



INDIANA DEPARTMENT OF TRANSPORTATION

NOTICE OF PROJECT ADVANCEMENT – DES#s 1900308 (Lead), 1900264, 1500041, 1600060, 1602258, 1702066, 2001917, 2100041, 1900262, 1900258, 1900260, 2301254 (Lead), 1900263, 2000187

SR 62 Road Reconstruction, Intersection Improvements, and Bridge Replacements from Rosenberger Avenue (4.59 Miles West of S Jct US 41) to 2.72 Miles West of S Jct US 41 (Wabash Avenue), Vanderburgh County.

SR 62 Road Reconstruction and Intersection Improvements Project from Posey/Vanderburgh County Line to Rosenberger Avenue, Vanderburgh County.

January 2024

The Indiana Department of Transportation (INDOT) held a public hearing in September 2023 for the proposed roadway, bridge and intersection improvements on SR 62/Lloyd Expressway from Posey/Vanderburgh County Line to Rosenberger Avenue and from Rosenberger Avenue to Wabash Avenue in Vanderburgh County.

This public hearing was held as part of the environmental analysis phase as required per the National Environmental Policy Act (NEPA). Public involvement is an important element of a comprehensive decision-making process. The purpose of the Lead Des 1900308 project is to reduce the total number of crashes and improve the traffic capacity to a desired LOS C at the SR 62/Rosenberger Avenue, SR 62/St. Joseph Avenue, and SR 62/Wabash Avenue intersections. Additionally, the purpose is to improve the condition of the bridges between Rosenberger Avenue and Wabash Avenue to a condition rating of at least 7 (good) or better. The purpose of the Lead Des 2001917 project is to improve SR 62 corridor pavement to improve rideability and reduce the amount of maintenance required to maintain the improved rideability by extending the time between patching repairs to 20 years; to address the safety performance of the intersections as a coordinated network; to address the safety and performance of the SR 62 and McDowell Road, Middle Mt. Vernon Road, and Felstead Road intersections by reducing the number of crashes by at least 46%; to address the safety performance by reducing the number of crashes at the SR 62 and Schutte Road intersection by at least 15%; to address the safety performance by reducing the number of crashes at the SR 62 and Boehne Camp Road intersection by at least 4%; and to address the safety performance of the SR 62 and Red Bank Road intersection by reducing the number of crashes by at least 12%.

The INDOT Preferred Alternative will reconfigure the 12 intersections as summarized below:

McDowell Road: The intersection at SR 62 and McDowell Road will be reconfigured into a Reduced Conflict Intersection (RCI). The crossover in the median on SR 62 will be closed to prohibit traffic along SR 62 from turning left onto McDowell Road, and to prohibit crossing and left turn movements from McDowell Road onto SR 62. McDowell Road will be converted into a Right-In/Right-Out maneuver with the use of raised median islands. Traffic wanting to turn left from McDowell Road onto SR 62 or cross SR 62 will initially turn right onto SR 62 and then use a median U-turn to turn in the opposite direction. The RCI will require pavement replacement and intersection reconfiguration, adding median U-Turns, adding/lengthening turn lanes (varying 11-foot to 12-foot), adding splitter islands (varying width), drainage improvements, ditch grading, replacing/adding signage, and replacing pavement markings. Streetlights will be added at the intersection.

University Parkway: The proposed improvements at the SR 62 and University Parkway interchange include pavement replacement on the ramps and a structural mill and overlay on University Parkway between the north and south ramp entrances. Other improvements include signage, pavement markings, and replacing the existing streetlights. No work will be required to the bridge on University Parkway over SR 62.

Schutte Road: The intersection at SR 62 and Schutte Road will be reconfigured into a Restricted Crossing U-Turn (RCUT). The crossover in the median on SR 62 will prohibit left turn movements from Schutte Road to SR 62 and movements directly crossing SR 62 from one side of Schutte Road to the other. The left turn movements from SR 62 onto Schutte Road will be signalized with a permissive and dedicated signal. Schutte Road will be converted into a Right-In/Right-Out maneuver with the use of raised median islands. Traffic wanting to turn left from Schutte Road onto SR 62 or cross SR 62 will initially turn right onto SR 62 and then utilize a median U-turn to turn into the opposite direction. The U-Turn traffic movement east of the intersection will be a yield condition. The U-turn movement located west of the intersection on SR 62 will be signalized with a permissive and dedicated signal. The RCUT will require pavement replacement and intersection reconfiguration, adding median U-Turns, adding/lengthening turn lanes (varying 11-foot to 12-foot), adding splitter islands (varying width), drainage improvements, ditch grading, replacing/adding signage, and replacing pavement markings. Streetlights will be added at the intersection.

