U-turn and then turn right. This removes left turns at the intersection. All boulevard left turns planned for TheLloyd4U include a traffic signal at a dedicated U-turn in the median to safely make the turn. This is also known as a median U-Turn.

Hybrid Solution

This includes elements from both a displaced left turn and a boulevard left turn. An intersection's proximity to ramps, roadways and other factors means a combination of elements from the two work best together to improve safety, performance and wait times.

9.3 FAQs

Project FAQs – Updated
May 2021

What is TheLloyd4U?
TheLloyd4U includes more than a dozen improvement projects along the Lloyd Expressway. The projects extend from one end of Vanderburgh County to the other, from Posey County Line Road to Cross Pointe Boulevard.

What type of improvements are expected?
TheLloyd4U will include intersection improvements, bridge replacements, pavement replacement and more.

How much are the improvements expected to cost?
INDOT plans to invest more than $100 million in improvements to make the Lloyd Expressway more efficient and safer for motorists to navigate. Funding for the projects has been approved.

What is happening now?
The Project Team is gathering information and developing solutions designed to reduce conflict points, enhance traffic flow and improve safety. Activities include assessment of environmental impacts, traffic analysis, survey work, road design and bridge design.

Are all of the corridor improvements being planned at once?
TheLloyd4U improvements are divided into two phases. Phase One includes Rosenberger Avenue to Cross Pointe Boulevard and Phase Two includes Posey County Line Road to Rosenberger Avenue. Anticipated timelines for the two phases can be found on the project website.

What improvements are planned for each intersection?
A corridor-wide map (LINK) shows what type of improvement is planned at each intersection – minor improvement, major improvement, pavement replacement, bridge replacement or intersection modification. Preliminary design concepts were shared in spring 2021.

What type of improvements are planned?
Planned improvement projects are focused on making the Lloyd work better for drivers. Alternative intersections will be used to improve safety and mobility while maintaining accessibility to businesses and homes along the Lloyd Expressway.

What are alternative intersections?
Alternative intersections remove left turns from the main intersection. This is done by organizing traffic and providing another way to make the same movement. The result is fewer conflict points, improved safety, improved efficiency, improved traffic flow and maintained accessibility. Alternative intersections planned for TheLloyd4U include displaced left turns, boulevard left turns and a hybrid solution.

What is a displaced left turn and how does it work?
Vehicles turning left move to a dedicated lane on the other side of the road, with a signal, before they enter the intersection. There's no need for a left turn signal at the main intersection. Left-turn traffic moves with traffic on the Lloyd Expressway. This is also known as a continuous flow intersection. Click here (LINK) to watch a video excerpt from the Federal Highway Administration to get a better idea of how this type of intersections works.

What is a boulevard left turn and how does it work?
Vehicles wanting to go left off the Lloyd Expressway go through the intersection, make a U-Turn and then turn right. This removes left turns at the main intersection. All boulevard left turns planned for TheLloyd4U include a traffic signal at a dedicated U-turn in the median to safely make the turn. This is also known as a median U-Turn. Click here (LINK) to watch a video excerpt from the Federal Highway Administration to get a better idea of how this type of intersections works.

What is a hybrid solution and how does it work?
A hybrid solution includes elements from both a displaced left turn and boulevard left turn. An intersection's proximity to ramps, roadways and other factors means a combination of elements from the two work best together to improve safety, performance and wait times.

How soon could construction begin?
The project is currently in the design phase. The Project Team is identifying environmental impacts, gathering public feedback and completing preliminary design work. The Team will finalize design and right-of-way processes before the projects are let. Phase One construction is expected to begin in spring 2024. Phase

Two construction is expected to begin in spring 2025. Construction of each phase is expected to take about two years to complete.

How many homes and businesses will be impacted for these improvements?
It's still early in the process, but the Project Team doesn't anticipate acquiring any homes or businesses for TheLloyd4U improvements. Right-of-way information and process will be developed after preliminary design is complete.

Is the impact construction will have on businesses, drivers and others in the corridor considered?
The Project Team will develop maintenance of traffic plans to help keep traffic flowing during construction. The team will work closely with business owners, local government officials, school officials and emergency personnel to share information, listen to their questions and address their concerns.

Are any permanent closures anticipated with the improvements being made on the Lloyd Expressway?
A handful of permanent closures are being considered to address safety concerns in the area. These locations are Pennsylvania Street at Wabash Avenue, N. 10th Street at Lloyd, N. 12th Street at Lloyd, N. Lemcke Avenue at Lloyd and S. Ingle Avenue at Lloyd. The Project Team is gathering crash data and traffic count information to help better understand the issues. The public can share any comments, questions or issues at these locations through regular comment channels for the project.

Will the public have a chance to share its feedback?
Yes. The public and stakeholders will be informed throughout the process with a chance to share their questions and feedback. Touchpoints include a project website, social media channels, project e-mails and text alerts, stakeholder meetings, public meetings and public hearings that will be followed by a formal comment period.

How can I stay up to date on the project?
Sign up for project updates by email at TheLloyd4U.com. Sign up for text alerts by texting "INDOT Lloyd" to 468311.

9.4 Social media launch plan

Facebook:

(Header image)

(Profile photo)

About

TheLloyd4U includes more than a dozen improvement projects along the Lloyd Expressway, including intersection improvements, bridge replacements, pavement replacement and more.

Story

The Indiana Department of Transportation (INDOT) plans to invest more than $100 million in improvements to make the Lloyd Expressway more efficient and safer for motorists to navigate. In short, this project is about ***Making the Lloyd Work for You.***

The Project Team is gathering information and developing solutions designed to reduce conflict points, enhance traffic flow and improve safety. Activities include traffic analysis, maintenance of traffic plans, road design and survey work. TheLloyd4U will include intersection improvements, bridge replacements, pavement replacement and more.

The public and stakeholders will be inform ed throughout the process with a chance to share their questions and feedback. Touchpoints include a project website, social media channels, project e-mails and text alerts, stakeholder meetings, public meetings and public hearings that will be followed by a public comment period.

Visit www.TheLloyd4u.com for more information. The first public meetings are expected in spring 2021.

Terms of Use

TheLloyd4U Facebook page is intended to provide general information about the project. To foster positive discussion and sharing of information, we allow public posts and comments on our page. However, we may occasionally remove content that does not comply with our community guidelines. We do not allow:

- Commercial advertisements or solicitations
- Spam
- Directives to non-TheLloyd4U sites or contacts, including links, images, email addresses, or phone numbers
- Threats of violence
- Inappropriate language, graphics, pictures, etc.
- Content that may violate copyright/trademark law
- Content that may suggest or encourage illegal activity

Keep in mind this page is public, so anyone can see your posts here – even if the privacy settings for your Facebook page are different.

Twitter:

(Header image)

(Profile photo)

About

TheLloyd4U includes more than a dozen improvement projects. INDOT's investing $100+ million to make the Lloyd Expressway more efficient and safer to navigate. (159/160 character limit)

9.5 Stakeholder Groups

East Side – Stakeholder Advisory Group (SAG)

Organization	Name	Position
EVSC	Dr. David Smith	Superintendent
	Ryan Williams	Deputy Director of Transportation
Parochial Schools	Dr. Daryl C. Hagan	Superintendent - Evansville Catholic Schools
CSX	Adam Hess	Industrial Development Manager
	Dave Wedding	Sheriff
EMS (Fire, Police, Sheriff, State Police, Ambulance)	Billy Bolin	Chief - Police Department
	Phillip Smith	Chief Deputy - Police Department
	Mike Connelly	Chief - Fire Department
	Paul Anslinger	Assistant Chief - Fire Department
	Cliff Weaver	Director -Emergency Management Agency
City Engineer	Brent Schmitt	City Engineer
Evansville MPO	Seyed Shokouhzadeh	Director - EMPO
	Pam Drach	EMPO
METS	Rick Wilson	Superintendent of Operations
Local Businesses along Corridor - East Side	Tom Dersch	Cross Pointe Owners Association / Dersch Energies
	Joseph "Chip" Kenworthy	McDonalds
	Jeff Wedding - Director of Operations	Evansville State Hospital
	Amish Patel - Vice President	Duell's Evansville Hyundai
INDOT	Patrick Craig	INDOT Area Engineer
	Mark Fligor	INDOT Area Engineer
	Terry Bough	INDOT Highway Engineer (Traffic)
	David Reamer	INDOT Traffic
	Brian Malone	INDOT Consultant Services Manager
	Troy Arnold	INDOT Project Manager
	Matt Bullock	INDOT Deputy Project Manager

Consultant Team	Jeff Whitaker	Project Manager - Lochmueller Group
	David Goffinet	Stakeholder Engagement- Lochmueller Group
	Cody Beucler	Highway Engineer - Parson Transportation Group
	Mat Van Der Meer	Traffic Engineer - Parson Transportation Group

West Side – Stakeholder Advisory Group (SAG)

Organization	**Name**	**Position**
EVSC	Dr. David Smith	Superintendent
	Ryan Williams	Deputy Director of Transportation
Parochial Schools	Dr. Daryl C. Hagan	Superintendent - Evansville Catholic Schoools
CSX	Adam Hess	Industrial Development Manager
EMS (Fire, Police, Sheriff, State Police, Ambulance)	Billy Bolin	Chief - Police Department
	Phillip Smith	Chief Deputy - Police Department
	Dave Wedding	Sheriff
		Chief Deputy - Sheriff's Office
	Mike Connelly	Chief - Fire Department
	Paul Anslinger	Assistant Chief - Fire Department
	Cathleen Tamez	Executive Secretary - Fire Department
	Cliff Weaver	Director -Emergency Management Agency
County Highway	Scot Wichser	County Highway Superintendent
County Engineer	John Stoll	County Engineer
City Engineer	Brent Schmitt	City Engineer
Evansville MPO	Seyed Shokouhzadeh	Director - EMPO
	Pam Drach	EMPO
METS	Rick Wilson	Superintendent of Operations
Local Businesses along Corridor - West Side	Andy Cook	Koch Air
	Scott Fisher	RB/Mead Johnson

	Kent Johnson	Pearl Drive Strip Center Owner
	Corey Chapman	Deaconess Clinic West
INDOT	Patrick Craig	INDOT Area Engineer
	Mark Fligor	INDOT Area Engineer
	Terry Bough	INDOT Highway Engineer (Traffic)
	David Reamer	INDOT Traffic
	Brian Malone	INDOT Consultant Services Manager
	Troy Arnold	INDOT Project Manager
	Matt Bullock	INDOT Deputy Project Manager
Consultant Team	Jeff Whitaker	Project Manager - Lochmueller Group
	David Goffinet	Stakeholder Engagement- Lochmueller Group
	Kate Swinford	Traffic Engineer - Lochmueller Group
	Brandon Durchholz	Highway Engineer - VS Engineering
	Nick Jahn	Highway Engineer - VS Engineering

Business Contacts – Burkhardt

Business	**Preliminary POC**	**Address**
The Home Depot	Patrick Linville	333 N Burkhardt Rd, Evansville IN 47715
Party City	Mike Coones	311 N Burkhardt Rd, Evansville IN 47715
Staples	Debra Reynolds	235 N Burkhardt Rd, Evansville IN 47715
PetSmart	Chris Swancutt	215 N Burkhardt Rd, Evansville IN 47715
Banfield Pet Hospital	Lesa Scheler	215 N Burkhardt Rd, Evansville IN 47715
Kohl's	Robert Tinch	201 N Burkhardt Rd, Evansville IN 47715
DXL Men's Clothing Store	Amanda Smith - Asst. Manager	127 N Burkhardt Rd, Evansville IN 47715
Sally's Beauty	Rita Jeffries	131 N Burkhardt Rd, Evansville IN 47715
Penn Station East Coast Subs	Trey A Layne - GM, Jeff kelsey - Ownwer	137 N Burkhardt Rd, Evansville IN 47715

Men's Wearhouse	Adriana Davis - Shift Manager (not store manager)	163 N Burkhardt Rd, Evansville IN 47715
Red Robin	Ken Grisham	6636 E Lloyd Expressway, Evansville IN 47715
McDonald's	Joseph "Chip" Kenworth	49 N Burkhardt Rd, Evansville IN 47715
Woodforest National Bank	LaKeesha March	401 N Burkhardt Rd, Evansville IN 47715
Moto Mart	No name given	500 N Burkhardt Rd, Evansville IN 47715
Sunshine Juice Co. (*Soon to be Purple Cup Coffee*)	--	6225 E Virginia St, Evansville IN 47715
Wendy's	No name given	400 N Burkhardt Rd, Evansville IN 47715
AT&T	Max Beloat - Manager	330 N Burkhardt Rd, Evansville IN 47715
Specialty Home Healthcare	Jeff Claycomb - GM	331 Kimber Ln, Evansville IN 47715
Kimber Green Apartments	Allyson Trail - Manager	200 Kimber Ln, Evansville IN 47715
Pep Boys Auto Service and Tire	Daniel Garrett - Service Manager	101 Metro Ave, Evansville IN 47715
Arby's	Rachel Carpenter - GM	6100 E Lloyd Expressway, Evansville IN 47715
Moto Mart	Amy Moore	6328 E Lloyd Expressway, Evansville IN 47715
Guitar Center	Aaron Hinds	6220 E Lloyd Expressway, Evansville IN 47715
Hallmark	Kati Love & Cindy Richardt	6140 E Lloyd Expressway, Evansville IN 47715
Dick's Sporting Goods	Jeremy Eades	6200 E Lloyd Expressway, Evansville IN 47715
Michael's	Margarette Kersey	6212 E Lloyd Expressway, Evansville IN 47715
Best Buy	No name given	6300 E Lloyd Expressway, Evansville IN 47715
Panera Bread	Amber Johnston	220 N Burkhardt Rd, Evansville IN 47715
Charles Schwab	Joe Helfrich - Branch Leader	236 N Burkhardt Rd, Evansville IN 47715
The Wine Vault	Tony Justak - Owner	230 N Burkhardt Rd, Evansville IN 47715
Nail Artists	Vinne	244 N Burkhardt Rd, Evansville IN 47715
Batteries Plus Bulbs/ We Fix It Phone Repair	Jeff Rohr - Manager	300 N Burkhardt Rd, Evansville IN 47715
Fielding Court Apartments	Alice and Don Teague	3 Brentwood Drive, Evansville IN 47715

Pavilion Lakes Apartments	Lauren Pinkerton	100 Williamsburg Dr, Evansville IN 47715
Starbucks	Britney Hendrick, Megan Mahooty	6401 E Lloyd Expressway, Evansville IN 47715
Chico's	Sara Stewart	6401 E Lloyd Expressway, #14 Evansville IN 47715
Mainstream Boutique	Amy Neighbors	6401 E Lloyd Expressway, #13 Evansville IN 47715
Bishops	Jessica Schock	6401 E Lloyd Expressway, #11 Evansville IN 47715
Cost Cutters	Laura Dixon	6401 E Lloyd Expressway, #10 Evansville IN 47715
Moe's Southwest Grill	Khaled Abutaqa - GM	6401 E Lloyd Expressway, Evansville IN 47715
Biaggi's Ristorante Italiano	Managing Partner - Suzanne Jerger Erin Mullins - Manager	6401 E Lloyd Expressway,#3 Evansville IN 47715
Bonefish Grill	Kristen Nolcox	6401 E Lloyd Expressway, Evansville IN 47715
DSW Designer Shoe Warehouse	Taylor Wade	6401 E Lloyd Expressway, Evansville IN 47715
MOD Pizza	Doug Shreve	6401 E Lloyd Expressway, Evansville IN 47715
Simply Mac Electronics Store	Annie Baumburger	6401 E Lloyd Expressway, #17 Evansville IN 47715
The Fresh Market	Store Manager - Kyle Swinney	6401 E Lloyd Expressway, Evansville IN 47715
Banana Republic	Heather Judd	6501 E Lloyd Expy SUITE 13, Evansville, IN 47715
Massage Envy	Ashley Bailey - Clinnic Administrator	6501 E Lloyd Expy Ste 16, Evansville, IN 47715
LOFT Outlet	Barb Velmer - Manager	6501 E Lloyd Expy, Evansville, IN 47715
Pure Barre	Jamie and Cindy Reidford	6501 E Lloyd Expy Suite 21, Evansville, IN 47715
Homegoods	Jennifer Myers	6601 E Lloyd Expy, Evansville, IN 47715
Versona Accessories	Kelly Runau	6601 E Lloyd Expy, Evansville, IN 47715
Ulta Beauty	Traci Brown	6601 E Lloyd Expy, Evansville, IN 47715
Target		6625 E Lloyd Expy, Evansville, IN 47715
Auto Now	Tom Mulherin - GM	125 Metro Ave., Evansville, IN 47715
	Tim Ransome - Pres/Owner	

Business Contacts - Cross Pointe

Business	Preliminary POC	Address
Town and County Ford	Mary Horn - Administrative Manager	7720 E Division St, Evansville IN 47715-2780
Romain Cross Pointe Auto Park	Scot Sanderson - General Manager	7600 E Division St, Evansville IN 47715
Banterra Bank	Amy Allen - Manager Lauren Singleton -Assist. Manager	133 Cross Pointe Blvd, Evansville IN 47715
Golden Corral Buffet & Grill	Rick Riddle - Owner	130 N Cross Pointe Blvd, Evansville IN 47715-2799
Chick-Fil-A	Rich Stierwalt - Restaurant Operator Allison Clark - Marketing Director Brittany Davis- Manager Brandy Hardin - Corporate assest Manager	7101 E Indiana St, Evansville IN 47715
Outback Steakhouse	William Branson - Managing Partner	7201 E Indiana St, Evansville IN 47715
O'Charley's	Tim Holtz - General Manager	7301 E Indiana St, Evansville IN 47715
Drury Inn & Suites	John Noback - General Manager	100 Cross Pointe Blvd, Evansville IN 47715
Wayback Burger	Phil Dzienciol- Manager	115 Cross Pointe Blvd, Suite 4, Evansville IN 47715
High Spirits	Paul Padda - Manager	115 Cross Pointe Blvd, Evansville IN 47715
Kightlinger & Gray, LLP	Jenny Ellis - Firm Administrator	7220 Eagle Crest Boulevard, Evansville IN 47715
Indiana Members Credit Union	Branch Manager - See email	7312 Eagle Crest Boulevard, Evansville IN 47715
Foreman Watson Holtrey Land Title LLC	James Pinkston - Head Attorney	7321 Eagle Crest Blvd, Suite A, Evansville IN 47715
Vineyard Financial	Bradley Ford - President	7412 Eagle Crest Blvd, Evansville IN 47715
Transamerica Agency Network	Thomas Coy - Managing Director	7516 Eagle Crest Blvd, Evansville IN 47715
Center for Congregations	Sofia Cook - Administrative Assistant	7516 Eagle Crest Blvd, Evansville IN 47715
First Bank	Morgan Hargis - Branch Manager	7500 Eagle Crest Boulevard, Evansville IN 47715
Compass Financial Group - Ameriprise Financial Services, LLC	Shelly Spain - Financial Advisor	7517 Eagle Crest Blvd, Evansville IN 47715
Deaconess Womens Hospital: Center for Healing Arts	Melanie Fairchild	7409 Eagle Crest Blvd Suite G, Evansville IN 47715

United Companies	Ryan K. Parker	3700 Morgan Avenue, Evansville, Indiana 47715

Business Contacts – Vann Ave. and Stockwell

Business	**Preliminary POC**	**Address**
Vikki Brasel State Farm Insurance	Randy Eades - Financial Servies Rep.	11 Vann Ave. Evansville, IN 47714
Within Sight	Julie Bellamy - LCSW Caron Leader -LCSW	15 Vann Ave. Evansville, IN 47714
Southwestern Behavioral Healthcare, Inc.	James Groves - Addiction Services Director Corey Minnette - Facility Director	4001 John Street Evansville, IN 47714
Buffalo Trace Council	John Harding - Scout Executive	3501 E Lloyd Expy, Evansville, IN 47714
Evansville Red Cross	Brandan Garrison - Office/Facility Manager Theo Boots - Executive Director	29 Stockwell Rd, Evansville, IN 47714
Evansville State Hospital	Jeff Wedding - Director of Operations	3400 Lincoln Ave. Evansville, IN 47714
Kenny Kent Chevrolet	Michael Jarman - General Sales Manager	4600 Division St Evasnville, IN 47715
Evansville Mazda	William Ginn - Sales Manager	4500 Division St Evansville, IN 47715
Duell's Evansville Hyundai	Amish Patel - Vice President	4400 Division St Evansville, IN 47715
D-Patrick Honda	Aaron Coulter - General Sales Manager Mike O'Daniel - Owner	4300 E. Division St Evansville, IN 47715
D-Patrick Nissan	Scott Grammer - General Sales Manager Ray Farabaugh - Owner	4200 E Division St Evansville, IN 47715
Evansville Kia	Amish Patel - Owner	4000 E Division St Evansville, IN 47715
National Guard Armory	Derek Hayward - Chief	3300 E Division St Evansville, IN 47715
Torican Insurance	Andy Dillow	3000 E Division St Evansville, IN 47711
Wesselman Woods	Robin Johnston Deem - Director	