Felstead Road: The intersection at SR 62 and Felstead Road will be reconfigured into an RCI. The crossover in the median on SR 62 will be closed to prohibit westbound traffic along SR 62 from turning left onto Felstead Road southbound. Median closure will also prohibit left turn movements from Felstead Road northbound onto SR 62 westbound. Felstead Road will be converted into a Right-In/Right-Out maneuver with the use of raised median islands. Traffic wanting to turn left from Felstead Road northbound onto SR 62 westbound will initially turn right onto SR 62 eastbound and then utilize a median U-turn to turn into the opposite direction. The RCI will require pavement replacement and intersection reconfiguration, adding median U-Turns, adding/lengthening turn lanes (varying 11-foot to 12-foot), adding splitter islands (varying width), drainage improvements, ditch grading, replacing/adding signage, and replacing pavement markings. Streetlights will be added at the intersection.

Middle Mt. Vernon Road: The intersection at SR 62 and Middle Mount Vernon Road will be reconfigured into an RCI. The crossover in the median on SR 62 will be closed to prohibit traffic along SR 62 from turning left onto Middle Mount Vernon Road and to prohibit crossing and left turn movements from Middle Mount Vernon Road onto SR 62. Middle Mount Vernon Road will be converted into a Right-In/Right-Out maneuver with the use of raised median islands. Traffic wanting to turn left from Middle Mount Vernon Road onto SR 62 or cross SR 62 and continue to Middle Mount Vernon Road will initially turn right onto SR 62 and then utilize a median U-turn to turn in the opposite direction. The RCI will require pavement replacement and intersection reconfiguration, adding median U-Turns, adding/lengthening turn lanes (varying 11-foot to 12-foot), adding splitter islands (varying width), drainage improvements, ditch grading, replacing/adding signage, and replacing pavement markings. Streetlights will be added at the intersection.

Boehne Camp Road: The intersection at SR 62 and Boehne Camp Road will be reconstructed to add additional lanes on Boehne Camp Road. The north approach of Boehne Camp Road will add a dedicated left turn lane (11-foot), one northbound (11-foot) and one southbound (11-foot) through lane, one right turn lane (11-foot), and paved shoulders (3-foot), while the south approach will have an additional left turn lane (dual left turn lanes 11-foot each), one northbound (11-foot) and one southbound (11-foot) through lane, one right turn lane (11-foot), and curb and gutter. The left and right turn lanes on SR 62 will be lengthened, and the left turn lanes will be offset for better sight distance. A flush median (11-foot) will be installed on the north approach between the through and left turn lanes for maneuverability of left turns with the south approach. The existing traffic signal will be replaced. The intersection will require pavement replacement and intersection reconfiguration,

adding/lengthening turn lanes, curb and gutter, drainage improvements, ditch grading, replacing/adding signage, and replacing pavement markings. Streetlights will not be added at the intersection.

Red Bank Road: The intersection at SR 62 and Red Bank Road will be reconfigured to a Displaced Left Turn (DLT) intersection on SR 62. The proposed DLT will include crossing SR 62 left turn movements to the other side of the opposing traffic ahead of the intersection. This allows for the through movements and the left turning movements to take place at the same time. Right turn slip lanes will be installed from Red Bank Road onto SR 62. New traffic signals will be installed where the SR 62 left turns crossover and the right turn slip lanes enter SR 62 east and west of the intersection. All through and turn lanes will be 12-foot in width. The existing traffic signal at Red Bank Road will be replaced. On SR 62, raised concrete medians will be installed as follows: between the eastbound and westbound through lanes (17-foot), between the through lanes and the left turn lanes (5-foot), between the left turn lanes and the right turn slip lanes (5-foot). Splitter islands will be placed at the southwest and northeast corners of the intersection (varies in width). Left and right turn lanes will be added/lengthened as required. On Red Bank Road, the north and south approach lane configuration will not change. The south approach pavement will be reconstructed to include two through lanes northbound (11-foot each) and southbound (12-foot each), one northbound right turn lane (10-foot), one northbound left turn lane (12-foot), one southbound left turn lane (13-foot) and one southbound right turn lane (12-foot). The north approach pavement will be reconstructed to include one through lane northbound (11-foot) and two through lanes southbound (11-foot each), one right turn lane southbound (11-foot), one left turn lane southbound (11-foot), one right turn northbound (10-foot), and one left turn lane northbound (12-foot). The north and south approaches will have curb and gutter. The DLT will require pavement replacement and intersection reconfiguration, adding left turn crossovers, adding/lengthening turn lanes; adding raised medians, splitter islands and curb and gutter; drainage improvements, ditch grading; replacing/adding signage; and replacing pavement markings. Streetlights will be added at the intersection.