Business Contacts – Red Bank, Boehne and Schutte

Business	Preliminary POC	Address
Mission Viejo Apartments	Janet Sandleven - Property Manager	5630 Calle de Oro Evansville, IN 47712
Fairfield Inn	Sarah Haynes - General Manager Dotty Huff - Sales Director	5400 Weston Rd. Evansville, IN 47712
Lowe's	Nich Pariman - Assist. Store Manager	103 S Red Bank Rd. Evansville, IN 47712
hhgreg Appliance Factory	Andrew Jones - Sales Manager	5320 Weston Rd. Evansville, IN 47712
Denny's	Mark Laxton - District Manager Paul Hoskins - General Manager	5212 Weston Rd. Evansville, IN 47712
CVS Pharmacy	Robin Selby - Manager	5120 Weston Rd. Evansville, IN 47712
Marathon Gas	Hugh Clayton - Owner	
Tracy Zeller Jewelry	Tracy Zeller - Owner	111 S Red Bank Rd. Evansville, IN 47712
Harmony Eye Care	Corinne Martin - Patient Care Coordinator	111 S Red Bank Rd. Evansville, IN 47712
First Bank	Brandee Brinker - Branch Manager	111 S Red Bank Rd. Evansville, IN 47712
Kohl's	Dave Ahlstedt - General Manager	4200 Hogue Rd. Evansville, IN 47712
Bob's Gym - West	Jeremy Hawkins - Manager	200 North Rosenberger Ave. Evansville, IN 47712
Salon Wow		146 Rosenberger Ave. Evansville, IN 47712
MiAmor Salon	Jeffery Kingery - Owner	4599 University Dr. Evansville, IN 47712
Treasure Hunt	Jeffery Kingery - Owner	4619 University Dr. Evansville, IN 47712
Studio of Hair	Kathy Shreve - Manager	4857 University Dr. Evansville, IN 47712
Mark's Mattress Outlet	Cris Brunsen - General Manager Patrick Markham - Store Manager	4853 W Lloyd Expy Evansville, IN 47712
First Federal Bank	Shelby Head - Retail Banker Associate	4615 University Dr. Evansville, IN 47712
Diamond Valley Federal Credit Union	Kirsten Dietz - Branch Manager	5020 University Dr. Evansville, IN 47712
United Fidelity Bank	Susie West - General Manager	4801 W Lloyd Expy Evansville, IN 47712
Shine On Carwash	Nathan Swanson - Manager	4600 University Dr. Evansville, IN 47712

Discount Tire	Randy Racine - Manager Don Bozich - Owner	4540 University Dr. Evansville, IN 47712
Thornton's Convenience Store		114 Rosenberger Ave. Evansville, IN 47712
Office Depot	Laurie - General Manager	206 Rosenberger Ave. Evansvile, IN 47712
Spankey's Una Pizza	Ryan Huck - Owner	4404 W Lloyd Expy. Evasnville, IN 47712
H&R Block	Christopher Dewitt - District Manager	4408 W Lloyd Expy. Evansville, IN 47712
Lovely Nails	Brian Phan - Owner	4416 W Lloyd Expy. Evansville, IN 47712
Great Clips	Olivia Gass - Manager	4424 W Lloyd Expy. Evansville, IN 47712
Schnucks Grocery	Jenny Mitchell - CPM	4500 W Lloyd Expy. Evansville, IN 47712
First Podiatry	David Reynolds - Practice Owner	4640 W Lloyd Expy. Evasnville, IN 47712
Sherwin-Williams	Shalea Schriver - Manager	4650 W Lloyd Expy. Evansville, IN 47712
Deaconess Pain Center	Ashley Robb - Manager	4600 W Lloyd Expy. Evansvile, IN 47712
Purple Cup Coffee Company	Bruno Dravenieks - President	4502 W lloyd Expy. Evansville, IN 47712
Taco Bell	Brian Neff - Area Coach	4422 W Lloyd expy. Evansville, IN 47712
Chick-fil-a	Debbie Dean - Owner Hunter Wallace - Manager	4400 W Lloyd Expy. Evansville, IN 47712
Papa John's Pizza	Jessica Cremeens - Manager	4814 W Lloyd Expy. Evansville, IN 47712
AT&T Store	Andrew Alexander - Manager	5020 W Lloyd Expy. Evansville, IN 47712
Zeller's master Tire	Bryan Zeller - Owner	4951 W Lloyd Expy. Evansville, IN 47712
Arby's	Kathy Grosheart - Manager	4650 University Dr. Evansville, IN 47712
McDonalds	Chris Hamlet	115 Rosenberger Ave. Evansville, IN 47712
GD Ritzy's	Dan Grunow - Manager	4810 University Dr. Evansville, IN 47712
Sally Beauty Supply	Shelley Krueger - Manager	222 Red Bank Red. Ste C Evansville, IN 47712
Anytime Fitness	Reed Oliver - Manager	222 S Red Bank Rd. Evansville, IN 47712
Noble Roman's Craft Pizza & Pub	Scot Hettenback - Owner	222 S Red Bank Rd. Evansville, IN 47712
Culver's	Collette Crow - Owner	4850 W Lloyd Expy. Evansville, IN 47712

Starbucks	Taylor Mohr - Manager	4700 W Lloyd Expy. Evansville, IN 47712
Raben Tire and Auto	Brian Rich	5911 Pearl Dr, Evansville, IN 47712
Orthopedic Associates West Evansvile	Cherylin Bogan	5828 Pearl Drive, Evansville, In 47712
Deaconess Clinic West	Corey Chapman	545 S Boehne Camp Rd, Evansville, IN 47712
Copper Creek Apartments	Kathy Raney - Resident Manager	5650 Copper Canyon, Evansville, IN 47712
Holiday Inn	Melissa Fore - Asst. GM	5737 Pear Drive, Evansville, IN 47712
^	George Otterson - GM	5737 Pear Drive, Evansville, IN 47712
Applebees	Stacey Allen - GM	5727 Pearl Drive, Evansville, IN 47712
Logans Roadhouse	Patrick Davis	5645 Pearl Drive, Evansville, IN 47712
Tristate orthopedics	Lauren Kaiser	5625 Pearl Drive, Suite 101, Evansville, IN 47712
Full Moon Grill and Bar	Ryan Matt	5625 Pearl Dr. G, Evansville, IN 47712
Freddy's	Christie Glaeser	5501 Pearl Drive, Evansville, IN 47712
Buffalo Wild Wings	Taylor Quakenbush	5405 Pearl Drive, Evansville, IN 47712
Eye Mart	Evan (No Last Name Given)	5405 Pearl Dr. #4, Evansville, IN 47112
Palm Beach Tan	Jessica Chapman	5435 Pearl Dr. #1, Evansville, IN 47712
Heritage Federal Credit Union	Dana Gubler	5343 Pearl Drive, Evansville, IN 47712
Profile	Tammy Morris - Manager	5301 Pearl Drive, Suite 200, Evansville, IN 47712
Davita Kidney Care	Kelly Thomas - Facility Administrator	5301 Pearl Drive, Suite 300, Evansville, IN 47712
** Property Owner**	Kent Johnson - 5301 Strip Owner	--
Azzip pizza	Derek Lappe - GM	5225 Pearl Drive, Evansville, IN 47712
^	Kenzie Campbell - Office manager	
State Farm	Brian K Southern	5225 Pearl Dr. Suite F2, Evansville, IN 47712
Panera	Brandon Mcquinn	5201 Pearl Drive, Evansville, IN 47712
O'Charleys	Brian Siebers	5125 Pearl Drive, Evansville, IN 47712

Old National Bank	Scott M Wunderlich	5124 Pearl Drive, Evansville, IN 47712
Walmart	Lucia Perez	335 S Red Bank Rd, Evansville, In 47712
5/3 Bank	Katie Syers	5344 Pearl Drive, Evansville, IN 47712
Hacienda	Joy Johnson - Manager	5440 Pearl Drive, Evansville, IN 47712
^	Falisha M. Pierce - GM	5440 Pearl Drive, Evansville, IN 47712
** Schutte**		
Eagle Village Apartments	Heather Walters, Ross Malmgren	814 Schutte Rd, Evansville, IN 47712
West Terrace Church	Austin Crowe (Pastor)	715 Schutte Rd, Evansville, IN, 47712

Business Contacts – St. Joe Ave. and Barker

Business	**Preliminary POC**	**Address**
Koch and Sons	Josh Gilberg	10 S. Eleventh Ave, Evansville, IN, 47712
Mead Johnson	Danny Caroll - EHS Manager	2400 W Lloyd Expy, Evansville, IN 47712
RB/Mead Johnson	Scott Fisher - ESC Site Director	2400 W Lloyd Expy, Evansville, IN 47712
Cook Portable Warehouses	Eric Boreup	2329 W Lloyd Expy, Evansville, IN 47712
Cross-Eyed Cricket	Fernando Tudela	2101 W Lloyd Expy, Evansville, IN 47712
Cross-Eyed Cricket	Fernando Tudela	2229 W Pennsylvania, Evansville, IN 47712
Control Specialists INC	John Wandling	2021 W Lloyd Expy, Evansville, IN 47712
Auto Now	Kyle Johnson	2001 W Lloyd Expy, Evansville, IN 47712
Empire Tattoo	Sean Compall	2107 W Lloyd Expy, Evansville, IN 47712
Commercial Property Owner	Brian Southern	--
Koch Air	Andy Cook	1900 W Lloyd Expy, Evansville, IN, 47712

Environmental Justice (EJ) Contacts

Preliminary POC	**Organization**	**Address**
Lloyd Winnecke	City of Evansville	Mayor

Annette Ussery	City of Evansville	Administrative Assistant
Noah Stubbs	City of Evansville	Director of Communications
Ben Trockman	City of Evansville	Council member
Missy Mosby	City of Evansville	Council member
Zac Heronemus	City of Evansville	Council member
Alex Burton	City of Evansville	Council member
Justin Elpers	City of Evansville	Council member
Jim Brinkmeyer	City of Evansville	Council member
Ron Beane	City of Evansville	Council member
Kaitlin Moore	City of Evansville	Council member
Jonathon Weaver	City of Evansville	Council member
Jeff Hatfield	Vanderburgh County	County Commissioner
Ben Shoulders	Vanderburgh County	County Commissioner
Cheryl Musgrave	Vanderburgh County	County Commissioner
Jonathan Siebeking	Metropolitan Evansville Transit System	Director
Robin Robertson	Metropolitan Evansville Transit System	Officer Manager
David Smith	Evansville Vanderburgh School Corporation	Superintendent
Jason Woebkenberg	Evansville Vanderburgh School Corporation	Chief Communications Officer
Michelle Priar	Catholic Diocese of Evansville Schools	Assistant Superintendent
Rhonda Weissmann	Catholic Diocese of Evansville Schools	Administrative Assistant
Holly Smith	Univeristy of Evansville	Senior Director of Marketing and Communications
John Farless	University of Southern Indiana	Director of University Communications
Rick Moore	Evansville Housing Authority	Executive Director
Gayle Rice	Evansville Housing Authority	Receptionist

Josh Calhoun	Hope of Evansville	Executive Director
Kenneth Spear	Vanderburgh County Health Department	Health Officer
Laura Pinkerton	Pavilion Lakes Apartments	Manager
Alice + Don Teague	Fielding Court Apartments	
Allyson Trail	Kimber Green Apartments	Manager
RaShawnda Bonds	Community Action Program of Evansville	Public Health Coordinator
Diana Clements	Evansville-Vanderburgh County Human Relations Commission	Executive Director
	Latino Collaboration Table	
Chris Fleming	Potters Wheel Ministries	Executive Director
Alice Weathers	Community Action Program of Evansville	Chief Executive Officer
Cheryl Thomas	Community Action Program of Evansville	Minority Health Coordinator
Dave Teruel	Westwood Church	Senior Pastor
Mike Pyle	Eagle's View Church	Pastor
Brett Doninger	Evansville Grace Church of the Nazarene	Senior Pastor
Sam Robinson	Landmark Baptist Church	Pastor
David Whitmore	Catalyst Church	Pastor
Troy Smith	Vineyard Evansville	Pastor
Jerry Wright	West Side Christian Church & Family Life Center	Pastor
Ray Austin	Forest Hills Wesleyan Church	Pastor
Mary Hurley	St. Paul's United Church of Christ	Pastor
Jeff Kinkade	City Church of Evansville	Lead Pastor
Stew Armstrong	Encounter Church	Lead Pastor
Ray Brown	The Gathering Church	Lead Pastor

Dewey Miller	Central United Methodist Church	Pastor
Mike Gerner	Hope City Church	Administrative Director
Luke Smith	GracePoint Church	Pastor
Laura Callender	St. Lucas United Church of Christ	Pastor
Chad Eckels	St. Paul's Lutheran Church	Associate Pastor
Todd Gile	Evansville Trinity UMC	Pastor
Betty Crawley	Grace Baptist Church	Officer Manager
Earl Carter	Arena of Faith Church	Pastor
Adrian Brooks	Memorial Baptist Church	Senior Pastor
Geno Merriweather	Line Street Church of Christ	Minister
Steven Claspell	First Baptist Church	Senior Pastor
Ryan Jackson	New Hope Missionary Baptist Church	Senior Pastor
John Vanderzee	First Presbyterian Church	Reverend
	Evansville Bible Church	
Katie Brown	Unitarian Universalist Church of Evansville	Administrative Office Assistant
Steve Clark	Rhythm Church	Executive Pastor
Roberta Meyer	Grace and Peace Lutheran Church	Pastor
Kristen Watson	Olivet Community Church	Administrative Pastor
Jim Clark	Aldersgate United Methodist Church	Lead Pastor
David Huff	Embrace Church	Lead Pastor
	Evansville Black Chamber of Commerce	
Alfonso Vidal	HOLA Evansville	Board of Directors
Ross Chapman	For Evansville	President + Executive Director

Erika Taylor	YWCA Evansville	CEO
Julie Spratt	Rotary Club of Evansville	Executive Assistant

SAMPLE

LOCHMUELLER GROUP
6200 Vogel Road, Evansville, Indiana 47715 • 812.479.6200

April 1, 2021

NOTICE OF SURVEY

RE:	Survey for S.R. 62 (Lloyd Expressway) Reconstruction Project from Posey/Vanderburgh County Line to Rosenberger Avenue 1900262 - SR 62 at 6.62mi W of S Jct US 41 (Schutte Road) 1900260 - SR 62 at 5.08mi W of S Jct US 41 (Red Bank Road) 1900258 - SR 62 at 5.58mi W of S Jct US 41 (Boehne Camp Road)
Contract:	R-43197
Lochgroup No:	119-0072-05H

Dear Property Owner:

Research of county records indicates that you own or occupy property near this proposed road improvement project. Our employees will be doing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. These procedures are allowed by Indiana Code IC 8-23-7-26. If you are available, our surveyors will show identification before coming onto your property. If you have sold this property, or it is occupied by someone else, please advise us of the name and address of the current owner/occupant so that we may contact them about the survey.

At this stage we do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

The survey work will include mapping the location of features such as buildings, trees, fences and drives, as well as obtaining ground elevations. The survey work may include the identification and mapping of wetlands and streams, and various other environmental studies. This work is necessary for the proper planning and design of this proposed road improvement project.

Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew or call me at **(812-479-6200)**, email at ssuttles@lochgroup.com or write to me at the above address. Thank you in advance for your cooperation.

Sincerely yours,

LOCHMUELLER GROUP, INC.

Sean L. Suttles, P.L.S.
Chief of Surveying

MEETING UPDATE

RE: **Lloyd Corridor Local Officials Briefing – Meeting Summary**
Date: **October 14, 2020**
Location: **Virtual Meeting - Microsoft Teams, Phone 1-812-618-1562, ID#: 977 139 176#**

Attendees:

- Linda Freeman, Vanderburgh County Surveyor's Office
- Jeff Mueller, Vanderburgh County Surveyor's Office
- Rusty Fowler, INDOT
- Brian Malone, INDOT
- Matt Bullock, INDOT
- Jared Peterson, INDOT
- Chris Gentry, INDOT
- Khalil Dughaish, INDOT
- Wendy McNamara, State Representative
- Kyle Donahue, Assistant to State Representative Ryan Hatfield
- Congressman Larry Bucshon
- Allie Johnson, Assistant to Congressman Bucshon
- Pam Drach, EMPO
- Seyed Shokouhzadeh, EMPO
- John Stoll, Vanderburgh County Engineer,
- Brent Schmitt, Evansville City Engineer
- Cheryl Musgrave, Vanderburgh County Commissioner
- Ben Shoulders, Vanderburgh County Commissioner
- Lloyd Winnecke, Mayor of Evansville
- Steve Schaefer, Deputy mayor of Evansville
- David Goffinet, Lochmueller Group
- Jeff Whitaker, Lochmueller Group
- Mindy Peterson, C2 Strategic Communications
- Toby Randolph, Parsons Transportation Group
- Nick Jahn, VS Engineering

I. **Introductions**
II. **Message from Rusty Fowler**
III. **Presentation**

David Goffinet (DG) led off the presentation talking about the meeting purpose, project purpose, project overview, and the project development process. He showed two excerpts from FHWA videos on Displaced Left Turns and Median U-Turns. Jeff Whitaker (JW) walked through proposed improvements along the corridor, factors impacting the need and particular areas of focus in the early stages of design.

The following questions and topics were raised by the group.

Cross Pointe Boulevard and Burkhardt Road:

- Commissioner Cheryl Musgrave (CM) asked if pedestrian accommodations could be studied during this effort. There are currently no pedestrian accommodations along the Lloyd in this location or at Burkhardt Road. JW said pedestrian movements would be considered during the design. Brent Schmitt (BS) noted pedestrians do cross at these two locations (Cross Pointe and Burkhardt) despite the lack of accommodations.

- Jeff Mueller (JM) noted with the added paved surfaces and drainage structures that special care should be paid to potential flooding issues such as adding stormwater retention basins. JW stated that stormwater management would be an important component of the design effort.

Vann Avenue:

- BS wants to make sure the Walnut Trail work along Vann Avenue connecting to the existing pedestrian overpass be fully vetted against any intersection modification. Nick Jahn (NJ) is coordinating design efforts on that portion of the Walnut Street Project and noted that this would be covered.
- John Stoll (JS) asked that the design team consider the traffic diversion that would take place as a result of the removal of left turn movements at this intersection. In particular, would the NB (Boeke) to WB (Lloyd) movement, which is already problematic, be further exacerbated by traffic diversion? JW noted that the detailed traffic assessment and modeling should help us better understand how traffic diversion will displace in the absence of the left turn movements. (Note: Jeff will verify the extent of the model limits with our traffic lead and let JS know if this is not the case.) BS added the city is adding a signal at the Walnut/Boeke intersection which should help alleviate some of queuing problems through appropriate signal phasing.

Wabash Avenue and St. Joseph Avenue (St. Joe)

- Mayor Lloyd Winnecke (LW) expressed some concern with removal of the left turn movements at Wabash, especially the WB (Lloyd) to SB (Wabash) due to the large number of employees at Koch Industries and other employers along Ohio Street. He's concerned with the reduction of through movements for SB (St. Joe). CM agreed with both concerns and Linda Freeman (LF) added there are a high number of trucks using St. Joe and accessing businesses south of the Lloyd including the grain operations. CM noted we should also engage the EVSC in subsequent stakeholder meetings so they can offer input and considerations on this intersection (St. Joe) and others. DG noted they are included on the stakeholder list that is under development.

Other West Side Improvements

- Representative Wendy McNamara (WM) asked if the current access to Felstead Road would be maintained after all improvements are completed. JW indicated there were no immediate plans to remove access to Felstead Road. (Note: The design team will need to review this more closely during the preliminary assessment of the Schutte Road improvements to confirm if the access at Felstead will change or not.)

(Two questions raised after the meeting had wrapped up)

- BS asked if the project team could look at the McDowell Road intersection west of the University Parkway interchange. JW noted this was not part of our scope but would ask INDOT to check into this intersection for improvements. BS noted there have been a few fatal accidents at that location and he is concerned how future year forecasted traffic might influence things. Khalil Dughaish (KD) noted the right turn lane has been extended to help this intersection.
- LF also asked if we had any communications with Vectren/CenterPoint regarding to anticipated increased truck traffic associated with coal ash removal. She asked if an acceleration lane is needed at the Green Valley Drive interchange. JW noted this was not part of the study but that we can get additional information from them.

DG then described next steps and Mindy Peterson (MP) shared information about the project website (TheLloyd4U.com), social media channels, the upcoming media event and how to stay engaged in the project.