Rosenberger Avenue: The proposed improvements at this intersection include lengthening the turn lanes on SR 62 and lengthening the right turn lane on the Rosenberger Avenue north approach. The Rosenberger Avenue south approach will match the existing typical section. The existing traffic signal will be replaced. The SR 62 west approach will include: two 12-foot through lanes in each direction, 5-foot concrete raised median, one 12-foot left turn lane (825 feet), one 12-foot right turn lane (475 feet), and 2-foot and 8-foot paved shoulder. The SR 62 east approach will include: two 12-foot westbound lanes and three 12-foot eastbound through lanes, a 3-foot concrete raised median, one 12-foot left turn lane (940 feet), one 12-foot right turn lane (940 feet), and 8-foot paved shoulders.

The Rosenberger Avenue north approach will include 370 feet of pavement reconstruction and will include the following typical section: Northbound one 12-foot through lane, and one 12-foot left turn lane; Southbound one 12-foot through lane, one 11-foot left turn lane, and one 11-foot right turn lane. The right turn lane will be lengthened to a point to reduce impacts to adjacent properties and streets. The reconstruction of this approach will include pavement, curb and gutter, driveways, University Drive approach, inlets and storm sewers, and pavement markings. The Rosenberger Avenue south approach will include 190 feet of pavement reconstruction to match into the existing typical section: Northbound one 11-foot through lane, one 11-foot right turn lane, and one 11-foot left turn lane; Southbound two 11-foot through lanes. The reconstruction of this approach will include pavement, curb and gutter, inlets and storm sewers, and pavement markings.

Corbierre Avenue: The westbound SR 62 Exit Ramp to Corbierre Avenue will be shifted from its current location approximately 200 feet east of Addison Avenue to approximately 100 feet west of Ingle Avenue. The current Exit Ramp will be removed and Corbierre Avenue will end in a dead end approximately 285 feet east of Addison Avenue. Corbierre Avenue will be reconfigured because of the relocation of the ramps, addition of the merge lane, and the addition of the westbound through lane. On-street parking will be removed because of the additional roadway widening and to keep property impacts to a minimum.

The section of Corbierre Avenue from Addison Avenue to the new dead end will consist of two 10-foot lanes with curb and gutter on the northside and a concrete barrier on the southside. Corbierre Avenue from Addison Avenue west to where the westbound Exit Ramp enters Corbierre Avenue will be a westbound one-way roadway consisting of one 10-foot lane with curb and gutter on both sides and a 5-foot wide sidewalk on the northside.

The SR 62 westbound Exit Ramp will enter Corbierre Avenue forming an additional lane to Tekoppel Avenue. In this area Corbierre Avenue will be a westbound one-way two-lane roadway. The typical section in this section will consist of two 10-foot lanes with curb and gutter on both sides and a 5-foot wide sidewalk on the northside.

Driveways, walks, and steps will be reconstructed along Corbierre Avenue. Sidewalks, curbs, and curb ramps will be new additions along the street. The approaches for Walker Avenue, Ingle Avenue, and Addison Avenue will be reconstructed to match into the new grade of Corbierre Avenue. All inlets and storm sewers are being replaced in this area.

Barker Avenue/Igleheart Avenue: The interchange at Barker Avenue will be reconfigured on the northside. The SR 62 westbound Exit Loop Ramp to southbound Barker Avenue will be removed and this traffic will be shifted to SR 62 westbound Exit Ramp to northbound Barker Avenue. The SR 62 westbound Exit Ramp to northbound Barker Avenue will be reconfigured to allow for through, left turn, and right turn movements.

The Exit Ramp will be a single 16-foot wide lane with curb and gutter on the outside, then taper into two lanes to provide a dedicated left turn lane and combined through/right turn lane. The two-lane section will consist of two 12-foot lanes with curb and gutter on the inside shoulder, the outside shoulder will be a combination of a 2-foot shoulder, curb and gutter, and concrete barrier wall. A mechanically stabilized earth (MSE) wall will be required on a portion of the outside ramp.

The westbound entrance ramp to SR 62 and the westbound exit ramp/Corbierre Avenue to Tekoppel Avenue will be reconfigured to improve merging on and off SR 62. The westbound entrance ramp to SR 62 from Igleheart Avenue will be realigned with improved curves. The ramp typical section will consist of a 16-foot wide lane with curb and gutter shoulders. The entrance ramp will enter onto the merging lane.

The westbound Exit Ramp/Corbierre Avenue to Tekoppel Avenue will be realigned and shifted to the west. This will allow for a 660-foot merging lane between the entrance and exit ramps. The exit lane will be 11 feet wide with gore areas on both sides and will then tie into Corbierre Avenue. The typical section for the merging lane will consist of an 11-foot wide lane and 4-foot wide outside shoulders with concrete barrier.