Presentation slides for the October 14, 2020 Local Officials Briefing

Lloyd Expressway Improvement Project

Local Officials Briefing

October 14, 2020

INTRODUCTIONS

JEFF WHITAKER
Lochmueller Group
Project Manager

DAVID GOFFINET
Lochmueller Group
Stakeholder Engagement

DISCUSSION ITEMS

1) Meeting Purpose
2) Project Purpose
3) Project Overview
4) Project Development Process
5) Improvement Projects
6) Project Schedule
7) Next Steps
8) Follow Our Progress

MEETING PURPOSE

MEETING PURPOSE

- Introduce TheLloyd4U
- Provide an overview of improvements
- Outline next steps for the project
- Why we're meeting now:
  - City-County-INDOT partnership
  - Important for local officials to be informed
  - Information will be shared proactively

PROJECT PURPOSE

Presentation slides for the October 14, 2020 Local Officials Briefing

PROJECT PURPOSE

- Improve safety
- Improve mobility
- Maintain accessibility

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

PROJECT DEVELOPMENT PROCESS

PROJECT DEVELOPMENT PROCESS

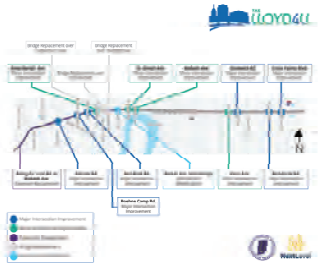
- Corridor-wide assessment (2018)
  - Identify need: safety and congestion
  - Identify potential solutions
- Engineering assessments (2019 – 2020)
  - Detailed assessment of each improvement
  - Scope defined for each improvement
  - Preliminary cost estimate

PROJECT DEVELOPMENT PROCESS

- Project Design (2020 – 2025)
  - Survey
  - Traffic analysis
  - Environmental/permits
  - Design – highway and bridge
  - Utility coordination
  - Public involvement
  - Traffic management (MOT)

IMPROVEMENT PROJECTS

- Multiple improvements – FY '24 and FY '25



Cross Pointe Boulevard

Cross Pointe Boulevard

- Hybrid continuous flow intersection (CFI)
  - Displaced left turn with median U-turn
- Proximity to I-69 ramps
- Peak time delays, especially NB and SB
- High crash rates
- Heavy commercial corridor

East Leg

West Leg

Burkhardt Road

Burkhardt Road

- Continuous flow intersection (CFI)
  - Displaced left turn movements
- Peak time delays, especially NB and SB
- Heavy commercial corridor
- Traffic queuing/stacking especially southbound Burkhardt

West Leg

East Leg

Presentation slides for the October 14, 2020 Local Officials Briefing

Stockwell Road

Stockwell Road

- Continuous flow intersection
- Proximity to Green River Road ramps may result in change to a hybrid
- PM peak delays in all directions

West Leg

East Leg

Vann Avenue

- Right-in, right-out
- EB Lloyd rear-end crashes high (Boeke overpass)
- Turning restrictions will not overload grid
- Northbound Vann to eastbound acceleration lane needed

Wabash Avenue

- Eastbound/westbound left turn restrictions
- Westbound movement grade challenges

St. Joseph Avenue

- Southbound St. Joe through lane converts to left only
- SB to EB movement is prevalent

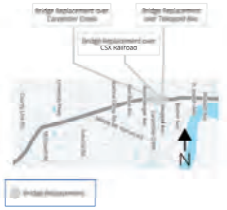
Barker/Igleheart

- Restrict access to Corbierre Ave.
- Westbound on-ramp from Igleheart only
- Add left turn to Igleheart from off-ramp
- Extend WB Lloyd to NB Ingle right turn lane
- Portion of Corbierre Ave. - 2-way traffic req'd

Presentation slides for the October 14, 2020 Local Officials Briefing

Bridge Replacements

- Tekoppel Road Crossing
  - Replacement
  - Grade change with widening
- RR Crossing (Evansville Western)
  - Replacement
  - Grade change with widening
- Carpentier Creek Crossing
  - Replacement
  - Grade change and widening

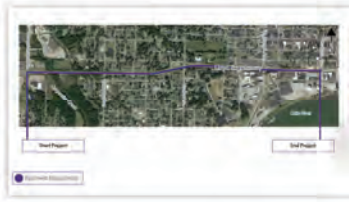


Rosenberger Avenue

- Positive offset left turn (improve site lines)
- WB rear-end crashes high

Pavement Replacement – Wabash to Rosenberger

- Road reconstruction
- Beyond life expectancy
- Multiple previous patches



Red Bank Road

- Continuous flow intersection
- Northbound/southbound maintain same lane configurations
- Provisional project – fiscal year funding yet to be determined

Boehne Camp Road

- Continuous flow intersection
- SB will have additional left and right turning movements
- NB configuration remains the same
- Provisional project – fiscal year funding yet to be determined

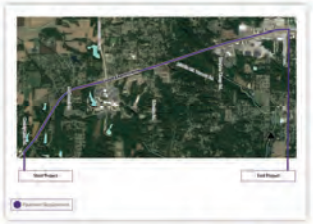
Schutte Road

- Hybrid continuous flow intersection (CFI)
  - Displaced left turn with median U-turn
- Eastbound left median U-turn, due to proximity to University Parkway interchange

Presentation slides for the October 14, 2020 Local Officials Briefing

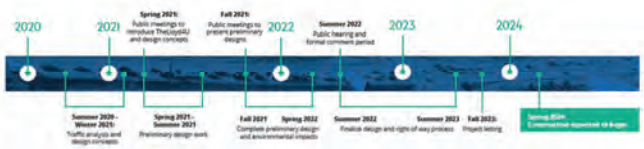
Posey County Line to Rosenberger

- Pavement replacement
- Beyond life expectancy

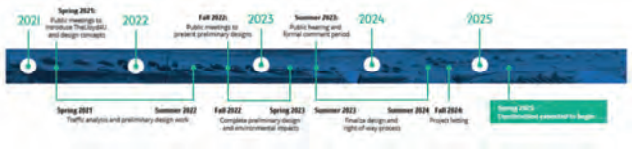


PROJECT SCHEDULE

Phase 1 Rosenberger to Cross Pointe Blvd



Phase 2 Posey County Line to Rosenberger Ave



NEXT STEPS

NEXT STEPS

- Ongoing survey
- Detailed traffic assessment
- Initiate preliminary design efforts
- January 2021 – Stakeholder meetings
- Spring 2021 – Project kickoff meetings

FOLLOW OUR PROGRESS

www.TheLloyd4U.com

TheLloyd4U

@TheLloyd4U

QUESTIONS AND COMMENTS

www.INDOT4U.com

855-INDOT4U (463-6848)

INDOT@indot.in.gov

THE LLOYD4U

QUESTIONS?

MEETING SUMMARY

Date of Meeting:	Thursday, March 4, 2021	**Re:**	Lloyd Corridor Local Officials Briefing #2 – Meeting Summary
Location:	Virtual Meeting - Microsoft Teams Phone: 812-618-1562 ID#: 853561286	**Issue Date:**	Tuesday, February 9th, 2021
Submitted By:	Lucas Foertsch		

In Attendance:

- Lloyd Winnecke – Mayor of Evansville
- Steve Schaefer – Deputy Mayor
- Seyed Shokouhzadeh – Director, Evansville MPO
- Pam Drach – Deputy Director, Evansville MPO
- Ben Shoulders – County Commissioner
- Cheryl Musgrave – County Commissioner
- Brent Schmitt – City Engineer
- John Stoll – County Engineer
- Brian Malone – Senior Project Manager, INDOT Vincennes District
- Rusty Fowler – Deputy Commissioner
- Jared Peterson – Capital Project Management Director, INDOT
- Chris Gentry – Technical Services Director, INDOT Vincennes District
- Jason Tiller – Communications Director, INDOT Vincennes District
- Mindy Peterson – C2 Strategic
- David Goffinet – Lochmueller Group
- Jeff Whitaker – Lochmueller Group
- Lucas Foertsch – Lochmueller group

ITEMS DISCUSSED:

I. Introductions

II. Presentation:

David Goffinet (DG) led off the presentation with a recap of the project overview, current status, and the project development process. He detailed the design and mechanism of Displaced Left Turns and Median U-turns while also using timeline graphics to explain the anticipated project schedule. Jeff Whitaker (JW) walked through the proposed improvements along the corridor and factors impacting the need and design for each improvement. Each improvement project area was focused on via separate aerial visual aids displaying the desired future traffic pattern, then adjacent projects were addressed in conjunction with one another to highlight the overall improvement to the Lloyd Corridor.

III. Questions & Comments:

The following questions and topics were raised by the group.

Cross Pointe Boulevard and Burkhardt Road:

- Mayor Lloyd Winnecke (LW) asked for clarification of how traffic exiting I-69 on the southbound ramp would be able to traverse the proposed design in order to reach the southeastern quadrant of the Crosspointe Boulevard (Crosspointe) intersection. JW traced the necessary directions to do so on the Crosspointe aerial graphic and explained the associated increases in safety and traffic flow.
- LW asked if Division Street would be impacted. JW replied that at this time no changes to Division Street are anticipated as part of the project.
- LW asked about the traffic volume count for vehicles traveling westbound on the Lloyd then turning northbound onto Crosspointe. JW did not have the exact figure available off-hand but noted that traffic making this turn was the highest volume exchange in that area.
- LW asked if the project team had considered additional improvements north of the Lloyd at the intersection for the East Lloyd Commons shopping center or Virginia street. JW indicated that such improvements had not been studied, but the project team could review traffic data from these intersections and develop models if desired.

Stockwell Road and Vann Avenue:

- JW stated that traffic flow improvements between possible improvement designs varied by less than 10 seconds. Seyed Shokouhzadeh (SS) asked for clarification on this point;

wondering if the time improvements were per vehicle, or overall. JW explained that the improvements applied to the overall traffic pattern, not individual vehicles.

Barker Avenue, Corbierre Avenue, and Ingle Avenue:

- LW noted that he was very pleased with the evolution of the anticipated improvement strategies for this area. He felt that the early potential solutions were not entirely practical, but that the most recent concept looks like a promising design.
- Cheryl Musgrave (CM) voiced concerns that closing the south bound, right hand turn onto Ingle would overload traffic at the Pennsylvania Street exit. Additionally, she noted that the Pennsylvania exit is already a point of conflict. JW indicated that the project team would revisit the concept to consider maintaining right turn access to south Ingle, or perhaps introduce another alternative to prevent further overloading the Pennsylvania Street exit.

Schutte Road

- JW explained that there is not currently a preferred improvement alternative for Schutte Road. Models and traffic volume analysis are still being studied to determine the most viable solution.
- CM asked if/when the University of Southern Indiana (USI) exit and entrance ramps would be improved. She was curious if this project would touch on them at all, or if any other attendees knew of resources allocated to do such a project in the near future. JW and DG indicated that the USI ramps are not included as part of TheLloyd4U project. Rusty Fowler (RF) added that based on recent data there is no established need to improve the ramps. RF went on to say that the entire Lloyd Expressway. is continually monitored and should any need arise, a project will be developed to fulfill that need; however, there is no work planned for the USI exit/entrance ramps at this time.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

Presentation slides for the March 4, 2021 Local Officials Briefing

THE LLOYD4U

Intersection Improvement Projects
Local Officials Briefing

March 4, 2021

PRESENTERS

David Goffinet
Lochmueller Group
Stakeholder Coordinator

Jeff Whitaker
Lochmueller Group
Project Manager

AGENDA

1) Alternative Designs
2) Proposed Improvements – Status Update
3) Next Steps

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

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

CROSS POINTE BOULEVARD

Current Conditions

- Heavy commercial corridor
- Cross Pointe not yet fully developed to north
- Peak time delays, especially NB and SB
- High crash rates
- Proximity to I-69 ramps to the east

CROSS POINTE: Major Intersection Improvement

Two Potential Solutions under Consideration

- Hybrid solution
  - Eastbound displaced left turn with westbound boulevard left turn

CROSS POINTE: Major Intersection Improvement

Two Potential Solutions under Consideration

- Dual displaced lefts with I-69 ramp modifications

Challenges

- Spacing for westbound displaced left turn
- Westbound to northbound Cross Pointe turning movements; weaving
- Westbound to northbound ramp movement
- Eastbound to southbound ramp movement

CROSS POINTE: Major Intersection Improvement

Dual displaced lefts w/ I-69 ramp modifications

View east of Cross Pointe

New I-69 signal intersection

Presentation slides for the March 4, 2021 Local Officials Briefing

OTHER CONSIDERATIONS

- Indiana/Cross Pointe
- Division Street
- Backup on northbound Cross Pointe through lane
- Business access points, traffic flow, and parking
- Drainage
- Pedestrian movements: no existing accommodations

BURKHARDT ROAD

Current Conditions

- Heavy commercial corridor
- Fully developed
- Peak time delays, especially NB and SB
- Traffic back-up especially southbound Burkhardt (Evansville Pavilion)

BURKHARDT: Major Intersection Improvement

Proposed Solution: Dual displaced left turn movements

OTHER CONSIDERATIONS

- Walmart & Best Buy access intersection
- Pavilion access (Target complex)
- Business access points, traffic flow and parking
- Drainage
- Pedestrian movements: no existing accommodations

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

Presentation slides for the March 4, 2021 Local Officials Briefing

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

WABASH AVENUE

Current Conditions

- Westbound rear-end crashes high
- First stop light for westbound traffic from downtown
- Westbound Pigeon Creek crossing grade challenges – site distance

WABASH: Minor Intersection Improvement

Proposed Improvements

- Eastbound/westbound left turns with green turn signal only
- Improve signal timing coordination with St. Joseph Avenue
- Close access to Pennsylvania Street

ST. JOSEPH AVENUE

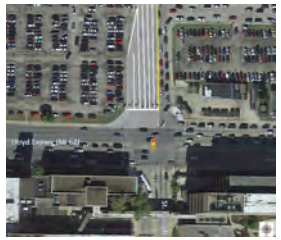
Current Conditions

- Commercial and industrial corridor
- Significant amount of truck traffic
- High volume traffic in all directions
- Heavy turning movement volumes southbound St. Joe to eastbound Lloyd

ST. JOSEPH: Minor Intersection Improvement

Proposed Improvements

- Reconfigure southbound approach
- Realign dual SB left turn lanes
- Add second southbound right turn lane
- Improve signal timing coordination with Wabash Avenue



Presentation slides for the March 4, 2021 Local Officials Briefing

BARKER/IGLEHEART/CORBIERRE

Current Conditions

- Site distance challenges
- Westbound lane restrictions and conflicts
- Neighborhood accessibility is important

BARKER/IGLEHEART: Intersection Modification

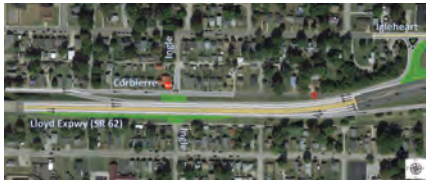
Proposed Improvements

- Close Igleheart/Barker westbound exit loop ramp
- Realign Barker westbound ramp to provide left turn lane and a shared through/right lane

CORBIERRE: Intersection Modification

Proposed Improvements

- Shift Corbierre exit
- Close Ingle access to the Lloyd
- Allow two-way access on Corbierre east of Ingle



ROSENBERGER AVENUE

Current Conditions

- Beginning of heavy commercial corridor
- High number of westbound rear-end accidents
- Westbound site distance challenges
- High volume traffic in all directions

ROSENBERGER: Minor Intersection Improvement

Proposed Improvements

- Restrict right turns on red with signal modifications
- Extend turn lanes and reconstruct pavement
- Improve westbound sight distance

PAVEMENT REPLACEMENT: Rosenberger to Wabash

- Beyond life expectancy

Presentation slides for the March 4, 2021 Local Officials Briefing

RED BANK ROAD

Current Conditions

- Heavy commercial corridor
- High volume traffic in all directions

RED BANK ROAD: Major Intersection Improvement

- Dual displaced left turns
- Northbound/southbound maintain same lane configurations
- Provisional project – fiscal year funding yet to be determined

BOEHNE CAMP ROAD

Current Conditions

- Heavy commercial corridor to south
- Heavy residential to the north

BOEHNE CAMP: Major Intersection Improvement

- Dual displaced left turns
- Southbound traffic will have additional left and right turn movements
- Northbound configuration will remain the same
- Provisional project with fiscal year funding yet to be determined

SCHUTTE ROAD

Current Conditions

- Heavy residential development to north
- Multiple apartment units to south
- Rear access to USI apartments and campus to south

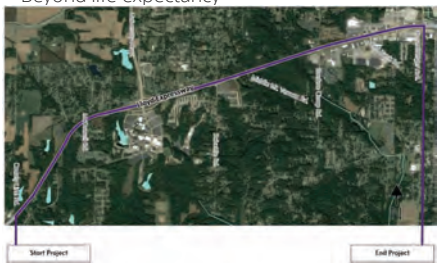
SCHUTTE ROAD: Improvements TBD

- Improvements for Schutte Road are still under development
- Impacts on Felstead and Middle Mt. Vernon roads are being considered

Presentation slides for the March 4, 2021 Local Officials Briefing

PAVEMENT REPLACEMENT: County Line to Rosenberger

- Beyond life expectancy



NEXT STEPS

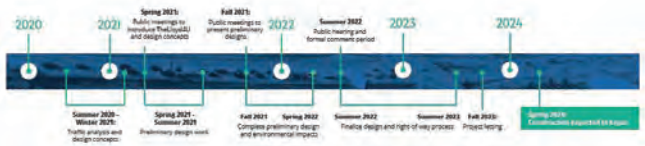
STAKEHOLDER MEETINGS

- Stakeholder meetings next week
- Meeting virtually with business owners by area
- Stakeholder meetings:
  - March 10: Cross Pointe and Burkhardt stakeholders; Stockwell and Vann stakeholders
  - March 11: Wabash and Rosenberger stakeholders; Rosenberger to Posey Co. Line

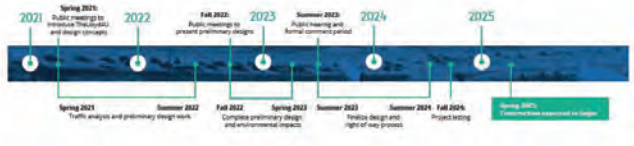
NEXT STEPS

- 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 1: ROSENBERGER TO CROSS POINTE



PHASE 2: POSEY COUNTY LINE TO ROSENBERGER



Presentation slides for the March 4, 2021 Local Officials Briefing

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THANK YOU

MEETING SUMMARY

Date of Meeting:	March 10, 2021	**Re:**	Rosenberger to Posey County Line Improvements Stakeholder Meeting
Location:	Held Virtually	**Issue Date:**	February 22, 2021

Submitted By: Lucas Foertsch, Lochmueller Group

In Attendance:

Steve Boren – First Bank
Corey Chapman – Deaconess
Pam Drach – EMPO
Tracy Zeller – Tracy Zeller Jewelry
Drew Jacob – VS Engineering
David Reamer – INDOT
Kent Johnson – Pearl Ave. Property Owner
Jenny Mitchell – Schnucks grocery
David Reamer – INDOT
Kirsten Dietz – Diamond Valley Credit
Heather Walters – Eagle Village Apartments
Taylor Mohr – Starbucks
Khalil Dughaish – INDOT
Matthew Bullock – INDOT
Bart Mueller – INDOT
Seyed Shokouhzadeh – EMPO
Nicholas Grady – Ascension
Jared Peterson – INDOT
Susie West – United Fidelity Bank
Chris Gentry – INDOT
Melissa Williams – Holiday Inn
Kate Swinford – Lochmueller Group
Brian Southern – State Farm
David Goffinet – Lochmueller Group
Jeff Whitaker – Lochmueller Group
Lucas Foertsch – Lochmueller Group
Mindy Peterson – C2 Strategic
Toby Randolph – Parsons
Brandon Durchholz – INDOT
Brian Malone – INDOT

Two additional unknown participants joined

ITEMS DISCUSSED:

The meeting began with a broad project overview and brief introductions conducted by David Goffinet. Following introductions, and an explanation of the zoom meeting platform and chat functionality by Lucas Foertsch, a member of the project team presented a detailed analysis of the preliminary design for the intersection improvement projects and pavement resurfacing from Rosenberger Avenue to the Posey County line. Jeff Whitaker of Lochmueller Group explained the anticipated improvement designs for the intersections and highlighted what traffic patterns should look like as a result. He also discussed the planned pavement improvements. Once the plans had been detailed, the remainder of the meeting was dedicated to answering questions and discussing relevant local knowledge of the current traffic patterns and potential areas of conflict. Below is a summary of the questions and input from attending stakeholders:

Question 1, Kent Johnson: My main concern is access to our business during construction. Can you tell us how you will make sure we do not see any loss of business due to construction?

Answer 1, Jeff Whitaker/David Goffinet: Once the traffic volume data analysis is completed and the design process begins moving forward the Maintenance of Traffic (MOT) pattern will be carefully decided to prevent any unnecessary delays, impacts to businesses, etc. During project construction.

Question 2, Kent Johnson: The area in front of O'Charley's floods with every rain. Will this be improved?

Answer 2, Jeff Whitaker: As part of the design process all storm sewers and drainage associated with the roadway are being reviewed for performance issues and improvements considered to avoid issues like that in the future.

Question 3, Heather Walters: Our main concern is the accessibility and safety for our 500+ college students on our property. You mentioned that there will also be work on the ramps at University Parkway. Will that work occur in tandem with the work proposed for Schutte Road?

Answer 3, Jeff Whitaker: The work will take place concurrently because it is all part of one large project. Work on the ramps may be restricted to weekends during lower traffic volumes so as to not interfere with students attending classes, or the ramps may be sufficiently wide to work on them while utilizing the shoulder to allow traffic to pass ongoing construction.

Question 4, Heather Walters: Is there any type of work that will be occurring on Schutte? Our entrance is only a few hundred yards from the light. Want to make sure we're prepared.

Answer 4, Jeff Whitaker/David Goffinet: There is not currently any work planned farther south than Steller Dr. As the design progresses more towards a final stage we can reconvene and discuss potential access impacts to Eagle Village and how to mitigate your concerns.

Comment 1, David Alstead: You talked about improvements with left turns, but the right lane to get on Rosenberger is congested also.