Igleheart Avenue will be reconstructed from the Barker Avenue intersection west 500 feet, The westbound Entrance Ramp to SR 62 is in this section. The northside of the road is very hilly with existing retaining walls adjacent to the back of the sidewalk. To reduce impacts to the adjacent properties and be able to comply with the ADA sidewalk and drive entrance requirements, the roadway will be shifted to the south 5.5 feet and the lane and sidewalk widths will be reduced from the ramp entrance to Barker Avenue. The narrowed typical section will include a 10-foot wide westbound travel lane, a 10-foot wide eastbound travel lane that becomes a left turn lane at Barker Avenue, and a 12-foot wide right turn lane at Barker Avenue. The southside will consist of curb and gutter with a short section of 5-foot wide sidewalk adjacent to the curb near Barker Avenue. The northside will consist of a 4-inch rolled curb with a 4.5-foot wide sidewalk. Driveways, walks, curb ramps, storm inlets, and pipes will be reconstructed. No work will occur on the existing retaining walls as part of this project.

St. Joseph Avenue: The proposed improvements at this intersection will include lengthening the turn lanes on SR 62; reconfiguring and lengthening the existing dual left turn lanes; and adding an additional right turn lane on the St. Joseph Avenue north approach. The St. Joseph Avenue south approach will match the existing typical section. The existing traffic signal and pedestrian signal will be replaced. The SR 62 west approach will include: two 11-foot and one 12-foot through lane in each direction, 3-foot concrete raised median, and one 11-foot left turn lane (710 feet). The SR 62 east approach will include two 11-foot and one 12-foot through lanes in each direction, 3-foot concrete raised median, one 11-foot left turn lane (790 feet), and one 12-foot right turn lane (415 feet). The right turn lane will be lengthened to a point to reduce impacts to adjacent properties. The St. Joseph Avenue north approach will include 350 feet of pavement reconstruction and will include the following typical section: Northbound two 10-foot through lanes, and 4-foot raised median; Southbound two 10-foot through lanes, two 10-foot left turn lanes (246 feet), and two 10-foot right turn lanes (230 feet). The right turn and left turn lanes will be lengthened to a point to reduce impacts to adjacent properties and streets. The reconstruction of this approach will include pavement, curb and gutter, sidewalk, curb ramps, driveways, Indiana Street approach, inlets and storm sewers, and pavement markings. The St. Joseph Avenue south approach will include 84 feet of pavement reconstruction to match into the existing typical section: Northbound one 10-foot through lane, one 10-foot combined through and right turn, one 10-foot left turn lane, and a 4-foot raised median; Southbound two 10-foot through lanes. The reconstruction of these approaches will include pavement, curb and gutter, sidewalk, curb ramps, inlets and storm sewers, and pavement markings.

Wabash Avenue: The proposed improvements at this intersection includes lengthening the eastbound SR 62 left turn lane. The Wabash Avenue north approach, south approach and the SR 62 east approach will match the existing typical sections. The existing traffic signal and pedestrian signal will be replaced. The SR 62 west approach will include: two 11-foot and one 12-foot through lanes in each direction, a 3-foot concrete raised median, one 11-foot left turn lane (600 feet). The SR 62 east approach will include: three 12-foot through lanes in each direction, a 4-foot concrete raised median, one 11-foot left turn lane and one 11-foot right turn lane. The north approach will include 87 feet of pavement reconstruction to match into the existing roadway: Northbound one 12-foot through lane, 9-foot parking lane, and a 10-foot raised median; Southbound one 11-foot right turn lane, one 11-foot through lane, and one 11-foot left turn lane. The south approach will include 103 feet of pavement reconstruction to match into the existing roadway: Northbound one 11-foot right turn lane, one 11-foot through lane, one 11-foot left turn lane, and an 11-foot flush median; Southbound two 11-foot through lanes. The reconstruction of the north and south approaches will include pavement, curb and gutter, sidewalk, curb ramps, driveways, inlets and storm sewers, and pavement markings.

The INDOT Preferred Alternative for SR 62 roadway is as follows:

Pavement will be removed and replaced with either an asphalt or concrete option from approximately the Posey County Line to Wabash Avenue. The travel lane configuration of SR 62 will consist of a four-lane roadway from the beginning of the project to Rosenberger Avenue. In the eastbound lanes, an additional travel lane will be added just east of Rosenberger Avenue and will tie into the existing three lane section at the Barker Avenue area. The three-lane section will continue to Wabash Avenue. SR 62 westbound lanes will consist of two lanes from Rosenberger Avenue to the bridge over CSX railroad where the two-lane section will transition to a three-lane section and tie into the existing three lane section at the Barker Avenue area. The three-lane section will continue to Wabash Avenue.

From Rosenberger Avenue to Lemcke Avenue the lane widths will vary between 11-12 feet. Adjacent to the outside travel lane the outside shoulders will vary with a combination of: 8-foot shoulders with a concrete barrier or guardrail; 4-foot shoulders with curb and gutter with/without guardrail; and 2-foot shoulder with curb and gutter with/without guardrail. Adjacent to the right turn lane the outside shoulder will be 2-foot. From Lemcke Avenue to Wabash Avenue the shoulder will consist of curb and gutter with an adjacent 6-foot wide sidewalk.

MSE walls, T-walls, concrete barrier, and guardrail will be used from the Rosenberger Avenue to Barker Avenue interchange to reduce the amount of ROW that will be required in this built-up urban section. The center median width varies: from west of Rosenberger Avenue to just east of the Carpentier Creek bridge, the center median will be a 4-inch raised concrete median (varying 3 feet to 17 feet); from east of the Carpentier Creek bridge to Lemcke Avenue, it will be a concrete median barrier with paved shoulders (varying 12 feet to 19 feet); from Lemcke Avenue to Wabash Avenue it will be a 6-inch raised concrete median (varying 3 feet to 14 feet).

Vertical Alignment: Beginning at the Carpentier Creek Bridge and ending just west of the Ingle Avenue intersection, the profile grade of SR 62 will be raised to provide the correct railroad vertical clearances and the vertical curve will be lengthened to improve the sight distance. The profile grade adjustments will be required at the bridge over Carpentier Creek, the CSX Railroad, and Tekoppel Avenue. The proposed profile grade for the rest of the project will be close to the existing profile grade. The flat profile grade from St. Joseph Avenue to Wabash Avenue will be adjusted slightly to improve the drainage.

Horizontal Alignment: The horizontal alignment of SR 62 will shift to the north from west of Rosenberger Avenue to the Tekoppel Avenue/Barker Avenue area for the widening of the roadway. The alignment will then shift back onto the original alignment under the Barker Avenue bridge. The horizontal curve at Rosenberger Avenue will be lengthened so that a superelevation roadway section would not be required.

The INDOT Preferred Alternative includes the following bridge replacements:

SR 62 bridge over Carpentier Creek: The existing SR 62 bridge over Carpentier Creek will be replaced with a single-span prestressed concrete bulb-tee beam bridge. The proposed work will include widening roadway widths from the existing 28.75 feet to 58 feet for westbound traffic and 48 feet for eastbound traffic with type FT concrete barriers and a 3-foot-wide raised median. The proposed bridge will be supported by integral end bents on a single row of steel piles. A skew of 15° is proposed for the bridge. Proprietary T-WALL retaining wall systems will be provided in front and will wrap around the proposed end bents until they meet the abutting MSE retaining walls which continue along SR 62 on the north side of the bridge and simply ending on the south side of the bridge.

SR 62 bridge over CSX Railroad: The existing SR 62 bridge over CSX Railroad will be replaced with a single-span prestressed concrete bulb-tee beam bridge. The proposed work will include widening roadway widths from the existing 29 feet to 49 feet for eastbound and westbound traffic and adding type FT concrete barriers for the dual superstructures separated by a 1-inch open joint. The proposed bridge superstructures will be supported by integral end bents on a single row of steel piles. A skew of 45° is proposed for the bridge. Proprietary T-WALL retaining wall systems will be provided in front and will wrap around the proposed end bents until they meet the abutting MSE retaining walls which continue along SR 62.

SR 62 bridge over Tekoppel Avenue: The existing SR 62 bridge over Tekoppel Avenue will be replaced with a single-span prestressed concrete bulb-tee beam bridge. The proposed work will include widening roadway widths from the existing 29 feet to 49 feet for eastbound and westbound traffic and adding type FT concrete barriers for the dual superstructures separated by a 1-inch open joint. The proposed bridge superstructures will be supported by integral end bents on a single row of steel piles. No skew is proposed for the bridge. An MSE retaining wall will be provided in front and will wrap around the proposed end bents.

Additional details regarding the SR 62/Lloyd Expressway Road Reconstruction, Bridge Replacement, and Intersection Improvement projects are available via the Lloyd4U website (<https://thelloyd4u.com/project>).

The purpose of this notice is to communicate the status of this project to community members. As part of INDOT's commitment to afford the community an opportunity to formally announce the conclusion of the environmental analysis phase and transition to the next phase of development.

Subsequent to reviewing and considering all comments and materials received as a result of the public hearing held at the City View at Sterling Square on September 26, 2023, **INDOT will advance this project to the next phase of development with construction anticipated to take place in 2024.** Environmental analysis documentation, including written responses to public comments submitted as part of the public involvement process, will remain available for public inspection during normal office hours at INDOT's Vincennes District Office and on-line via the project website: <https://thelloyd4u.com/project>.