Response 1, Jeff Whitaker: The current focus is on the left-hand turn lane, but analysis can be expanded to review the right hand lanes as well and any necessary changes will be made to accommodate sufficient volumes of traffic turning either direction.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

Presentation slides for the March 10, 2021 Stakeholder Meeting

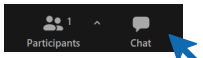
THE LLOYD4U

Intersection Improvement Projects
Rosenberger to Posey County Line

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



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PRESENTERS

David Goffinet
Lochmueller Group
Stakeholder Coordinator

Jeff Whitaker
Lochmueller Group
Project Manager

AGENDA

1) Project Overview
2) Rosenberger to Posey County Line Proposed Improvements
3) Next Steps
4) Questions

PROJECT OVERVIEW

PROJECT PURPOSE

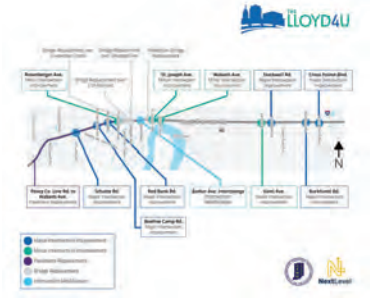
- Improve safety
- Improve mobility
- Maintain accessibility

Presentation slides for the March 10, 2021 Stakeholder Meeting

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



- 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)

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

ROSENBERGER AVENUE

Current Conditions

- Beginning of heavy commercial corridor
- High number of westbound rear-end accidents
- Westbound site distance challenges
- High volume traffic in all directions

ROSENBERGER: Minor Intersection Improvement

Proposed Improvements

- Restrict right turns on red with signal modifications
- Extend turn lanes and reconstruct pavement
- Improve westbound sight distance

RED BANK ROAD

Current Conditions

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BOEHNE CAMP: Major Intersection Improvement

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SCHUTTE ROAD

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- Rear access to USI apartments and campus to south

SCHUTTE ROAD: Improvements TBD

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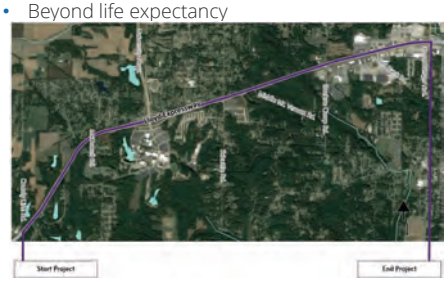
PAVEMENT REPLACEMENT: County Line to Rosenberger

- Beyond life expectancy



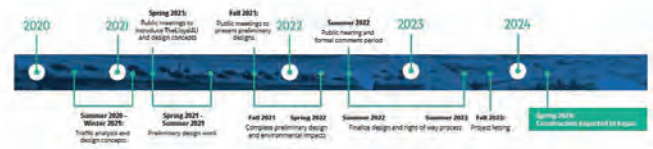
NEXT STEPS

Presentation slides for the March 10, 2021 Stakeholder Meeting

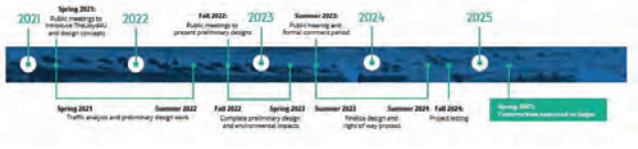
NEXT STEPS

- 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 2022 and February 2024

PHASE 1: ROSENBERGER TO CROSS POINTE



PHASE 2: POSEY COUNTY LINE TO ROSENBERGER



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THANK YOU

MEETING SUMMARY

Date of Meetings:	March 24, 2022	**Re:**	Lloyd Improvement Project – Business Stakeholder Meetings (AM and PM)
Location:	Hybrid – Virtual and In-Person	**Issue Date:**	
Submitted By:	David Goffinet, Lochmueller Group		

In Attendance:

Melanie Fairchild – Deaconess
Meagan Brien – United EVV
John Harding – Boy Scouts of America
Andy Dillow – Torian Insurance
Jeff Wedding – State Hospital
Bob Koch – Koch and Sons
Scot Sanderson – Romaine
James Morley Jr. – Morley Engineering
James Morely Sr. Morley Engineering
Randy Eades – State Farm
Fernando Tudela – Cross-Eyed Cricket
John Wandling – Control Specialists
Rich Stierwalt – Chick-Fil-A
Mike O'Daniel – D-Patrick
Brent Schmitt – City of Evansville
Luke Yeager – IMCU
Ashley Johns - IMCU

Brian Southern – Target
Neil Crowley – State Farm
Zach Grifenhagen – Chick-Fil-A
Kate Robinson – Chick-Fil-A
Heather Judd – Banana Republic
Traci Brown – Ulta Beauty
Kyle Swinney – The Fresh Market
Ryan Parker – United Companies
Matthew Bullock – INDOT
David Goffinet – Lochmueller Group
Jeff Whitaker – Lochmueller Group
Toby Randolph – Parsons
Cody Buecler - Parsons
Brian Malone - INDOT
Brandon Durchholz – VS Engineering
Mindy Peterson – C2 Strategic Communications

The list above represents those persons that accepted the meeting invitation. There was a glitch in the Teams attendance tracking system and it did not accurately record the attendees to the meeting.

ITEMS DISCUSSED:

This summary represents the questions, input and responses discussed during both the morning and afternoon meetings. The meeting began with brief introductions conducted by David Goffinet. Following introductions, Jeff Whitaker conducted a walk-through discussion utilizing Google Earth providing updates on intersection improvement efforts, functionality of each, and current Maintenance of Traffic considerations. Participants were encouraged to ask questions throughout the presentation. A list of questions, input, and responses is included below.

Question 1, Robert Koch: Are you installing a new traffic signal at the I-69 southbound off ramp?

Answer 1, Jeff Whitaker: Yes. The outside lane will be able to turn right on red. And as you come up that ramp, there will be signs there saying which lane you need to get into if you want to go onto Cross Pointe South bound to go over towards a Cracker Barrel. It is important to provide a safe opportunity to cross over lanes of traffic to get to the displaced left turn lane.

Question 2, Rich Stierwalt: As it relates to Cross Pointe, it appears there are two lanes for eastbound Lloyd to northbound Cross Pointe. Is that correct? (Yes) How many cars will that queue turning left? Can you explain the intersection more thoroughly?

Answer 2, Jeff Whitaker and Mat Van Der Meer: We don't have those numbers in front of us at the moment, but we can provide them. Together, both went on to explain the intersection components, where signals were located, and how they worked together to clear traffic and allow for improved through movements for Lloyd traffic.

Question 3, Rich Stierwalt: What about the intersection of Indiana and Cross Pointe? Are there any concerns with traffic backups impacting the performance of that intersection?

Answer 3, Jeff Whitaker: The City (Evansville) has identified the need for an improvement at this location. The tentative plan is to install a roundabout which would better accommodate needed movements in the area. Preliminary analysis of the traffic, with consideration of a roundabout at that location, does not indicate a major concern with traffic queuing.

Question 4, Rich Stierwalt: Regarding Burkhardt, are there plans to account for seasonal traffic (November and December) in relation to construction interfering with traffic in the shopping district?

Answer 4, Jeff Whitaker: yes. Additionally, the proximity of Cross Pointe and Burkhardt would necessitate some consideration for staging construction to accommodate diverting traffic at one intersection while work is ongoing at the other.

Question 5, Andy Dillow: Is there any consideration on that eastbound light that you're putting in for that displaced left turn at Stockwell to allowing a U turn there?

Answer 5, Cody Buecler and Mat Van Der Meer: We looked at this previously and identified it was not a viable solution. Adding a movement (U-Turn) to the displaced left crossover presents

an additional opportunity for confusing drivers. It also created an additional signal phase to account for traffic turning against southbound to westbound traffic from Stockwell.

Comment, Andy Dillow: I would like to see this movement or some alternative to allow drivers from the west side to access Torian Insurance (and the other destinations along Division).

Response, David Goffinet: The city has been looking at this situation but have not made any commitments for local improvements to provide this access without following a circuitous route.

Question 6, John Harding: Access to the Boy Scouts of America Headquarters is going to be challenged by the changes to the Lloyd. We would like to get some type of upgrade, perhaps a frontage road, that would allow improved accessibility to and from our location. This would impact travelers to and from the State Hospital Grounds and Park Area as well as the Master Gardener's Group.

Answer 6, Matt Bullock: INDOT has been reviewing this area and is looking into possibly some upgrades to the private road south of BSA and the Red Cross (more than gravel).

Comment, Andy Dillow: I understand the need to remove the signal at Vann and convert to a right in / right out. However, for people wishing to head east on Lloyd from our location will require them to head west on the Lloyd first, exit on Boeke, head south then re-enter the Lloyd via the on-ramp. I am concerned that traffic on Boeke will challenge this movement. The other alternative using Division to Stockwell isn't viable today. Drivers are rarely ever able to exit Division into the left turn lane of Stockwell to make the eastbound movement onto the Lloyd. Please look at traffic in both locations to determine if either will "work".

Response, David Goffinet: The project team will continue to study this area to determine how traffic patterns will be affected.

Question 7, Robert Koch: Would you expect construction to start on both the east and west side at the same time? Further, when would you expect completion on each side?

Answer 7, Jeff Whitaker: It could. With such a large distance between Wabash and Vann there is no reason construction cannot be ongoing on both sides of the city. Ultimately, the contractor will decide on the appropriate phasing in accordance with the Maintenance of Traffic plans. We are anticipating construction to be ongoing for three years. However, the construction phasing will be coordinated so that various pieces are completed at different times throughout the construction effort.

Question 8, John Harding: Can I assume that communications are in place so that any parallel ongoing city or county projects can be planned accordingly?

Answer 8, David Goffinet: We have been in communication with both the city (Brent Schmitt) and county (John Stoll) throughout the project and will continue to do so. This will allow for appropriate planning to make sure alternative routes are not impacted simultaneously.

Question 9, Rich Stierwalt: This question is in regard to the west side Chick-fil-A location. There is a significant traffic challenge for drivers exiting this location from the drive immediately south of the store onto Rosenberger. Is there any chance that as part of this project someone could look at closing off that access point, at least for left turn movements onto northbound Rosenberger?

Answer 9, Jeff Whitaker: This type of change would be beyond the scope of this project. It would need to be a local decision involving the owner of the development area.

Question 10, Brian Southern: When you are reconstructing the bridges across Tekoppel (and RR and creek), are you going to have to reduce to one lane of traffic in both directions?

Answer 10, Jeff Whitaker: No because we can mill down the median and use the existing structure as we extend the bridge to the north.

Question 11, Ashley Johns: Our clients have trouble getting in and out of our parking lot especially at the end of the day (Indiana Members Credit Union located at 7312 Eagles Crest Boulevard). Is there anything that is being done to improve that situation?

Answer 11, Jeff Whitaker: The proposed improvements at the Cross Pointe Boulevard intersection will move more through traffic along the Lloyd Expressway as well as allowing more vehicles to clear from Cross Pointe, and thus Eagle Crest, during the signal phases. This should help matters. That said, peak hour traffic conditions are the most extreme. There will be improvement during these times as well, but there may still be some delays that could impact your clientele. However, it should be better.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

THE LLOYD4U

Business Stakeholder Meeting

March 2022

WELCOME

- Hybrid meeting format – virtual and in-person
- Use chat room – moderator will read them
- Review website for more information (thelloyd4u.com)
- Public Information Meeting March 29th @ City View
  - 5:00 to 6:30 pm

MEETING PURPOSE

- Update on proposed intersection improvements
- Maintenance of Traffic (MOT) discussion

Construction Letting: November 2023

EAST SIDE PROJECTS

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

BURKHARDT ROAD

Major Intersection Improvement

- Dual displaced lefts

Considerations

- Peak time delays north and southbound
- Traffic backing up
- Heavy commercial corridor

STOCKWELL ROAD

Major Intersection Improvement

- Eastbound displaced left turn
- Westbound boulevard left turn

Considerations

- Proximity to ramp results in hybrid solution
- Afternoon/evening peak delays

VANN AVENUE

Minor Intersection Improvement

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

Considerations

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

KEY MOT CONSIDERATIONS

- Maintain as many Lloyd through lanes as possible
- Major side street commercial corridors – especially at Cross Point and Burkhardt
- High volume traffic both peak (commute) and off-peak
- Avoid disrupting logical pairs at same time – Cross Point/Burkhardt & Stockwell/Vann

OUTCOMES

Mainline Lloyd Expressway

- Two lanes of through traffic EB and WB
- At least one lane for EB to NB lefts and WB to SB lefts

Side Streets (S-Lines)

- At least one lane of through traffic NB and SB
- One lane for SB to EB lefts and NB to WB lefts

WEST SIDE PROJECTS

PAVEMENT REPLACEMENT: Rosenberger to Wabash

Presentation slides for the March, 2022 Business Stakeholder Meeting

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

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

BARKER/IGLEHEART

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

Intersection Modification

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

Considerations

- Increases ramp spacing
- Improves space for changing lanes

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

BRIDGE REPLACEMENTS

Presentation slides for the March, 2022 Business Stakeholder Meeting

ANTICIPATED CLOSURES

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

KEY MOT CONSIDERATIONS

- Lloyd has narrow footprint between Wabash and St. Joe
- Full pavement replacement from Wabash to Rosenberger
- Lane additions west of Barker Interchange
- Must maintain access to Barker during ramp modifications
- Accommodate pedestrian movements – residential areas, Fall Festival, etc.

OUTCOMES

Mainline Lloyd Expressway

- Three to four lanes during construction
  - Two in one direction and one in the other

Side Streets (S-Lines) Options

- Complete closure w/ minimal construction timeframe
- One way closure (construct half at a time)
- Phased construction – i.e., NB closure then SB closure

MEETING SUMMARY

Date of Meeting: 4/20/2021 **Re:** Virtual Public Meeting

Location: Zoom

Submitted By: Berry Craig

In Attendance:

Project Team

Jeff Whitaker (Lochmuller)
Toby Randolph (Parsons)
Mat Van Der Meer (Parsons)
Mindy Peterson (C2 Strategic)
Berry Craig (C2 Strategic)
Matthew Bullock (INDOT)
Jared Peterson (INDOT)
Brian Malone (INDOT)

Participants (87 via Zoom | 3 via Phone)

ITEMS DISCUSSED:

The Virtual Public Meeting was held a day prior to in-person meetings, offering the public an opportunity to hear from the Project Team and ask questions, as well as to introduce the project, provide a project overview and direct people to the project website for more information

Presentation was led by Jeff Whitaker, Toby Randolph and Mindy Peterson. Materials covered included:

- Project Overview
- Alternative Intersections
- Improvement Projects
- Next Steps
- Follow Our Progress

Following the presentation from the Project Team, virtual participants were able to ask questions and share feedback using Zoom's chat function. Simple questions were answered live, in-depth questions were responded to via email in the days following the meeting.

Questions included:

- **Are Brentwood Dr and Fielding being considered for re-engineered for displaced left turns?**
  No. Brentwood Drive and Fielding Court are not identified for displaced left turn improvements at this time.

- **Is the option of removing intersection stoplights completely off the table? If so, why? The improvements at the Fulton and 41 intersections have been huge improvements for the city.**
  The improvement type without signals at US 41 and Fulton is referred to as a grade-separated interchange. The intersection improvements being considered along the Lloyd Expressway are all at-grade improvements which will include signals.

- **Northbound Cross Pointe (south of SR66) needs a second northbound thru lane. There are 2 receiving lanes on the northside of SR66. Traffic regularly backs up south of SR66, requiring multiple signal cycles to move all of the traffic south of SR66.**
  The project team will be assessing traffic movement volumes to determine the best use of limited spacing for lane configurations on Cross Pointe Boulevard south of the intersection at the Lloyd. There are a number of challenges for the northbound movements today. The limited distance between the Lloyd and Eagle Crest Boulevard, length of current eastbound right turn lane, and proximity of parking lots and drive access points are a few examples. We will seek to identify the best possible solution while minimizing impacts to adjacent businesses. We appreciate your input on the through movement request.

- **Why move the entrance to Corbierre further down and not leave it but close off the barker?**
  The westbound Lloyd exit to Corbierre is being relocated farther to the west in order to give additional spacing for drivers to make the off ramp weaving movement.

- **I live south of Ingle. My garage literally backs up and opens up to the Lloyd.**
  As you are aware, there is currently right-in/right-out access off and on the Lloyd Expressway at Ingle. The project team is currently examining the possibility of closing Ingle to the Lloyd. Whether it is closed or not, there will be no impacts to your property. Do you have a preference on whether you would like to see it the direct access to the Lloyd removed or not?

- **What is the impact of homeowners?**
  There will be no right-of-way impacts to homeowners in your vicinity. However, the decision on maintaining direct right-in/right-out access to the Lloyd could impact driving patterns for some residents.

- **If Vann needs to be closed for safety due to sight lines and the 4 miles of no signal lights, why should the same not be done with Wabash and St Joe intersections on the Westside? INDOT spent $10M buying the Mead Johnson parking lots years ago for these intersection grade improvements. Is this MJ land being used for these improvements proposed?**
  INDOT did purchase the Mead Johnson parking lot property years ago. If right-of-way is necessary for the final design improvement decision at St. Joe, that property is available to the project. However, an interchange is not under consideration at St. Joe. Additionally, the potential improvements currently identified at Wabash Avenue do not include removing the signal and current allowable turning movements. Additional space will be provided for westbound to southbound Wabash left turning movements.

- **Left turn lanes look like they will take a lot of signal coordination. The city/state has a horrible record in the Evansville of coordinating signals. For instance, the lights at Schutte Road with the cameras were supposed to be state of the art. They are no longer there, and traffic is as bad as it used to be. What are you doing different this time to improve performance?**
  Signal timing and phasing improvements will be part of the improvement process. The project team has been given specific direction to ensure improvements at specific intersection locations work with adjacent intersections and associated signal phases and timing.

- **Median U-turns. Making a U-turn into oncoming traffic. Your reducing risk at intersection but increasing at U-turn. What is the net advantage?**
  Left turn movements at traditional intersections are subject to potential conflicts from opposing and cross traffic movements. By removing the movement from the primary intersection that movement is now only subject to conflict from opposing vehicles, thereby providing a net gain in safety.

- **Seriously, adding a light at I-69 is being considered? This plan is already adding lights at left turn functions. I thought the goal of an expressway is to remove lights?**
  The goal of the improvement projects is to improve safety and enhance mobility (on the Lloyd), while maintaining accessibility to businesses and residences in the vicinity of the Lloyd. Traffic signals are an important component of the proposed solutions. Many advancement have been made in traffic signal operations, especially as it relates to communicating between various signals throught a particular corridor, such as the Lloyd Expressway.

- **I'm hearing Phase 2 impact will not be known to homes, etc. for 2 more years? I'm trying to strategize if I need to try to sell my home now. But the bigger question is whether my house will be removed for this project. I am right at the Ingle exist on**

Forest Ave. My house backs up to the Lloyd on the South side. Thank you for your time and information.
There will be no right-of-way impacts to homeowners in your vicinity. However, the decision on maintaining direct right-in/right-out access to the Lloyd could impact driving patterns for some residents.

- **I did not see any left turn improvements for west bound expressway at Rosenberger. This turn lane is terrible.**
  The primary improvements at Rosenberger are to westbound left turn movements. The improvements include providing additional length to stage turning vehicles, improving the offset for westbound and eastbound left turning vehicles, and improving site distance challenges for westbound travelers as part of the bridge replacements over Tekoppel, the railroad, and Carpentier Creek.

- **With moving the ramp closer the Tekoppel intersection it could lead to move jams. Also with the bridge there and housing it is kind of a blind intersection and there is foot traffic from the school that crosses there. People already fly down Corbierre to that stop sign I fall to see this helping and could cause more issues with people exiting too fast and blowing through the stop sign or hitting a house. As it sits with the plans the exit will be right at my house and my neighbors who both have grandkids over everyday and my daughter. We don't like the risk of someone possibly hitting our houses or parked car or a family member. thank you for your time**
  The proposed improvements in the vicinity of Barker, Ingle, and Corbierre are still in the conceptual stage. As the design effort advances, decisions on placement of the off-ramp access to Corbierre, design geometry, and speed limit restrictions will be refined. We will be happy to discuss things further with you as that effort progresses. Please provide us a phone number and let us know if this is the best email address for future correspondence.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

MEETING SUMMARY

Date of Meeting:	4/21/2021	**Re:**	Public Meeting
Location:	City View at Sterling Square 210 N. Fulton Ave Evansville, IN		
Submitted By:	Berry Craig		

In Attendance:

Project Team

David Goffinett (Lochmueller)
Jeff Whitaker (Lochmueller)
Dwayne Sanders (Lochmueller)
Lucas Foertsch (Lochmueller)
Nick Will (Lochmueller)
Brandon Durcholz (VS Engineering)
Dave Ayala (Parsons)
Toby Randolph (Parsons)
Samantha Barnes (Parsons)
Mat Van Der Meer (Parsons)
Mindy Peterson (C2 Strategic)
Berry Craig (C2 Strategic)
Steven Richard (C2 Strategic)
Rusty Fowler (INDOT)
Matthew Bullock (INDOT)
Brian Malone (INDOT)

Attendees (17)

ITEMS DISCUSSED:

Public meetings were held on the west and east sides of Evansville. Both offered the public an opportunity to hear from the Project Team and ask questions. A short presentation helped to introduce the project, provide a project overview and direct people to the project website for more information.

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- Project Overview
- Alternative Intersections
- Improvement Projects
- Next Steps
- Follow Our Progress

Before and after the presentation from the Project Team, participants were able to ask questions and talk with leaders at various stations, including:

- Project Overview
- Alternative Intersections
- East Side and West Side Improvements and Information
- Follow Our Progress and Stay In Touch

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

MEETING SUMMARY

Date of Meeting: 4/22/2021 **Re:** Public Meeting

Location: Crescent Room at Milestones
621 S. Cullen Ave
Evansville, IN

Submitted By: Berry Craig

In Attendance:

Project Team

David Goffinett (Lochmueller)
Jeff Whitaker (Lochmueller)
Dwayne Sanders (Lochmueller)
Lucas Foertsch (Lochmueller)
Nick Will (Lochmueller)
Brandon Durcholz (VS Engineering)
Dave Ayala (Parsons)
Mat Van Der Meer (Parsons)
Toby Randolph (Parsons)
Samantha Barnes (Parsons)
Mindy Peterson (C2 Strategic)
Berry Craig (C2 Strategic)
Rusty Fowler (INDOT)
Matthew Bullock (INDOT)
Brian Malone (INDOT)

Attendees (19)

ITEMS DISCUSSED:

Public meetings were held on the west and east sides of Evansville. Both offered the public an opportunity to hear from the Project Team and ask questions. A short presentation helped to introduce the project, provide a project overview and direct people to the project website for more information.

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Presentation slides for the April 20, 21, and 22, 2021 Public Information Meetings

THE LLOYD4U

Public Meeting

April 2021

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

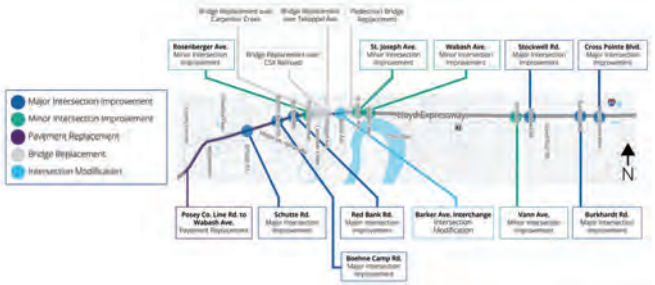
1) Project Overview
2) Alternative Intersections
3) Improvement Projects
4) Next Steps
5) Follow Our Progress

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 Cross Pointe Boulevard to Posey County Line Road
- Projects include **intersection improvements, bridge replacements, pavement replacement** and **more**

IMPROVEMENT LOCATIONS



Presentation slides for the April 20, 21, and 22, 2021 Public Information Meetings

THE BIG PICTURE

- There's still **a lot of work to do**
- All designs are **preliminary**
- Public input is an **important part of the process**
- We're talking to **businesses** and **other stakeholders**
- Additional public meetings **expected this fall**

WHAT IS HAPPENING

- Traffic analysis, maintenance of traffic plans
- Road design and survey work
- Projects are divided into two phases
- Phase One construction expected in **spring 2024**
- Phase Two construction expected in **spring 2025**

PROJECT PURPOSE

Making the Lloyd Work For You

- Improve **safety**
- Improve **mobility**
- Maintain **accessibility**

THE LLOYD4U
Making the Lloyd Work for You

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?

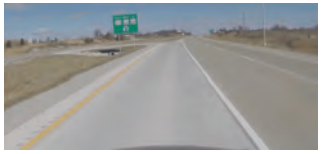
- Alternative intersections are **new to the area**
- They are a **proven success** in other areas
- **Organize traffic** to improve flow and safety
- **Remove left turns** from the intersection
- Reduce conflict points, **improve safety**

Displaced Left Turn

Boulevard Left Turn

SPENCER COUNTY: Reduced Conflict Intersections

- INDOT installed two reduced conflict intersections in Spencer County in 2017
- No serious wrecks at either intersection
- After 4 years, nearly 70% reduction in total crashes and injury crashes
- Similar to a boulevard left turn



Reduced Conflict Intersection in Spencer County

There haven't been any serious accidents at that intersection. **It really did the trick for what the state designed it to do.**

- Spencer County Sheriff Jim McDurmon

DISPLACED LEFT TURN

- Vehicles turning left move to a **dedicated lane** on the other side of the road, with a signal, **before the intersection**
- There's **no need for a left-turn signal** at the intersection
- Left-turn traffic **moves with traffic on the Lloyd Expressway**
- Continuous flow, **reduced conflict points, improved safety**
- Also known as a **continuous flow intersection**

BOULEVARD LEFT TURN

- Vehicles go **through the intersection**, make a **U-turn** and then a **right turn**
- All **boulevard lefts** planned for TheLloyd4U **include a traffic signal at a dedicated median** to safely make the U-turn
- **Removes left turns** from the main intersection
- **Safety is improved** while moving more traffic
- Also known as a **median U-turn**

HYBRID SOLUTION

- Includes elements from **both a displaced left turn** and **a boulevard left turn**
- Intersection's proximity to ramps, roadways and other factors means a **combination of elements work best together**
- Elements work in tandem to **improve intersection performance**, **safety** and **wait times**

IMPROVEMENT PROJECTS

CROSS POINTE: Major Intersection Improvement

Two Potential Solutions under Consideration

Hybrid solution with eastbound displaced left turn with westbound boulevard left turn

CROSS POINTE: Major Intersection Improvement

Two Potential Solutions under Consideration

Dual displaced lefts with I-69 ramp modifications

DUAL DISPLACED LEFTS

Burkhardt Road

Red Bank Road

- Provisional project with fiscal year funding yet to be determined

Boehne Camp

- Provisional project with fiscal year funding yet to be determined

HYBRID SOLUTION

Stockwell Road

- Eastbound displaced left turn
- Westbound boulevard left turn

MINOR IMPROVEMENTS

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

Wabash Avenue
- Eastbound/westbound left turns with a green turn signal only
- Improve signal timing with St. Joseph Avenue
- Close access to Pennsylvania Street

St. Joseph Avenue
- Reconfigure southbound approach and realign dual southbound left turn lanes
- Add second southbound right turn lane
- Improve signal timing coordination with Wabash Avenue

Rosenberger Avenue
- Restrict right turns on red with signal modifications
- Extend right turn lanes
- Improve westbound sight distance and reconstruct pavement

OTHER

Barker/Igleheart
- Close westbound exit loop ramp
- Realign Barker westbound exit ramp to provide left turn lane and shared through/right lane

Corbierre
- Shift exit and additional modifications

Schutte Road
- Improvements still under development

PAVEMENT REPLACEMENT: Rosenberger to Wabash

PAVEMENT REPLACEMENT: County Line to Rosenberger

BRIDGE REPLACEMENTS

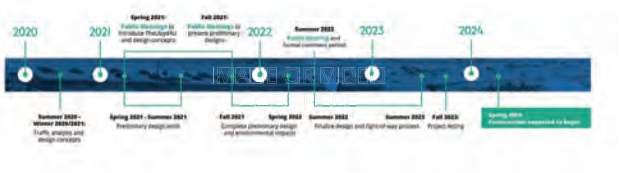
NEXT STEPS

NEXT STEPS

- Public meetings this week
- Review feedback
- Finalize traffic assessments
- Design efforts
- Additional public meetings this fall to present designs

Presentation slides for the April 20, 21, and 22, 2021 Public Information Meetings

PHASE 1: ROSENBERGER TO CROSS POINTE



PHASE 2: POSEY COUNTY LINE TO ROSENBERGER

FOLLOW OUR PROGRESS

FOLLOW OUR PROGRESS

www.TheLloyd4U.com

TheLloyd4U

@TheLloyd4U

HAVE QUESTIONS?

- Visit an information station or talk with a Project Team member
- Share your feedback
- Complete a comment form

FOR COMMENT: POSSIBLE CLOSURES

FOR COMMENT: POSSIBLE CLOSURES

Access may be closed to address safety concerns

- Pennsylvania at Wabash
- N. 10th Street at Lloyd
- N. 12th Street at Lloyd
- N. Lemke Avenue at Lloyd
- S. Ingle Avenue at Lloyd

QUESTIONS AND COMMENTS

www.INDOT4U.com

855-INDOT4U (463-6848)

INDOT@indot.in.gov

THE LLOYD4U

THANK YOU

THE LLOYD4U

COMMENT FORM

Please check all that apply:

- [x] I own a business along the Lloyd Expressway
- [ ] I work along the Lloyd Expressway
- [ ] I live along the Lloyd Expressway
- [ ] I travel the Lloyd Expressway frequently
- [ ] I don't live or work along the Lloyd Expressway, but I have interest in the project

How many times do you typically travel on the Lloyd Expressway?

- [ ] Daily
- [ ] Multiple times a day
- [ ] 3-5 times per week
- [ ] 3-5 times per month
- [ ] Monthly
- [ ] A few times a year

Would you like to receive project updates?

- [x] By email. Email address: [redacted]
- [ ] By text. Phone number: _____

LET US KNOW WHAT YOU THINK

#1 Removing the loop @ Burke ave will remove direct access to our property, will there be compensation?

#2 If they abandon this loop we would like to acquire this or be permitted access for overflow and additional parking.

Name: Roy Whetstine **Address:** [redacted]

E-mail: [redacted] **Phone number:** [redacted]

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

THE LLOYD4U

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Would you like to receive project updates?

- ☐ By email. Email address: _____
- ☐ By text. Phone number: _____

LET US KNOW WHAT YOU THINK

The best news we heard tonight was the Improvement at the Lloyd And Vann Ave intersection - As you Know a real bottle neck Dual diagonal turns is an excellant idea

Name: R. Schechter **Address:** [redacted]

E-mail: [redacted] **Phone number** [redacted]

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

THE LLOYD4U

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Would you like to receive project updates?

- [x] By email. Email address [redacted]
- [ ] By text. Phone number [redacted]

LET US KNOW WHAT YOU THINK

- Cost of current proposal
- Why not have fewer stop lights while we are redesigning

Name: Jill Anne Kahn **Address:** [redacted] 47712

E-mail: above **Phone number:** [redacted]

INDIANA DEPARTMENT OF TRANSPORTATION

NextLevel

THE LLOYD4U

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Would you like to receive project updates?

- ☑ By email. Email address: [redacted]
- ☑ By text. Phone number: [redacted]

LET US KNOW WHAT YOU THINK

Less Right hand Access lane from Vann onto Lloyd. Little Traffic onto Lloyd Access from Vann.

Concerned About Bottleneck on Vann while waiting to get cleared To Move Right onto Lloyd.

Name: James D. Vannoy **Address:** [redacted]

E-mail: [redacted] **Phone number:** [redacted]

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

THE LLOYD4U
Making the Lloyd Work for You

April 21, 2021 | City View at Sterling Square

Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)	
DWAYNE SANDERS	[redacted]			☒	☐
NICK WILL				☒	☐
Matthew Bullock				☐	☐
Ella Dornburg				☐	☐
Travis Onyeji				☐	☐
Mitch Mass				☐	☐
James Tarry				☐	☐
STACY STEVENS				☒	☐
Julie Hahn				☒	☐
Evan Gorman				☒	☐

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.

THE LLOYD4U
Making the Lloyd Work for You

April 21, 2021 | City View at Sterling Square

Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)	
BRANDON DURCHHOLZ	[redacted]			☐	☐
MATHEW VAN DER MEER				☐	☐
DAVE AYALA				☐	☐
ROY WHETSTINE				☑	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
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Making the Lloyd Work for You

April 21, 2021 | City View at Sterling Square

Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)	
JACK [illegible]	[redacted]			☑	☑
Claire Dugan				☐	☐
Mike Whetstine				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐

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Making the Lloyd Work for You

April 21, 2021 | City View at Sterling Square

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Name	Address	Telephone	Email	Email and Text Alert Opt In (check)	
TOBY RANDOLPH	[redacted]			☑	☐
DAVID GOFFINET				☑	☑
Julia Adams				☐	☐
RUSTY FOWLER				☐	☐
Rachael Schlachter				☐	☐
DAVE Kunyka				☐	☐
Terry Campbell			55@gmail.com	☑	☐
				☐	☐
				☐	☐
				☐	☐

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Samantha Barnes	[redacted]			☐ ☐
Lucas Foertsch				☐ ☒
Ariona King				☐ ☐
Valerie Lyons				☐ ☐
Jill Wilderman				☐ ☐
Sharon Griggsby				☐ ☑
Mike Schuyme				☒ ☐
Cyndi Zinn				☑ ☑
				☐ ☐
				☐ ☐

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THE LLOYD4U

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Would you like to receive project updates?

- ☐ By email. Email address: _____
- ☑ By text. Phone number [redacted] _____

LET US KNOW WHAT YOU THINK

Making Vann & Lloyd right turn only will overload nearby intersections. I work at the corner of Lloyd & Vann and the average number of cars turning left or westbound on Lloyd is 23 cars per light and that does not include when baseball games or soccer games are going on. Green River, Boeke or Weinbach none of these 3 can handle that traffic. Left hand turns onto to Vann averegage about 8 per light until 3:30 and then it easily doubles going to the → over

Name: _____ **Address:** _____

E-mail: _____ **Phone number:** _____

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

baseball & soccer fields and they will have to be rerouted. People going to the 2 businesses on Vann will end up driving through the residential neighborhoods where children play now. During the day there maybe an average of 2 accidents a month going eastbound on Lloyd to the light at Vann. There are a lot more dangerous intersections in town than that. These accidents are caused by people doing 70 mph over the hill at Boeke and/or on their phones. The stoplight at Vann does not cause these accidents. If you put a right turn at Lloyd & Vann and put a pedestrian walkway on the south side of Lloyd you will get someone killed. They can't hardly cross now with a stop light. Cars turning right into the 2 businesses parking lots on Vann will cause increased accidents because they won't even have to slow down making the right turn and won't have time to stop from rear ending the car turning into the business parking lot. From 3:30 on cars turning west bound on Lloyd are backed up past Walnut and there is not another intersection that can handle 40 more cars per light. Cars turning to east bound on Lloyd won't have time to get up to speed and merge onto Lloyd so there will be more accidents. Most of the time now you have to wait for the light to turn red before you can turn right on Lloyd from Vann.

THE LLOYD4U

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Would you like to receive project updates?

- ☒ By email. Email address: [redacted]
- ☐ By text. Phone number: _____

LET US KNOW WHAT YOU THINK

_____

_____

_____

_____

_____

_____

_____

Name: [redacted] **Address:** _____

E-mail: [redacted] **Phone number:** [redacted]

INDIANA DEPARTMENT OF TRANSPORTATION — INDOT

NextLevel

THE LLOYD4U

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- [x] I live along the Lloyd Expressway
- [x] I travel the Lloyd Expressway frequently
- [ ] I don't live or work along the Lloyd Expressway, but I have interest in the project

How many times do you typically travel on the Lloyd Expressway?

- [x] Daily
- [ ] Multiple times a day
- [ ] 3-5 times per week
- [ ] 3-5 times per month
- [ ] Monthly
- [ ] A few times a year

Would you like to receive project updates?

- [ ] By email. Email address: [redacted]
- [ ] By text. Phone number: _____

LET US KNOW WHAT YOU THINK

We should consider a parallel frontage-type connection from the Boy Scout facility S. of the LLOYD & at the base of the ped bridge - It can run all of the Master Garden area & S of the Red Cross to give the many users of these facilities access to the Stockwell signal.

Name: [redacted] **Address:** [redacted]

E-mail: _____ **Phone number:** [redacted]

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

THE LLOYD4U

COMMENT FORM

Please check all that apply:

- ☐ I own a business along the Lloyd Expressway
- ☐ I work along the Lloyd Expressway
- ☒ I live along the Lloyd Expressway
- ☐ I travel the Lloyd Expressway frequently
- ☐ I don't live or work along the Lloyd Expressway, but I have interest in the project

How many times do you typically travel on the Lloyd Expressway?

- ☐ Daily
- ☐ Multiple times a day
- ☒ 3-5 times per week — sometimes more
- ☐ 3-5 times per month
- ☐ Monthly
- ☐ A few times a year

Would you like to receive project updates?

- ☐ By email. Email address: _____
- ☐ By text. Phone number: _____

LET US KNOW WHAT YOU THINK

Appears that displaced left turn only allows for left turn same time as other traffic goes forward - Added lights to watch. Median U-Turn - Stop ~~sign~~ sign - back-up traffic (?) Hybrid Solution - cross point - I69 traffic priority -

VANN AVENUE CHANGES AS PROPOSED WILL HAVE ADVERSE EFFECT ON BUSINESSES, THE SPORTS PARTICIPANTS AT VANN FIELDS AND THE NEIGHBORHOODS. NO LEFT ONTO Lloyd from VANN will increase traffic on side streets that have youngsters.

Name: [redacted] **Address:** [redacted]

E-mail: _____ **Phone number** [redacted]

NOT SURE WHY STOCKWELL IS RECEIVING ATTENTION.

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

At UANN AVE, THE Proposed access East looks very Short when entering 55mph traffic

The proposed median on UANN at the Lloyd impacts two businesses immediately.

THE LLOYD4U

COMMENT FORM

Please check all that apply:

- [x] I own a business along the Lloyd Expressway
- [x] I work along the Lloyd Expressway
- [ ] I live along the Lloyd Expressway
- [ ] I travel the Lloyd Expressway frequently
- [ ] I don't live or work along the Lloyd Expressway, but I have interest in the project

How many times do you typically travel on the Lloyd Expressway?

- [x] Daily
- [ ] Multiple times a day
- [ ] 3-5 times per week
- [ ] 3-5 times per month
- [ ] Monthly
- [ ] A few times a year

Would you like to receive project updates?

- [ ] By email. Email address: [redacted]
- [ ] By text. Phone number: _____

LET US KNOW WHAT YOU THINK

AS DIRECTOR OF BUFFALO TRACE COUNCIL BOY SCOUTS OF AMERICA, WE HAVE MULTIPLE ISSUES WITH PROPOSE VANN AVE & STOCKWELL CHANGES. WE ALSO OFFER A POTENTIAL SOLUTION OF A POSSIBLE FRONTAGE ROAD FROM BSA OFFICE (BEHIND AMERICAN RED CROSS) TO STOCKWELL. THIS WILL SUPPORT SAFER ACCESS TO BSA FAMILIES (5000) TO OUR OFFICE, MASTER GARDENERS, PUBLIC WALKERS VISITING CIT PARK TRAILS, AND NEW WOODMERE DOG PARK VISITORS, WE NEED THIS SUPPORT!

Name: [redacted] **Address:** [redacted]

E-mail: [redacted] **Phone number:** [redacted]

(more on back)

INDIANA DEPARTMENT OF TRANSPORTATION

NextLevel

ALTERNATIVE SUGGESTIONS OF USING ~~ASH~~ LLOYD AVE EXITS OF BOEKE AND/OR GREEN RIVER IS A BIG CHALLENGE DUE TO THE NUMBER OF VISITORS TO OUR PROPERTY.

WE WELCOME COMMUNICATIONS AT ANY TIME.

[redacted]

We are concerned for safety of our customers/ visitors as they enter the Lloyd with a right turn. The frontage road will likely reduce the entry on the Lloyd for those traveling west bound.

We own a large part of the potential frontage roadway and the State Hospital may be aggreable to this support as well.

THE LLOYD4U

COMMENT FORM

Please check all that apply:

- ☐ I own a business along the Lloyd Expressway
- ☐ I work along the Lloyd Expressway
- ☐ I live along the Lloyd Expressway
- ☐ I travel the Lloyd Expressway frequently
- ☐ I don't live or work along the Lloyd Expressway, but I have interest in the project

How many times do you typically travel on the Lloyd Expressway?

- ☐ Daily
- ☐ Multiple times a day
- ☐ 3-5 times per week
- ☐ 3-5 times per month
- ☐ Monthly
- ☐ A few times a year

Would you like to receive project updates?

- ☐ By email. Email address: _____
- ☐ By text. Phone number: _____

LET US KNOW WHAT YOU THINK

A frontage road connection from Scouts, master Gardners and Evansville Parks to Stockwell is a necessity. This will also help directing the out of town users. This frontage Road can be done without Right of Way purchas since the affected owners will dedicate the R/W. This proposed frontage road will significantly reduce Turn movements on the Lloyd and that will increase safety.

Name: [redacted] **Address:** [redacted]

E-mail: [redacted] **Phone number:** [redacted]

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

THE LLOYD4U

COMMENT FORM

Please check all that apply:

- [ ] I own a business along the Lloyd Expressway
- [ ] I work along the Lloyd Expressway
- [x] I live along the Lloyd Expressway
- [ ] I travel the Lloyd Expressway frequently
- [ ] I don't live or work along the Lloyd Expressway, but I have interest in the project

How many times do you typically travel on the Lloyd Expressway?

- [x] Daily
- [ ] Multiple times a day
- [ ] 3-5 times per week
- [ ] 3-5 times per month
- [ ] Monthly
- [ ] A few times a year

Would you like to receive project updates?