Attachments:

Graphics of Proposed Intersection Improvements

Public Hearing Comments and INDOT Responses

A PROJECT MAP/GRAPHIC ILLUSTRATING THE IMPROVEMENT SHOULD ALSO BE INCLUDED WITH THIS ANNOUNCEMENT

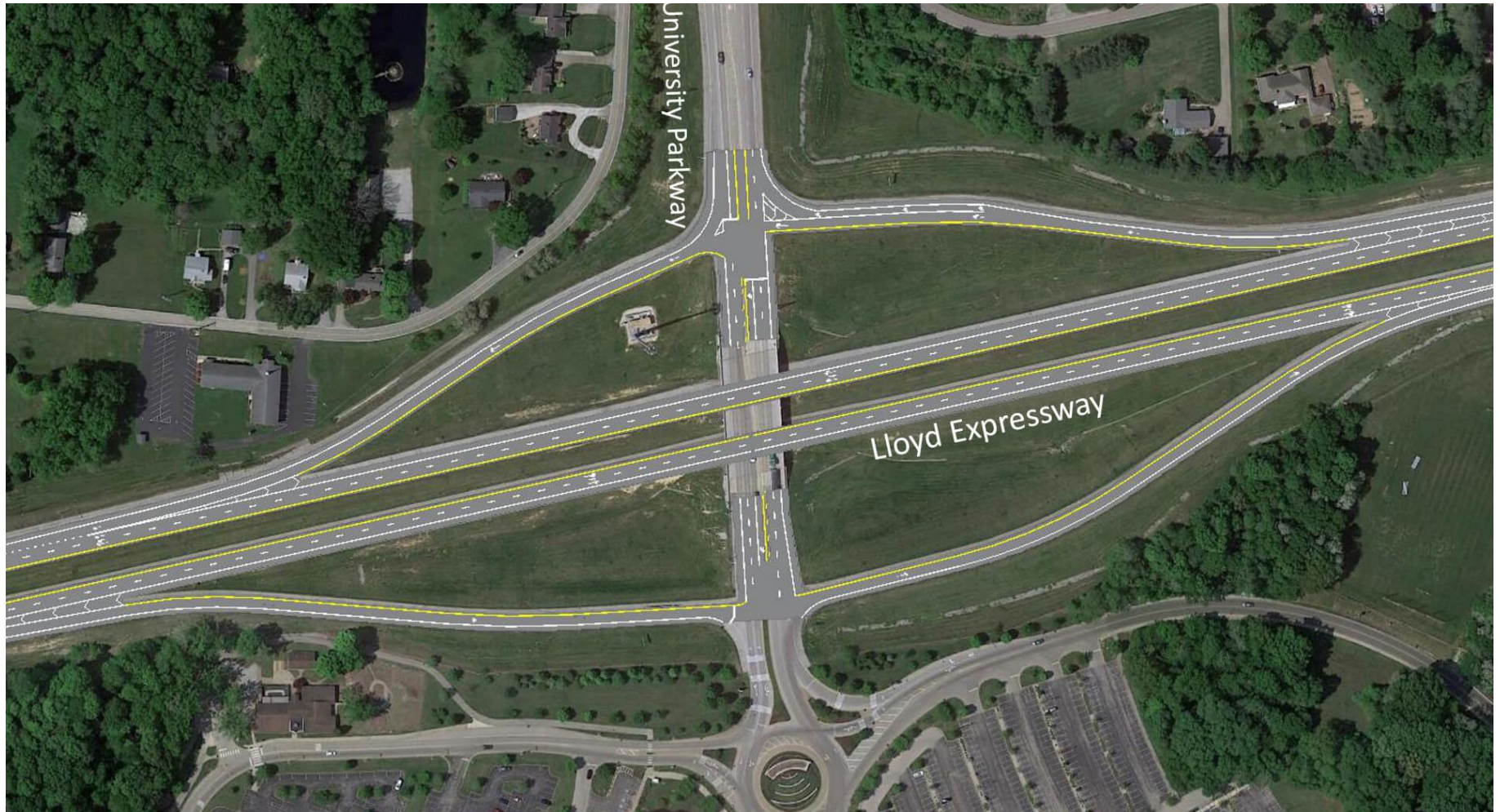
INDIANA DEPARTMENT OF TRANSPORTATION

MCDOWELL ROAD INTERSECTION



Reduced Conflict Intersection
Right in/right out only on north/southbound McDowell Road

UNIVERSITY PARKWAY INTERCHANGE



Interchange Improvements

Pavement replacement on ramps and structural mill and overlay on University Parkway

SCHUTTE ROAD INTERSECTION



Restricted Crossing U-Turn

Signalized left turns for Lloyd traffic, right in/right out only on north/southbound Schutte Road

MIDDLE MT. VERNON & FELSTEAD ROADS INTERSECTIONS



Reduced Conflict Intersection

Right in/right out only on north/southbound Middle Mt. Vernon and Felstead roads, utilize median U-turns for other movements

BOEHNE CAMP ROAD INTERSECTION



Major Intersection Improvement
Add and extend turn lanes

RED BANK ROAD INTERSECTION



Major Intersection Improvement
Reconfigure to a dual displaced left turn intersection