- [x] By email. Email address: [redacted]
- [ ] By text. Phone number: _____

LET US KNOW WHAT YOU THINK

Only thing that does not settle is moving the ramp to Corbierre. Do to the fact that at the end of the road is basically a blind intersection. There is a lot of foot traffic with families and I believe it will not allow enough stopping time. We just bought a house there and the new ramp aims cars at it. People already speed down that road and we don't need them hitting the house or family

Name: [redacted] Address: [redacted]

E-mail: [redacted] Phone number: [redacted]

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

THE LLOYD4U

COMMENT FORM

Please check all that apply:

- ☐ I own a business along the Lloyd Expressway
- ☐ I work along the Lloyd Expressway
- ☐ I live along the Lloyd Expressway
- ☒ I travel the Lloyd Expressway frequently
- ☐ I don't live or work along the Lloyd Expressway, but I have interest in the project

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- ☒ Multiple times a day
- ☐ 3-5 times per week
- ☐ 3-5 times per month
- ☐ Monthly
- ☐ A few times a year

Would you like to receive project updates?

- ☒ By email. Email address: [redacted]
- ☐ By text. Phone number: _____

LET US KNOW WHAT YOU THINK

Mixed feelings. Should improve flow & safety of the Lloyd. But not much if any benefit to CROSS streets flow of traffic.

With the lights on the street, "EXPRESSWAY" is a misnomer! Rather, it's a 3 lane "through street".

I'm CONCERNED that 10 years after completion it will be inadequate.

Name [redacted] **Address:** [redacted]

E-mail [redacted] **Phone number** [redacted]

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

Subject: **The Lloyd for You**
Date: 4/28/2021 4:09:28 PM Central Standard Time
From: [redacted]
To:

I attended "The Lloyd For You" IN Person Meeting at Milestones in Evansville, IN on April 22, 2021 and I studied the displays and tentative early plans for the improvements to the Lloyd "Expressway". I spoke to Mr. Jeff Whitaker of the Lochmueller Group and a Project Manager. I questioned the plans as to whether in say 10 years the current improvements would be outdated with anticipated growth in the area. He convincingly explained that when they plan for such a project, they project for needs 20 years in the future. When questioned as to whether intersections such as at Boeke Road and Weinbach Ave. wouldn't be better than a single level management of a intersection (such as a displaced left turn, etc.) he pointed out that it would cost only 10 million dollars as compared to 30 million dollars for an elevate crossover with approaches. Well, I was pretty satisfied until I returned home and explained to my wife Mr. Whitaker's explanation. She responded questioning what an elevated cross over with approaches for entry and exit would cost in the year 2045 (or later) when the current renovations would become inadequate. I couldn't answer that question. Can you answer that question for me (and my wife)?

Mr. Whitaker,

I tried to email you this last week, And it would not send. Perhaps you can answer my question by email, snail mail or phone I would appreciate it very much.

Sincerely

[redacted]

THE LLOYD4U
Making the Lloyd Work for You

April 22, 2021 | Crescent Room at Milestones

Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)
[illegible]	[redacted]			☐
John Simpson				☐
Ryan Witry				☐
Jim Morley				☐
				☐
				☐ ☐
				☐ ☐
				☐ ☐
				☐ ☐
				☐ ☐

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.

THE LLOYD4U
Making the Lloyd Work for You

April 22, 2021 | Crescent Room at Milestones

Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)	
[redacted]				☑	☑
				☑	☐
				☐	☐
				☐	☐
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THE LLOYD4U
Making the Lloyd Work for You

April 22, 2021 | Crescent Room at Milestones

Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)	
Herman Rusche	[redacted]			☑	☑
Kent Jones				☑	☑
Jim Morley				☑	☐
Sotha Harding				☑	☐
Scott Bowman				☑	☐
James Wilhite				☐	☐
Tyra Barney				☑	☐
Lois Patton				☐	☐
Tom Deersch				☑	☐
Dorothy Deersch				☑	☐

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.

THE LLOYD4U
Making the Lloyd Work for You

April 22, 2021 | Crescent Room at Milestones

Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)	
Randy Eades	[redacted]			☐	☐
MARY Davis				☐	☐
Anna Davis				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.

MEETING SUMMARY

Date of Meeting:	3/29/2022	**Re:**	Public Meeting
Location:	City View at Sterling Square 210 N. Fulton Ave Evansville, IN		
Submitted By:	Emma Collins		

In Attendance:

Project Team

David Goffinet (Lochmueller)
Jeff Whitaker (Lochmueller)
Dwayne Sanders (Lochmueller)
Nick Will (Lochmueller)
Brandon Durchholz (VS Engineering)
Morgan Sherwood (VS Engineering)
Cassy Wade (Parsons)
Mat Van Der Meer (Parsons)
Cody Beucler (Parsons)
Toby Randolph (Parsons)
Mindy Peterson (C2 Strategic)
Berry Craig (C2 Strategic)
Steven Richard (C2 Strategic)
Collin Merkel (C2 Strategic)
Rusty Fowler (INDOT)
Matthew Bullock (INDOT)
Brian Malone (INDOT)
Jared Peterson (INDOT)
Chris Gentry (INDOT)
Troy Arnold (INDOT)

Attendees (57)

ITEMS DISCUSSED:

A public meeting was held in Evansville to offer the public a chance to hear from the Project Team and ask questions. A short presentation helped to introduce the project, provide a project overview and direct people to the project website for more information.

Presentation was led by Jeff Whitaker, Toby Randolph and Mindy Peterson after an introduction by Brian Malone. Materials covered included:

- Project Overview
- Alternative Intersections
- Improvement Projects
- Next Steps
- Follow Our Progress

Before and after the presentation from the Project Team, participants were able to ask questions and talk with leaders at various stations about topics that included:

- Project Overview
- Alternative Intersections
- East Side and West Side Improvements and Information
- Follow Our Progress and Stay In Touch

The public meeting generated 11 public comments via the comment forms. Most of the comments came from attendees who identified themselves as people who worked and traveled frequently in the area, with most people using the expressway multiple times a day.

Most of the comments pertained to concerns relating to changes to left turns and how that would impact traffic in the surrounding area. Additional topics included:

- Concerns with stoplight modifications
- Inclusion of additional components to improve mobility
- General appreciation for holding the meeting

A log of all the public comments received via comment forms at the meeting has been compiled.

Some of the comments and responses were:

- **Worried about drainage on south side of Lloyd by Tekoppel Ave. We already have a problem with flooding. Sound barriers, is it going to get louder being taller?**
    - Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. We will not be introducing additional water to the south side; it will be captured with mainline drainage measures. A noise study is being completed as part of the environmental document. There has not been a determination on this matter yet.
    -
- **I think it is very poorly planned, it looks good on paper but the neighborhoods and Green River Road, Boeke, Weinbach cannot handle the amount of increased westbound traffic that will be generated by closing Vann to left turns on Lloyd. I work**

there and know how much traffic goes through there. Westbound on Lloyd to Vann handles the ball fields and soccer fields so where does all that traffic go?
    - Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. To your question about the ball fields – drivers accessing Vann Avenue via the westbound Lloyd Expressway will need to identify an alternative route along the grid south of the Lloyd.
- **Hate it- adding more stoplights. Poorly designed. Spend more money to fund a design that eliminates all traffic lights from I-69 to west side. If the state can provide funding for Keystone Ave to Carmel and eliminate all the stoplights w/ overpasses and roundabouts, they can certainly do more in Evansville. build/consolidated in between Stockwell and Vann to service both and eliminate stoplights.**
    - Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. Your comments have been shared with the Project Team for review and consideration. While there are some intersections that will use additional stoplights, alternative intersections like the displaced left turn reduce conflict points and move more traffic than a traditional intersection. Visit TheLloyd4U.com for informational videos about intersection designs.
- **Will include any components of the complete street elements in your plans?**
    - Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. Your comments have been shared with the Project Team for review and consideration. The Lloyd improvements are focused solely on the mainline expressway with minor upgrades where we intersect with the Lloyd. Accommodations for crossing the Lloyd that are in place today will be maintained including a reconstruction of the pedestrian crossing near Mead Johnson. The Lloyd improvements are focused solely on the mainline expressway with minor upgrades where we intersect with the Lloyd. Accommodations for crossing the Lloyd that are in place today will be maintained including a reconstruction of the pedestrian crossing near Mead Johnson.
- **The turn lanes from Vann Ave to west Lloyd should be left there. The neighborhood cannot take on all the traffic that will be sent on to the side streets. Boeke Rd is not sufficient to funnel all the traffic from Vann onto the Lloyd Expressway. PLEASE take this into consideration before you finalize this plan.**
    - Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. Your comments about Vann and Boeke have been shared with the Project Team for review and consideration.
- **Do the improvements planned include improved mobility/safety + accessibility to adjacent neighborhoods + important places along the corridor? Information regarding the improvements featuring connections for active transportation is important to local community members.**
    - Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. Your comments have been shared with the Project Team for review and consideration. The Lloyd improvements are focused solely on the mainline expressway with minor upgrades where we intersect with the Lloyd.

Accommodations for crossing the Lloyd that are in place today will be maintained including a reconstruction of the pedestrian crossing near Mead Johnson. The Lloyd improvements are focused solely on the mainline expressway with minor upgrades where we intersect with the Lloyd. Accommodations for crossing the Lloyd that are in place today will be maintained including a reconstruction of the pedestrian crossing near Mead Johnson.

Thirty-five of the meeting's attendees also opted to sign up for text and/or email alerts regarding the project.

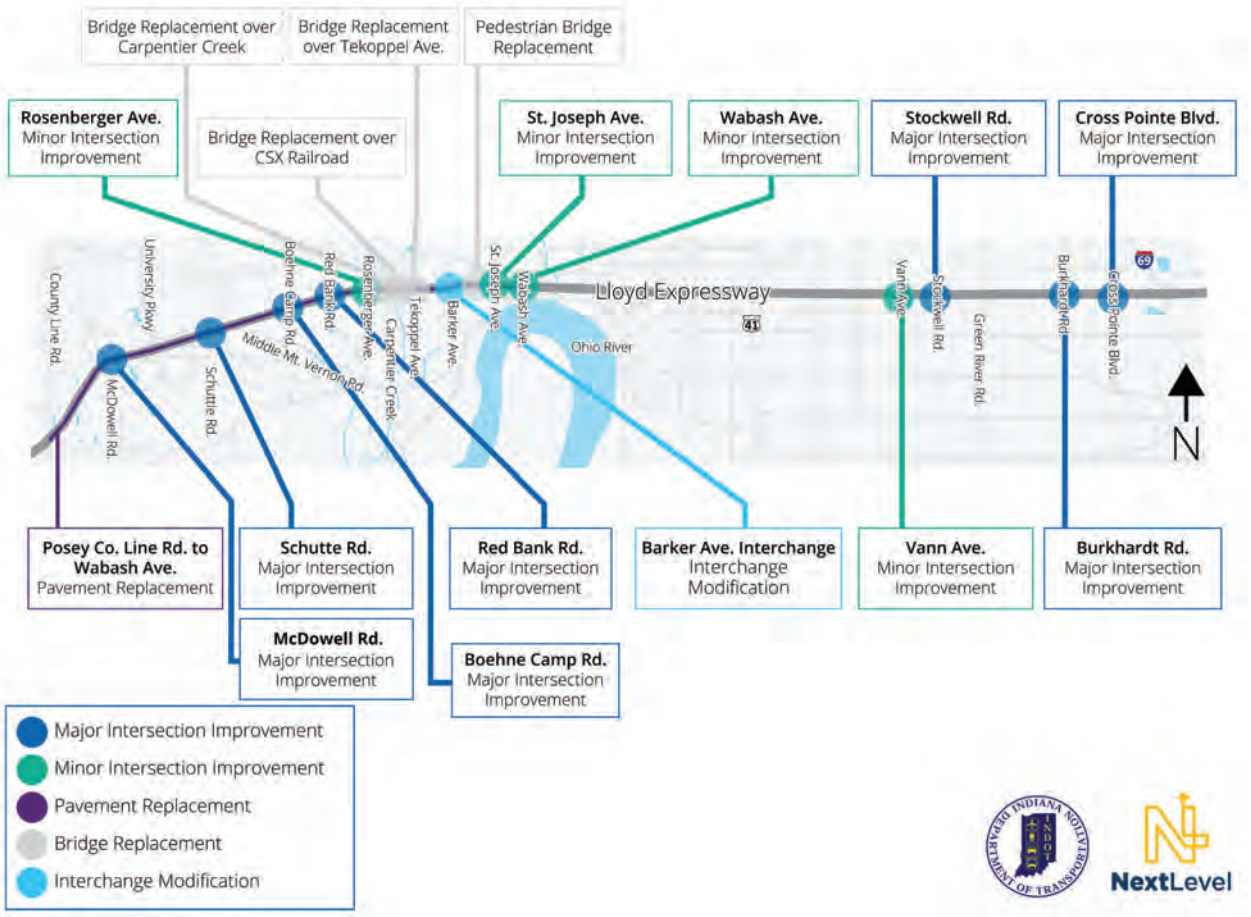
The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

Meeting Handout

THE LLOYD4U

TheLloyd4U includes more than a dozen improvement projects along the Lloyd Expressway, from Posey County Line Road to Cross Pointe Boulevard. The Indiana Department of Transportation plans to invest more than $100 million in improvements to make the Lloyd Expressway more efficient and safer for motorists to navigate.

The work will include **intersection improvements**, **bridge replacements**, **pavement replacement** and more. Construction is expected to begin in **spring 2024**.



IMPROVEMENTS: ALTERNATIVE INTERSECTIONS

Planned improvements are focused on making the Lloyd work for you. Alternative intersections will be used to improve safety and mobility while maintaining accessibility to businesses and homes along the Lloyd Expressway.

The idea is simple: organize traffic to improve flow and safety.

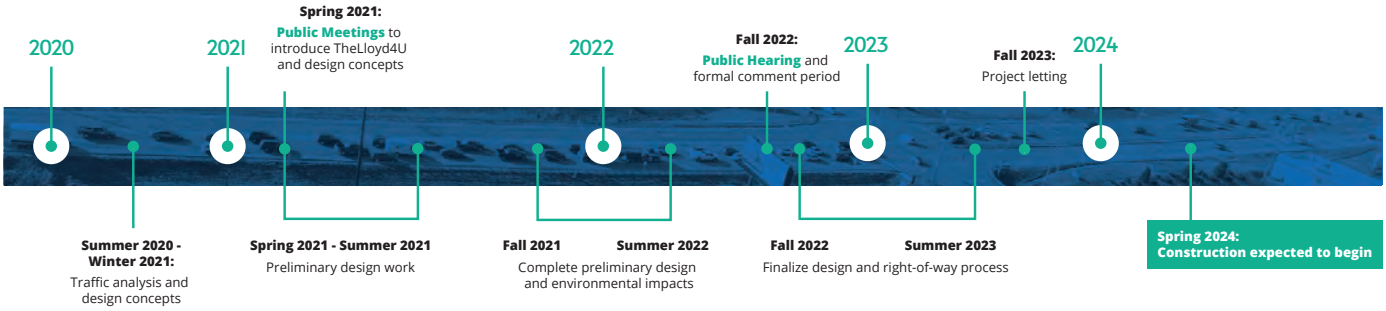
This is done by changing the way left turns are made.

- **Fewer conflict points**
- **Increased efficiency**
- **Maintained accessibility**
- **Improved safety**
- **Improved traffic flow**

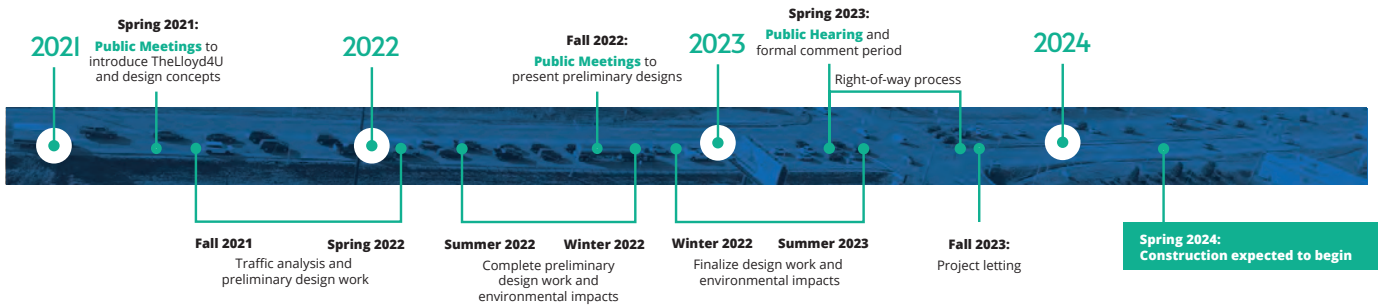
Find more information on planned improvements for each intersection, maps and alternative intersection videos at **TheLloyd4U.com**.

WHAT TO EXPECT

PHASE ONE: ROSENBERGER AVENUE TO CROSS POINTE BOULEVARD



PHASE TWO: POSEY COUNTY LINE ROAD TO ROSENBERGER AVENUE



NEXT STEPS

The Project Team is gathering feedback, analyzing data, completing preliminary designs and assessing environmental impacts.

Fall 2022

- **Phase 1 public hearing expected**
- **Phase 2 public meeting expected**

FOLLOW OUR PROGRESS

TheLloyd4U.com

Sign up for e-mail updates at TheLloyd4U.com

TheLloyd4U

Text "INDOT Lloyd" to 468311 for text updates

CONTACT US

855-INDOT4U
(855-463-6848)

INDOT@indot.in.gov

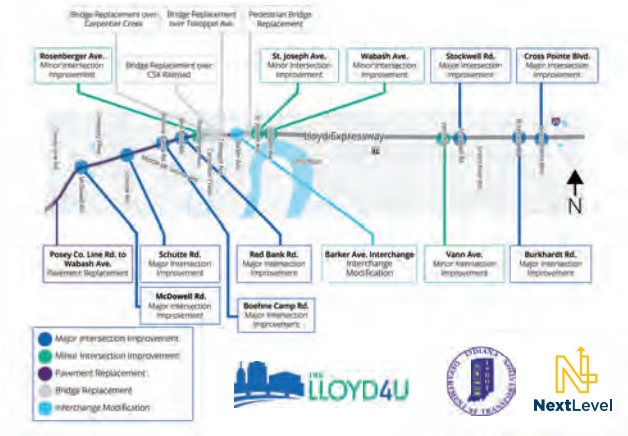
INDOT4U.com

THE LLOYD4U

NextLevel

Meeting Handout

Meeting display boards



THE LLOYD4U

CROSS POINTE BOULEVARD: MAJOR INTERSECTION IMPROVEMENT

Dual Displaced Lefts

Challenges:

- Proximity to I-69 ramps
- Peak time delays, especially northbound and southbound
- High crash rates
- Heavy commercial corridor

THE LLOYD4U

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

THE LLOYD4U

STOCKWELL ROAD: MAJOR INTERSECTION IMPROVEMENT

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

Considerations:

- Proximity to Green River Road ramps results in a hybrid solution
- Proximity to John Street also supports hybrid solution
- Afternoon/evening peak delays in all directions

THE LLOYD4U

VANN AVENUE: MINOR INTERSECTION IMPROVEMENT

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

Considerations:

- High number of rear-end crashes on EB Lloyd (Boeke overpass)
- Boeke overpass site distance
- Restricted left-turn movement will not overload nearby intersections
- Maintains pedestrian movements

THE LLOYD4U

WABASH AVENUE: MINOR INTERSECTION IMPROVEMENT

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

Considerations:

- High number of WB rear-end crashes
- WB sight distance/Pigeon Creek Bridge
- Left turn movement blocking through lane

ST. JOSEPH AVENUE: MINOR INTERSECTION IMPROVEMENT

- Reconfigure SB approach
- Realign dual SB left turn lanes
- Add second SB right turn lane
- Improve signal timing coordination with Wabash Avenue

Considerations:

- Commercial and industrial corridor
- Significant amount of truck traffic
- SB to EB is the main turning movement
- Maintains dual lane through movement

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 ramp

Considerations:

- Reconfigure ramps to improve safety

CORBIERRE AVENUE: INTERSECTION MODIFICATION

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

Considerations:

- Increases ramp spacing
- Improves available space for changing lanes

ROSENBERGER AVENUE: MINOR INTERSECTION IMPROVEMENT

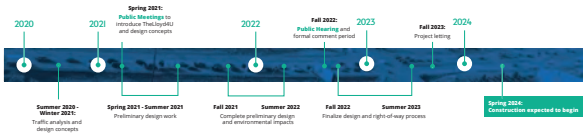
- Restrict right turns on red with signal modifications
- Extend turn lanes
- Improve WB sight distance
- Reconstruct pavement

Considerations:

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

WHAT TO EXPECT

PHASE ONE: ROSENBERGER AVENUE TO CROSS POINTE BOULEVARD



PHASE TWO: POSEY COUNTY LINE ROAD TO ROSENBERGER AVENUE

WEST SIDE IMPROVEMENTS

- Rosenberger Avenue
- Barker Avenue/Igleheart Avenue
- Corbierre Avenue
- St. Joseph Avenue
- Wabash Avenue
- Bridge Replacements
- Pavement Replacement

NextLevel

THE LLOYD4U

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

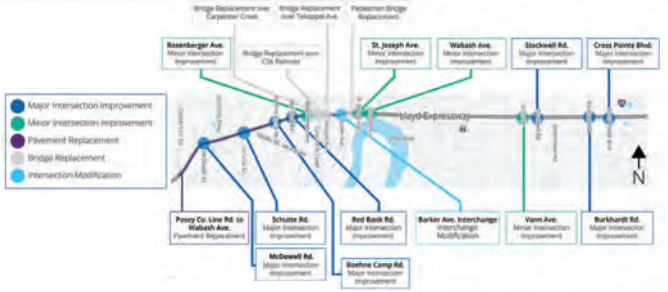
1) Project Overview
2) Alternative Intersections
3) Proposed Improvements
4) Next Steps
5) Follow Our Progress

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**

INFO

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

Presentation slides for the March 29 and 31, 2022 Public Information Meeting

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

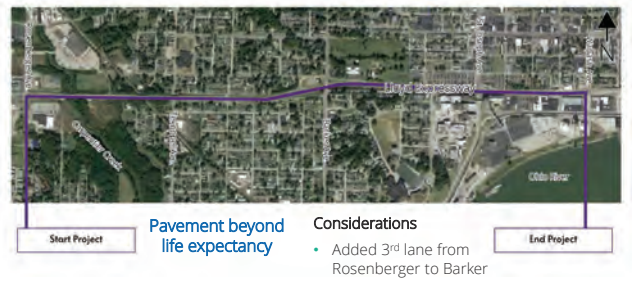
Considerations

- 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



Pavement beyond life expectancy

Considerations

- Added 3rd lane from Rosenberger to Barker

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

Presentation slides for the March 29 and 31, 2022 Public Information Meeting

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

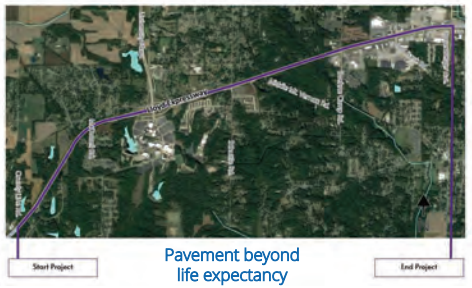
BRIDGE REPLACEMENTS

ANTICIPATED CLOSURES

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

Presentation slides for the March 29 and 31, 2022 Public Information Meeting

PHASE 2 PAVEMENT REPLACEMENT: COUNTY LINE TO ROSENBERGER



Pavement beyond life expectancy

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

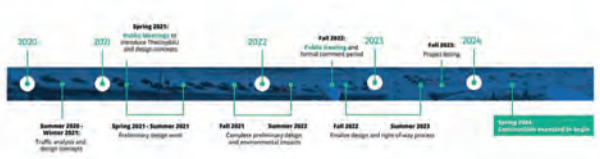
RIGHT OF WAY

- 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 1: ROSENBERGER TO CROSS POINTE



PHASE 2: POSEY COUNTY LINE TO ROSENBERGER

FOLLOW OUR PROGRESS

FOLLOW OUR PROGRESS

www.TheLloyd4U.com

TheLloyd4U

@TheLloyd4U

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

www.INDOT4U.com

855-INDOT4U (463-6848)

INDOT@indot.in.gov

THE LLOYD4U

THANK YOU

THE LLOYD4U
Making the Lloyd Work for You

March 29, 2022 | City View at Sterling Square

Elected Officials Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)	
Kim Merkel	[redacted]			☑	☐
John F. Maier				☑	☐
Jill Anne Hahn				☑	☐
Mark Stansberry				☐	☐
Susan Fowler				☐	☐
Kent Ahrenholtz				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.

THE LLOYD4U
Making the Lloyd Work for You

March 29, 2022 | City View at Sterling Square

Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)	
Lee Russell	[redacted]			☑	☐
Melanie Stag				☐	☐
Jonathan Weaver				☑	☑
Ed Wells				☑	☑
Steve Selby				☐	☐
Karen Selby				☒	☐
Larry Samples				☒	☐
James Wilhite				☐	☐
Ted Miller				☑	☐
Caiden Hahn				☐	☑

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THE LLOYD4U
Making the Lloyd Work for You

March 29, 2022 | City View at Sterling Square

Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)	
Stacy Steven	[redacted]			☑	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐
				☐	☐

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THE LLOYD4U
Making the Lloyd Work for You

March 29, 2022 | City View at Sterling Square

Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)
D. Clowers	[redacted]			☐ ☐
M. Wenzel				☑ ☐
				☐ ☐
				☐ ☐
				☐ ☐
				☐ ☐
				☐ ☐
				☐ ☐
				☐ ☐
				☐ ☐

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THE LLOYD4U
Making the Lloyd Work for You

March 29, 2022 | City View at Sterling Square

Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)	
Peter Johnson	[redacted]			☐	☑
Jim Weinzapfel				☐	☐
John Kuhn				☑	☐
Alan Reising				☐	☐
Jim Morley				☑	☐
John Scheer				☑	☑
Julia Stansberry				☐	☐
[illegible]				☐	☑
				☐	☐
				☐	☐

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THE LLOYD4U
Making the Lloyd Work for You

March 29, 2022 | City View at Sterling Square

Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)	
Michelle Christian	[redacted]			☒	☐
Louie VanHook				☑	☑
Ray Sullivan				☑	☐
Patrick Craig				☑	☒
Jason Reffett				☑	☐
Dawn Ander				☒	☐
James T. Cas				☒	☐
Brady Will: am				☐	☐
Bruce & Brenda				☐	☐
Miller				☐	☐

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THE LLOYD4U
Making the Lloyd Work for You

March 29, 2022 | City View at Sterling Square

Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)	
Carolyn James	[redacted]			☐	☐
David Savage				☐	☐
Mick Gottman				☑	☐
J.A. Volz				☑	☐
Donna Nelson				☑	☐
Brian B. Woods				☑	☐
Jack Rogers				☑	☐
Steve Shappard				☐	☐
Sarah Loesch				☐	☐
Dylan Retting				☐	☐

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THE LLOYD4U
Making the Lloyd Work for You

March 29, 2022 | City View at Sterling Square

Sign-In Sheet

Name	Address	Telephone *Include mobile number for text alerts*	Email	Email and Text Alert Opt In (check)
Neil Cl ay	[redacted]	[redacted]	[redacted]	☑ ☐
Tom Brown				☐ ☐
Barb Brown				☐ ☐
Randy Eades				☑ ☑
G. Michael Schopme				☒ ☐
Mark Murry				☐ ☐
Kate Sherrill				☑ ☑
Grace Pritche				☑ ☐
John K. Hahn				☐ ☐
Jim Evans				☐ ☐
Steve				☐ ☐

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.

2022-03-29

THE LLOYD4U

Presently, when I want to make a right turn I have a traffic light to help me enter the highway.

According to the maps of the new intersection modifications, when I make a right turn, I go a short distance from the intersection and then have a Stop bar so that I can make a right turn and enter the highway.

Properly, after making a right turn at the new intersections, the short distance is called an acceleration lane to reach highway speeds so that I can then merge into the highway.

After making a right turn from the intersction, there should be a merge lane to enter the highway.

Cross Point Blvd

The map says I-69 EB Exit ramp but I think it should say I-69 WB Exit ramp.

Presently, WB Exit ramp is one lane that merges non-stop onto the highway.

Proposed, two lanes with traffic signal so everybody has to always stop.

Maybe the proposed I-69 WB Exit ramp could keep one lane for non-stop merging WB traffic, and the other WB Exit lane only would incorporate the traffic signal for the WB traffic that wants to turn left onto Cross Point Blvd because only that traffic has to cross both WB Lloyd Expressway lanes for the displaced turn.

NB and SB Cross Point right turning traffic movements should be merge lanes onto the highway.

Burkhardt Rd

NB and SB Burkhardt Rd right turning traffic movements should be merge lanes onto the highway.

Stockwell Rd

SB Stockwell Rd right turning traffic movements should be merge lanes onto the highway.

Barker Avenue / Igleheart Avenue really good.

Corbierre Avenue really good.

Red Bank Rd

NB and SB Red Bank Rd right turning traffic movements should be merge lanes onto the highway.

Boehne Camp Rd

NB and SB Boehne Camp Rd right turning traffic movements should be merge lanes onto the highway.

- N'bnd Vann Ave right turn needs an acceleration lane to merge with highway traffic.

Edward Wells

[redacted]

THE LLOYD4U

COMMENT FORM

Please check all that apply:

- [ ] I own a business along the Lloyd Expressway
- [ ] I work along the Lloyd Expressway
- [ ] I live along the Lloyd Expressway
- [x] I travel the Lloyd Expressway frequently
- [ ] I don't live or work along the Lloyd Expressway, but I have interest in the project

How many times do you typically travel on the Lloyd Expressway?

- [ ] Daily
- [x] Multiple times a day
- [ ] 3-5 times per week
- [ ] 3-5 times per month
- [ ] Monthly
- [ ] A few times a year

Would you like to receive project updates?

- [x] By email. Email address: _____
- [x] By text. Phone number: _____

LET US KNOW WHAT YOU THINK

I URGE YOU TO RECONSIDER LEFT TURN CLOSURES ON NORTHBOUND VAN AVE. IT IS A HEAVY COMMUTER CORRIDOR AND NO VIABLE ALTERNATIVE EXISTS. THE INTERSECTION'S SAFETY CAN BE IMPROVED BY WARNING SIGNALS OVER BOEKE OVERPASS, CLOSING SOUTHBOUND ACCESS (AND CONNECTING ACCESS RD. TO BOEKE ROAD), AND CLOSING LEFT TURNS FROM THE LLOYD. THIS WOULD DECREASE LIGHT CYCLE TIMES GREATLY, MITIGATE SAFETY & REAR END ACCIDENTS, AND MINIMIZE INCONVENIENCE. BUT YOU HAVE TO DO THEM ALL!

Name: JOHN KUHN **Address:** [redacted]

E-mail: [redacted] **Phone number:** [redacted]

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

THE LLOYD4U

COMMENT FORM

Please check all that apply:

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- ☐ 3-5 times per month
- ☐ Monthly
- ☐ A few times a year

Would you like to receive project updates?

- ☒ By email. Email address: [redacted]
- ☐ By text. Phone number: _____

LET US KNOW WHAT YOU THINK

I WAS GLAD TO SEE ALL THESE PROJECTS FOR THE FUTURE (2-20 YRS) BUT, MY MAIN POINT TODAY AND SUGGESTION IS - CHANGE THE NAME OF THE "LLOYD TO THE LLOYD HWY - NOT EXPRESSWAY - BECAUSE IT IS NOT AN EXPRESSWAY!!

Dale

Name: DALE FATLAND **Address:** [redacted]

E-mail: [redacted] **Phone number:** _____

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

THE LLOYD4U

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Would you like to receive project updates?

- ☐ By email. Email address: already receiving
- ☐ By text. Phone number: already receiving

LET US KNOW WHAT YOU THINK

It was nice to see larger pictures and talk with engineers/designers

Concerns: Barker Ave East bound ramp does not look improved. Already a triangle & cars in each others view. Barker N/S combo: left turns for S Barker hindered when traffic backed up to go east on Penn Ave

Name: Carolyn James **Address:** [redacted]

E-mail: already on list **Phone number:** already on list [redacted]

[redacted]

DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

THE LLOYD4U

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- [ ] Monthly
- [ ] A few times a year

Would you like to receive project updates?

- [x] By email. Email address: [redacted]
- [ ] By text. Phone number: _____

LET US KNOW WHAT YOU THINK

Hate it - Adding more stoplights. Poorly designed. Spend more money to fund a design that eliminates all traffic lights from I-69 to westside. If the state can provide funding for Keystone Ave to Carmel And eliminate all the stoplights w/ overpasses and Roundabouts the can certainly do more in Evill

Name: Steve Shappard **Address:** [redacted]

E-mail: [redacted]

build 1 consolidated overpass in between Stockwell and Vann to service both & elimate stoplights

THE LLOYD4U

COMMENT FORM

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- [ ] Monthly
- [ ] A few times a year

Would you like to receive project updates?

- [ ] By email. Email address: _____
- [x] By text. Phone number: [redacted]

LET US KNOW WHAT YOU THINK

I think it is very poorly planned, it looks good on paper but the neighborhoods and Green River Road, Boeke, Weinbach cannot handle the amount of increased west bound traffic that will be generated by closing Vann to left turns on Lloyd. I work there and know how much traffic goes through there. West bound on Lloyd to Vann handles the ball fields and soccer fields so where does all that traffic go?

Name: Randy Eades **Address:** [redacted]

E-mail: _____ **Phone number:** [redacted]

INDIANA DEPARTMENT OF TRANSPORTATION

NextLevel

THE LLOYD4U

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Would you like to receive project updates?

- ☑ By email. Email address: [redacted]
- ☐ By text. Phone number: _____

LET US KNOW WHAT YOU THINK

The turn lanes from Vaun Ave to West Lloyd should be left there. The neighborhood cannot take on all the traffic that will be sent onto the side streets.

Boeke Rd is not sufficient to funnel all the traffic from Vaun onto the Lloyd expressway. PLEASE take this into consideration before you finalize this plan.

Name: Stacy Stevens **Address:** [redacted]

E-mail: [redacted] **Phone number:** [redacted]

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

THE LLOYD4U

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- ☐ Monthly
- ☐ A few times a year

Would you like to receive project updates?

- ☒ By email. Email address: [redacted]
- ☒ By text. Phone number: [redacted]

LET US KNOW WHAT YOU THINK

Will include any components of the complete street elements in your plans?

Name: Mycheile Christian **Address:** [redacted]

E-mail: [redacted] **number:** [redacted]

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

THE LLOYD4U

COMMENT FORM

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- ☐ A few times a year

Would you like to receive project updates?

- ☒ By email. Email address: [redacted]
- ☒ By text. Phone number: [redacted]

LET US KNOW WHAT YOU THINK

Do the improvements planned include improved mobility/ safety & accessibility to adjacent neighborhoods & important places along corridor? Information regarding the improvements featuring connections for active transportation is important to local community members.

Name: Lorie Van Hook **Address:** [redacted]

E-mail: Same as above **Phone number:** SAA

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

THE LLOYD4U

COMMENT FORM

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- ☐ Monthly
- ☐ A few times a year

Would you like to receive project updates?

- ☐ By email. Email address: _____
- ☐ By text. Phone number: _____

LET US KNOW WHAT YOU THINK

Very informative, thank you!

Name: _____ **Address:** _____

E-mail: _____ **Phone number:** _____

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

THE LLOYD4U

COMMENT FORM

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Would you like to receive project updates?

- [ ] By email. Email address: _____
- [ ] By text. Phone number: [redacted] _____

LET US KNOW WHAT YOU THINK

Worried about drainage on south side of Lloyd by Tekeppole Ave. We already have a problem with flooding. Sound barriers is it going to get louder being taller?

Name: _____ **Address:** _____

E-mail: _____ **Phone number:** _____

INDIANA DEPARTMENT OF TRANSPORTATION INDOT

NextLevel

MEETING SUMMARY

Date of Meeting: 3/31/2022 **Re:** Virtual Public Meeting

Location: Zoom

Submitted By: Emma Collins

In Attendance:

Project Team

Jeff Whitaker (Lochmueller)
Toby Randolph (Parsons)
Mat Van Der Meer (Parsons)
Mindy Peterson (C2 Strategic)
Berry Craig (C2 Strategic)
Matthew Bullock (INDOT)
Jared Peterson (INDOT)
Brian Malone (INDOT)

Participants (28 via Zoom)

ITEMS DISCUSSED:

The Virtual Public Meeting was held two days after the in-person meeting, providing the public another chance to hear from the Project Team and ask questions. It allowed the Project Team to introduce the project, provide a project overview and direct people to the project website for more information

Presentation was led by Jeff Whitaker, Toby Randolph and Mindy Peterson. Materials covered included:

- Project Overview
- Alternative Intersections
- Improvement Projects
- Next Steps
- Follow Our Progress

Following the presentation from the Project Team, virtual participants were able to ask questions and share feedback using Zoom's chat function. Seventeen questions or comments were received in the chat box. Simple questions were answered live; in-depth questions were responded to via email in the days following the meeting.

Like the public meeting, some virtual meeting attendees expressed concerns about the left turn lanes in the project and had questions about stoplight changes. Other topics included:

- A desire for interchanges/overpasses similar to other areas
- The extension of new lanes that will be added
- Widening some roads

Questions and comments included:

- **I was asked to put my question here. I saw the videos of Fort Wayne and Fishers with the legitimate interchanges/overpasses. We deserve those too. I heard her say this isn't going to happen. My response is to that is to save my money. This is a joke. All you are going to do is back up traffic for 3 years and throw away a bunch of money. Sorry. I suspect if you asked local residents, they would agree with me.**
    - Thanks for sharing your feedback regarding TheLloyd4U and for attending the virtual public meeting. Your comments have been shared with the Project Team for review and consideration. Adding interchange overpasses is costly – an average of between $30 and $50 million an intersection. Additionally, adding overpasses/interchanges requires a significant amount of space that would be a detriment to businesses along the Lloyd Expressway. The designs planned along the Lloyd will increase safety and mobility for drivers while maintaining accessibility to businesses and homes.
- **Why can't we close the left hand turn at Fielding Road as well as Brentwood Drive? It would help traffic flow coming off of I-69.**
    - The left turn movements at Fielding and Brentwood are low volume movements which are receiving minimal signal phasing time. Preliminary studies do not indicate they are creating a time delay issue or safety concern.
- **Couldn't we just close Stockwell and let the traffic headed towards the north exit onto Green River Road and then they can funnel through the lanes exiting Green River Road?**
    - The volumes of Stockwell Road along with the current geometry and volumes utilizing Green River Road preclude us from implementing a similar improvement at Stockwell Road.
- **Our specific questions relate to the far Westside. If our property adjacent to the Lloyd is affected when will we be notified if we are losing yard?**
    - Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. By the end of 2022 we should know how much additional right of way, if any, will be needed for planned improvements.
- **Are any sound barriers planned for residential portions? Only my two cents, but we do not want any traffic lights on the far west side intersections. Perhaps just small designated turning lane with stop signs. It is wonderful that it gets dark our here and seems rural. We are concerned about it turning city. Traffic is not heavy after 9 or**

10pm. I do like the plans for the east side. Hopefully residents will learn to go on green lights, so the timing of lights works out. Thank you.

- A noise study is being completed as part of the environmental document. There has not been a determination on this matter yet.

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.

Meeting Summary

Date of Meeting: August 19, 2022

Location: Hybrid (In-Person & Virtual)

Re: Transportation Management Plan Stakeholder Meeting #1: Westside Phase 2 Improvements

The purpose of this meeting was to discuss Phase 2: West Side Rosenberger to Posey County Line improvement projects (Des No. 2001917). The following items were discussed, and action items are *italicized*.

Introductions

- David Goffinet introduced attendees.

Project Purpose

- Jeff Whitaker introduced a summary of the project and the purpose of this project. Described Phase 2: West Side Rosenberger to Posey County Line. Jeff described the pavement replacement project that extends from just east of Posey County Line to Rosenberger Avenue along with the intersection improvements below:
    - McDowell Road – Reduced Conflict Intersection (RCI)
    - Schutte Road – RCI
    - Felstead Road – converted to Right-In-Right-Out
        - Utilizes median U-turn east of Middle Mount Vernon Road
    - Middle Mount Vernon Road – converted to Right-In-Right-Out
        - Utilizes median U-turn west of Schutte Road for SB to EB movement
        - Utilizes median U-turn east of Middle Mount Vernon for NB to WB movement
    - Boehne Camp Road – Signal Upgrade, Aux. Lanes, Added left and right turn lanes along Boehne Camp Road approaches
    - Red Bank Road – Displaced left intersection

TMP Process

- Cassy described what constitutes a TMP, the team members, and responsibilities of creating and managing the TMP for this project.
- Cassy discussed the Temporary Traffic Control Plan; described the goals and design criteria used to create the Traffic Control Plan.

MOT Scheme

- Cassy discussed the recommended MOT Scheme for this project. There are 3 major construction phases for this project.
    - Pre-Phase: Construct 3 temporary crossovers, 1 west of Posey County Line and 2 at the University Blvd. Interchange.
    - Phase 1: Maintain 1 lane in each direction. Shift WB lane to EB roadbed to construct WB elements (pavement, drainage, median work)

        - Ramps to remain open throughout phase 1 until short term closure to reconstruct ramps (entrance and exit ramp construction to not occur simultaneously)
    - Phase 2: Maintain 1 lane in each direction. Shift EB lane to WB roadbed to construct EB elements (pavement, drainage, median work)
        - Ramps to remain open throughout phase 1 until short term closure to reconstruct ramps (entrance and exit ramp construction to not occur simultaneously)
    - Phase 3: Final phase of construction for remaining work at each intersections. Short duration closures of side streets with left turns prohibited during these closures.
    - Cassy discussed the detour routes for each of the following closures:
        - McDowell Road North Approach Closure
        - Schutte Road North Approach Closure
        - Schutte Road South Approach Closure
        - Middle Mount Vernon Road North Approach Closure
        - Felstead Road & Middle Mount Vernon Road South Approach Closures
        - Boehne Camp Road North Approach Closure
        - Red Bank Road North Approach Closure
        - Boehne Camp Road & Red Bank Road South Approach Closures
        - University Parkway Ramp Closures

Public Involvement / Stakeholder

- David discussed public involvement and stakeholder input. David discussed the next steps after this TMP, including the traffic analysis and preliminary field check. David discussed the future TMP meeting, slated for Spring 2023.
- David discussed the project schedule, with construction expected in Spring 2024.