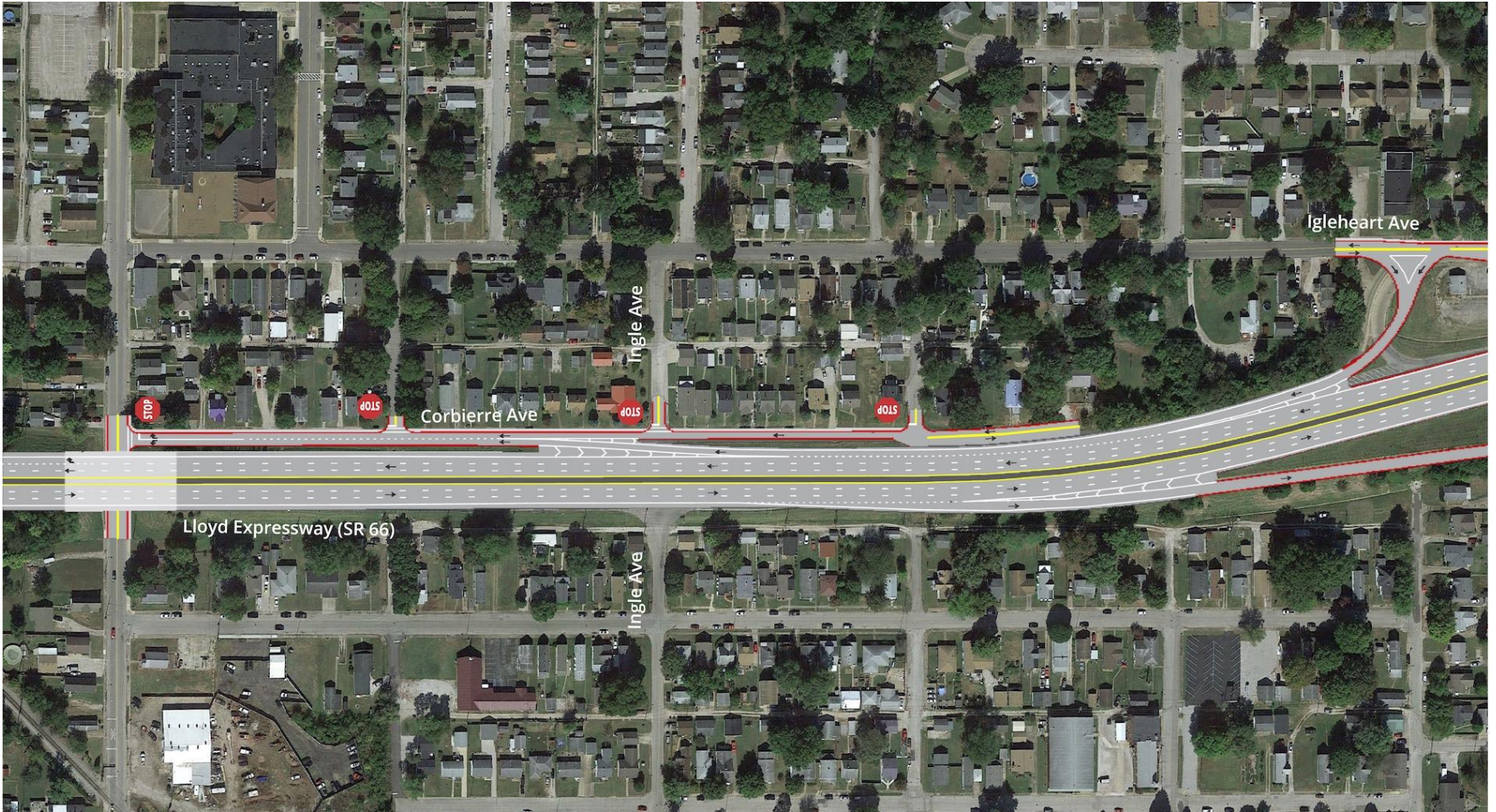
ROSENBERGER AVENUE INTERSECTION



Minor Intersection Improvement

Extend turn lanes, pavement upgrades, restrict right turns on red with signal modifications

CORBIERRE AVENUE INTERSECTION



Intersection Modification

Relocate westbound Tekoppel Avenue exit, reconstruct Corbierre from Tekoppel to east of Addison

BARKER AVENUE/IGLEHART AVENUE INTERSECTIONS



Intersection Modification

Close South Barker westbound exit loop ramp, add South Barker traffic to North Barker exit ramp, realign westbound entrance ramp, upgrade eastbound Barker exit ramp

ST. JOSEPH AVENUE INTERSECTION



Minor Intersection Improvement

Reconfigure southbound approach, realign southbound left turn lanes, improve signal timing and coordination with Wabash Avenue, lengthening turn lanes and adding turning lanes

WABASH AVENUE INTERSECTION



Minor Intersection Improvement

Improve and update signal timing and coordination with St. Joseph Avenue and lengthening the eastbound SR 66 left turn lane