Questions and Closing Remarks

- David opened the discussion to the attendees to state their questions and concerns.
- David asked how soon the project team will be ready to place the updated proposed intersection improvements on the Lloyd4U website. Jeff stated they should be ready to post to the website later in September. *David discussed scheduling a time to meet with local officials to discuss the design elements of this phase of the project.*
- Paul Anslinger (Fire dept.) asked for the project limits. Paul stated his concern is which areas will be impacted in their area of responsibility so that they can get their alternate routes determined for emergency vehicles. Jeff stated that these updates will be placed on the website. *David to coordinate a more direct way to communicate this to all emergency providers – such as a text alert or email group.*
- David discussed the live stream cameras that will be in use and the team's ability to see traffic as it changes throughout construction. This will allow the team to respond to and accommodate any changes needed in real time throughout construction.
- Seyed Shokouhzadeh (EMPO) asked Paul to discuss the signal pre-emption project that was completed. Paul discussed ensuring all pre-emption is transferred to the new cabinets. *Parsons to add this to the TMP.*

Attendees

In-Person Attendees:

1. Troy Arnold (INDOT)
2. Cassy Wade (Parsons)
3. Samantha Barnes (Parsons)
4. Toby Randolph (Parsons)
5. Jeff Whitaker (Lochmueller Group)
6. Mark Fligor (INDOT)
7. Paul Anslinger (Evansville Fire Dept)

Virtual Attendees:

1. Andrea Greaney (Diocese of Evansville (Catholic Schools))
2. Cody Beucler (Parsons)
3. Marlee Terry (Parsons)
4. Brandon Durcholz (VS Engineering)
5. David Goffinet (Lochmueller Group)
6. Dustin Smith (Lochmueller Group)
7. John Stoll (Vanderburgh County)
8. Stan Karcher (INDOT)
9. Kate Swinford (Lochmueller Group)
10. Craig Staggs (Parsons)
11. Xinbo Mi (Evansville MPO)
12. Seyed Shokouhzadeh (Evansville MPO)
13. Rick Wilson (METS)
14. Pam Drach (Evansville MPO)
15. Capt. Hoover (Evansville Police Department)
16. Andrew Kamplain (Deaconness Clinic West)

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THE LLOYD4U

TRANSPORTATION MANAGEMENT PLAN
West Side Phase 2: Stakeholder Meeting

August 19, 2022
9:30 to 11:00 CST

AGENDA SLIDE

1) Introductions
2) Project Overview
3) Proposed Phase 2 Improvements
4) Transportation Management Plan Overview
5) MOT Phasing Overview & Traffic Analysis
6) Public & Stakeholder Engagement
7) Next Steps

Project Team

Jeff Whitaker
Project Manager – Lochmueller Group

David Goffinet
Stakeholder Management – Lochmueller Group

Kate Swinford
Senior Traffic Engineer – Lochmueller Group

Toby Randolph
Project Manager – Parsons

Cassy Wade
TMP & MOT – Parsons

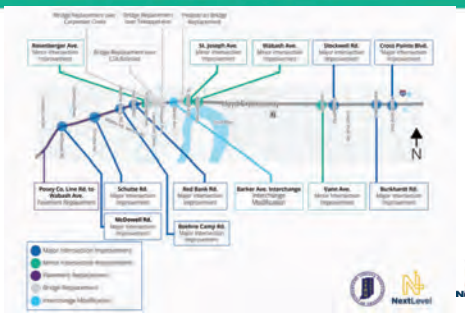
Troy Arnold
Project Manager - INDOT

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 Cross Pointe Boulevard to Posey County Line Road
- Projects include intersection improvements, bridge replacements, pavement replacement and more

IMPROVEMENT LOCATIONS



Project Phasing

- Projects split into two phases
- Phase One: Cross Pointe to Rosenberger
- Phase Two: Rosenberger to Posey County Line
- Three-year construction window starting spring 2024

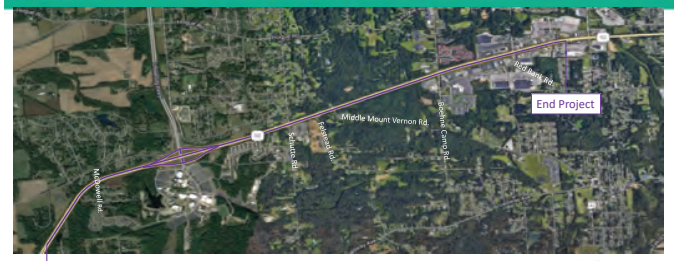
PROJECT PURPOSE

Making the Lloyd Work For You

- Improve safety
- Improve mobility
- Maintain accessibility
- Deteriorated infrastructure

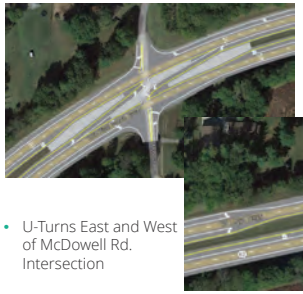
Phase 2: West Side Rosenberger to Posey County Line

PAVEMENT REPLACEMENT
East of County Line to West of Rosenberger



Pavement beyond life expectancy

MCDOWELL ROAD



Major Intersection Improvement
- RCI
- Extended turn lanes, pavement upgrades

- U-Turns East and West of McDowell Rd. Intersection

REDUCED CONFLICT INTERSECTION (RCI) OVERVIEW

RCI Locations
- Series of RCIs at Schutte Rd., Felstead Rd., and Middle Mount Vernon Rd.

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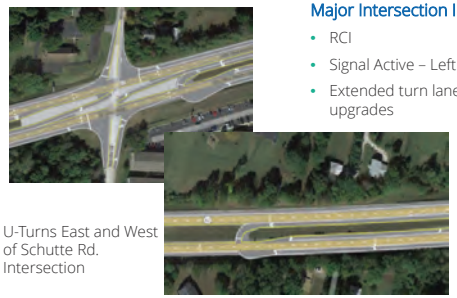
SCHUTTE ROAD



Major Intersection Improvement

- RCI
- Signal Active – Left Turns
- Extended turn lanes, pavement upgrades
- U-Turns East and West of Schutte Rd. Intersection

FELSTEAD ROAD

Major Intersection Improvement

- RCI
- No Left Turns
- U-Turns East & West of Felstead Rd. Intersection

MIDDLE MOUNT VERNON ROAD

Major Intersection Improvement

- RCI
- No Left Turns or Crossing
- U-Turns East & West of Middle Mount Vernon Rd. Intersection

BOEHNE CAMP ROAD

Major Intersection Improvement

- Signal Upgrade
- Additional Aux. Lanes
- South Leg – Add Left Turn Lane
- North Leg – Add Left & Right Turn Lanes

RED BANK ROAD

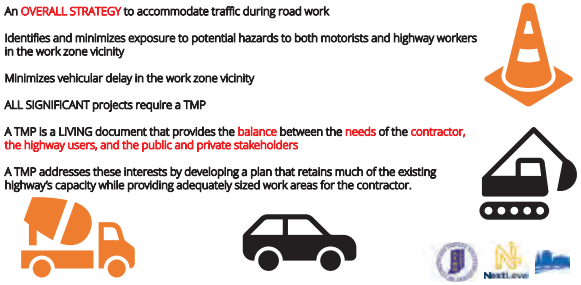
Major Intersection Improvement

- Displaced Left Intersection
- Right turn Slip Lanes – EB Signal
- No lane changes to Red Bank Rd.

TMP PROCESS

TMP – INTRODUCTION

- An OVERALL STRATEGY to accommodate traffic during road work
- Identifies and minimizes exposure to potential hazards to both motorists and highway workers in the work zone vicinity
- Minimizes vehicular delay in the work zone vicinity
- ALL SIGNIFICANT projects require a TMP
- A TMP is a LIVING document that provides the balance between the needs of the contractor, the highway users, and the public and private stakeholders
- A TMP addresses these interests by developing a plan that retains much of the existing highway's capacity while providing adequately sized work areas for the contractor.



TMP – TEAM RESPONSIBILITES

- Review traffic control alternatives
- Collect data and analyze strategies
- Coordinate with local officials and businesses
- Plan for emergency response
- Review design and TMP considerations - ensure objectives are satisfied
- Develop TMP Document
  - Summary
  - Temporary Traffic Control Plan
  - Transportations Operations Plan
  - Public Information Plan
  - Maintenance of Traffic (MOT) Plan Sheets
  - Appendices

LOCHMUELLER GROUP

PARSONS

VS ENGINEERING, INC.
Civil • Structural • Transportation • Environmental

Conceptual MOT

CONCEPTUAL MAINTENANCE OF TRAFFIC PLAN

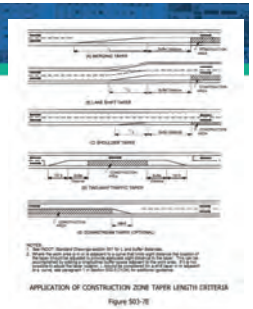
1. Goals and Strategies
2. Design Criteria
3. Recommended MOT Scheme

GOALS AND STRATEGIES

- Traffic Mobility Through Work-zone
  - Maintain 1 lane of through traffic in each direction along SR 62 from west of Posey County Line through Phase 2 into Phase 1.
  - Maintain dedicated turn lanes where possible along SR 62
  - Minimize impacts along side streets
- An Effective Traffic-Control Plan
  - Time-efficient construction – reduce sub-stages and temporary barrier relocation
  - Cost-efficient construction – reduce any temporary pavement
- Work Zone Safety
  - Utilize crossovers and contraflow to protect workers from traffic
- Compatibility Between Intersections
- Investigate Variable Size Contracts

DESIGN CRITERIA

- Work Zone Speed Limit (Urban/Rural)
  - 40/45 mph on SR 62 (10 mph reduction from posted)
  - Posted at 50/55 mph today
- Provide minimum 11-ft lane & 2-ft shoulder adjacent to travel lanes
- Provide distance of "L" for all shifts when possible
  - provide buffer distances when possible
- Eliminate or mitigate hazardous weaving movements



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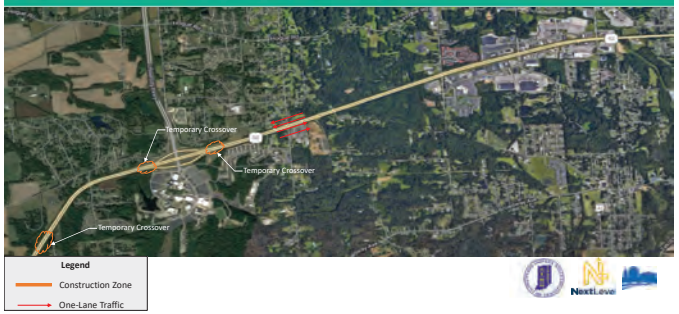
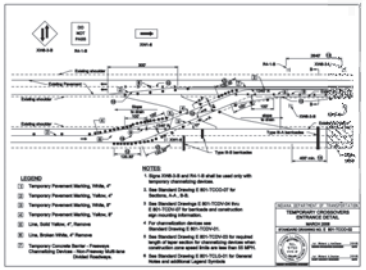
Recommended MOT scheme-Phased Construction

- 3 major construction phases
  - Pre-Phase: close inside through lane/construct temporary crossovers
    - Maintain one lane of traffic in each direction
  - Phase 1: close and construct WB SR 62, WB SR 62 Ramp to University Parkway, and University Parkway Ramp to WB SR 62
    - Shift WB traffic to EB side of SR 62 with contraflow
    - Ramps at University Parkway remain open until short term closures implemented
    - Maintain one lane of traffic in each direction
  - Phase 2: close and construct EB SR 62, EB SR 62 Ramp to University Parkway, and University Parkway Ramp to EB SR 62
    - Shift EB traffic to WB side of SR 62 with contraflow
    - Ramps at University Parkway remain open until short term closures implemented
    - Maintain one lane of traffic in each direction
  - Phase 3: Intersection and Side Street Construction
    - Short duration side street closures
    - Maintain one lane of traffic in each direction

MAINTENANCE OF TRAFFIC – PRE-PHASE

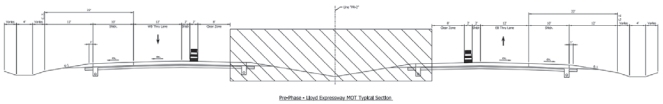


MAINTENANCE OF TRAFFIC – PRE-PHASE



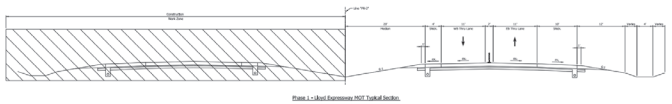
- Construction
  - Construct temporary crossovers
- Temporary Traffic Control
  - Maintain one EB thru lane
  - Maintain one WB thru lane
  - Left turns allowed

MAINTENANCE OF TRAFFIC – PRE-PHASE



MAINTENANCE OF TRAFFIC – PHASE I

MAINTENANCE OF TRAFFIC – PHASE I

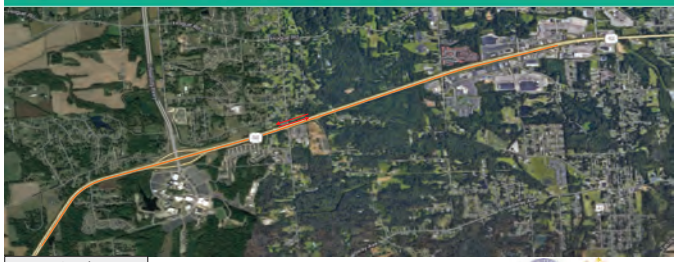


MAINTENANCE OF TRAFFIC – PHASE 1

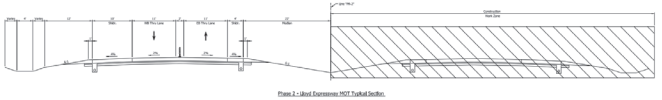
Construction from West of Rosenberger Ave. to Posey County Line

- Construction Activities
  - WB lanes and partial median work
  - North approaches of all intersecting roads
  - Drainage on WB side
  - Ramp: WB SR 62 to University Parkway (phase 1a)
  - Ramp: University Parkway to WB SR 62 (phase 1a)
- Temporary Traffic Control
  - Contraflow
  - Maintain one EB and WB thru lane on EB roadbed
  - Maintain existing traffic @ intersections except Felstead Road (RIRO)
    - requires relocation/updates to signal heads
    - short term closures
    - Temporary pavement and traffic shifts required
  - Ramp Traffic maintained until short term closure enacted

MAINTENANCE OF TRAFFIC – PHASE 2



MAINTENANCE OF TRAFFIC – PHASE 2



MAINTENANCE OF TRAFFIC – PHASE 2

Construction from West of Rosenberger Ave. to Posey County Line

- Construction Activities
  - EB lanes and partial median work
  - South approaches of all intersecting roads
  - Drainage on EB side
  - Ramp: EB SR 62 to University Parkway (phase 2a)
  - Ramp: University Parkway to EB SR 62 (phase 2a)
- Temporary Traffic Control
  - Contraflow
  - Maintain one EB and WB thru lane on WB roadbed
  - Maintain existing traffic @ intersections except Felstead Road (RIRO)
    - requires relocation/updates to signal heads
    - short term closures
    - Temporary pavement and traffic shifts required
  - Ramp Traffic maintained until short term closure enacted

MAINTENANCE OF TRAFFIC – PHASE 3

MAINTENANCE OF TRAFFIC – PHASE 3

Construction from West of Rosenberger Ave. to Posey County Line

- Construction
  - Remaining construction at all intersections
- Temporary Traffic Control
  - Short duration closures of side streets
  - Left turns NOT allowed during short duration closures

Short Term Closure/Detours

MCDOWELL ROAD NORTH APPROACH CLOSURE

- Closure
  - North Approach of McDowell Rd.
- Detours
  - University Parkway to Eickhoff Rd. to access McDowell Rd.

Legend
Construction Zone
Detour Route
One-Lane Traffic

SCHUTTE ROAD NORTH APPROACH CLOSURE

- Closure
  - North Approach of Schutte Rd.
- Detour
  - SR 62 to Middle Mount Vernon Rd. to access Schutte Rd.

Legend
Construction Zone
Detour Route
One-Lane Traffic

SCHUTTE ROAD SOUTH APPROACH CLOSURE

- Closure
  - South Approach of Schutte Rd.
- Detour
  - SR 62 to Middle Mount Vernon Rd. to Broadway Ave. to access Schutte Rd.

Legend
Construction Zone
Detour Route
One-Lane Traffic

MIDDLE MOUNT VERNON ROAD NORTH APPROACH CLOSURE

- Closure
  - North Approach of Middle Mount Vernon Rd.
- Detour
  - SR 62 to Schutte Rd. to access Middle Mount Vernon Rd.

Legend
Construction Zone
Detour Route
One-Lane Traffic

FELSTEAD ROAD & MIDDLE MOUNT VERNON ROAD SOUTH APPROACH CLOSURES

- Closure
  - South Approaches of Middle Mount Vernon Rd. & Felstead Rd.
- Detour
  - SR 62 to Boehne Camp Rd. to access Middle Mount Vernon Rd.
  - SR 62 to Schutte Rd. to Steller Dr. to Tawny Dr. to access Felstead Rd.

Legend
Construction Zone
Detour Route
One-Lane Traffic

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BOEHNE CAMP ROAD NORTH APPROACH CLOSURE

- Closure
  - North Approach of Boehne Camp Rd.
- Detour
  - SR 62 to Red Bank Rd. to Hogue Rd. to access Boehne Camp Rd.

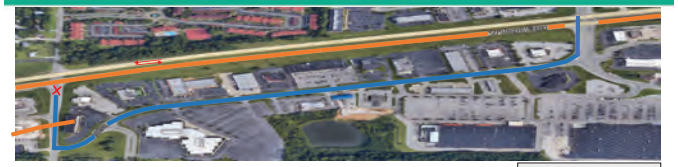
Legend
- Construction Zone
- Detour Route
- One-Lane Traffic

RED BANK ROAD NORTH APPROACH CLOSURE

- Closure
  - North Approach of Red Bank Rd.
- Detour
  - SR 62 to Rosenberger Ave. to Hogue Rd. to access Red Bank Rd.

Legend
- Construction Zone
- Detour Route
- One-Lane Traffic

BOEHNE CAMP ROAD & RED BANK ROAD SOUTH APPROACH CLOSURE



- Closure
  - South Approach of Boehne Camp Rd.
  - South Approach of Red Bank Rd.
- Detours
  - Red Bank Rd. to Pearl Dr. to access Boehne Camp Rd.

Legend
- Construction Zone
- Detour Route
- One-Lane Traffic

UNIVERSITY PARKWAY RAMP CLOSURES

- Closures
  - Duration = short term
  - Utilize same detour for NW ramp
  - Only 1 ramp closed at a time
- Detour
  - Schutte Rd. to Middle Mount Vernon Rd. to Eickhoff Rd. to access University Parkway

Legend
- Construction Zone
- Detour Route
- One-Lane Traffic

UNIVERSITY PARKWAY RAMP CLOSURES

- Closures
  - Duration = short term
  - Only 1 ramp closed at a time
- Detour
  - University Parkway to Clarke Lane to Schutte Rd. to access EB SR 62

Legend
- Construction Zone
- Detour Route
- One-Lane Traffic

UNIVERSITY PARKWAY RAMP CLOSURES

- Closure
  - Detour = short term
- Detour
  - Schutte Rd. to Peerless Rd. to Hogue Rd. to access University Parkway

Legend
- Construction Zone
- Detour Route
- One-Lane Traffic

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Public Engagement

- Project Website (www.thelloyd4u.com)
- Develop communication strategies and methods of delivery
  - Multiple media outlets (print, broadcast, social)
  - INDOT TrafficWise
- Public Information Meetings (PIMs)
  - Phase 1: April 2021 & March 2022
  - Phase 2: April 2021 & fall of 2022

Business Stakeholder Engagement

- Round 1 Business Stakeholder Briefings (March 2021)
  - Cross Pointe/Burkhardt
  - Stockwell/Vann
  - Wabash/Rosenberger
  - Rosenberger/Posey County Line
- Round 2 Business Stakeholder Briefings
  - Phase 1 (March 2022)
  - Phase 2 (fall 2022)
- Round 3 (both phases) fall 2023

TMP Stakeholder Engagement

Transportation Management Plan Stakeholder Meetings (businesses, city/county services)

- Round 1
  - Phase 1 (Cross Pointe to Rosenberger): October 2021
  - Phase 2 (Rosenberger to Posey Co. Line): Today
- Round 2
  - Phase 1 (Cross Pointe to Rosenberger): Yesterday
  - Phase 2 (Rosenberger to Posey Co. Line): Spring 2023

NEXT STEPS

1. Finalize Traffic Analysis
2. Preliminary Field Check
3. Future TMP Meeting

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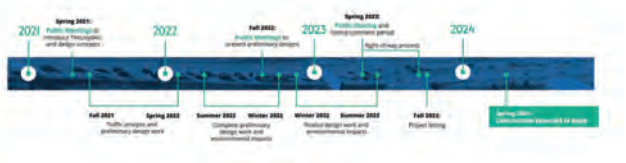
PROJECT SCHEDULE



FUTURE TMP MEETING

- Date
  - Spring 2023
- Topics
  - Final Temporary Traffic-Control Plan
  - Traffic Analysis Results
  - Restricted Movements
  - Alternative/Detour Routes
  - Public Involvement Plan

QUESTIONS AND CLOSING REMARKS

THE LLOYD4U

THANK YOU