Public Hearing Comments and Responses

	Theme	Comment	Summary Points	Response	Date
1	Safety Schutte Felstead MMV	<p>Thank you for the invitation. I will be hosting a food truck for first responders at the time of the zoom call. I will try to call in and pay attention. I had a concern that I had forwarded to Rusty Fowler. It has to do with the proposed right turn only off of Felstead (going East) and the right turn only off of Schutte (going east). There is a legitimate fear that folks wanting to go WEST on 62 will go through a residential subdivision to get to Schutte. Most people will choose to go through the subdivision so that they don't have to go further down the road from Felstead to the U- turn to go back west. At Schutte, they will still have that U-turn but it will require them not go as far to the east to backtrack to go west. This subdivision already has a speeding problem with USI students using it as a cut through. I am not sure the amount of traffic coming north on Felstad will be, but I know that it is a well-used north/south road. I am sure many of those wanting to go West will go the through the subdivision. Additionally, Deaconess is building a pediatric clinic on the corner of Felstad and 62. I can only imagine the traffic that will bring.</p> <p>I do not have a solution, but I want it on someone's radar to come up with one. Neighbors have suggested speed bumps in the neighborhood. There was a traffic "study" line (not sure who) put in the subdivision for less than a week prior to USI and EVSC beginning. It was in one location closer to the apartments. Traffic substantially increases once both are in session. Sorry so long. Takes a bit to describe. If I have any other concerns or questions, I will send them you way.</p>	<p>A. Traffic will divert through neighborhood to use Schutte Road rather than Felstead Road.</p> <p>B. New clinic on Felstead and 62.</p>	<p>A. Schutte, Felstead and Middle Mt. Vernon will all use the same median U-turn located east of Middle Mt. Vernon Road. Felstead traffic is closer to the median U-turn than Schutte Road and would have no benefit to go west through the neighborhood to access Schutte only to go east and pass Felstead on their way to the median U-turn.</p> <p>B. Noted</p>	09/14
2	Access to Information	<p>Good morning.</p> <p>I will be out of town on the 26th but was wondering if there is going to be any web casting of the meeting that I might be able to watch.</p> <p>Thank you, Jon David</p>	<p>A. Access to information</p>	<p>A. The following information was provided to Jon David on September 19, 2023. The recorded presentation will be available on the project website at thelloyd4u.com beginning the day after the hearing.</p>	9/19

	Theme	Comment	Summary Points	Response	Date
3	St. Joseph Avenue	<p>Good morning, Nicole!</p> <p>I hope you and the family are doing well and adjusting easily to life back in Evansville!</p> <p>I am the Environmental and Sustainability Program Manager at Mead Johnson and we just received the legal notice for the upcoming west side public hearing, and I saw that you were the contact!</p> <p>Would you be able to share some drawings/plans for the upgrades to St. Joe and Wabash? We would like to review so that we can produce a game plan for any affects the construction may have on site logistics.</p> <p>Thank you!</p>	A. Information on St. Joseph Avenue and Wabash	<p>A. The following information was provided to David Woosley on September 19, 2023.</p> <p>We are updating the signal at the St. Joseph Avenue intersection to coordinate with Wabash Avenue timing.</p> <p>The bulk of the changes are happening on the north side of the intersection. To accommodate southbound cars on St. Joe, we will extend the left turn lanes and add an additional right turn lane. We will keep two lanes for through movement. Also in this area, we will be reconstructing the pedestrian bridge, and constructing a new sewer system to take this section off the current combined sewer system.</p> <p>At Wabash, we will be increasing the length of the eastbound left turn lane. For drivers headed west on the Pigeon Creek bridge, we are installing warning signs for traffic backups.</p> <p>We are updating the traffic signal to improve signal timing in with St. Joseph Avenue.</p> <p>Pennsylvania Street that runs behind Koch Air and parallel with the Lloyd will be closed.</p>	09/19
4	Bus Transportation and Parent Drop off	<p>Nicole</p> <p>Thank you so much for taking my call regarding the INDOT Lloyd Expressway project. I have included several other key Administrators in this email that would need to be informed of any changes that would affect bus transportation and parent drop off. If you could include all of us in future correspondence regarding this project, it would be greatly appreciated. Also thank you for sharing the lloydforyou.com website for more information regarding the project. Will there be a scheduled conference call meeting regarding progress when the project starts this spring?</p> <p>Thank you</p>	A. Will there be a coordination meeting prior to construction?	<p>The project includes an education campaign to keep the public informed as construction approaches. Coordination with stakeholders, like the EVSC, will be a priority.</p>	9/21
5	Access to info	<p>I was unable to attend the public officials session. Is there something I can preview before Tuesday's session? Thanks!</p>	A. Access to information	<p>A. The following information was provided to Lauren Norvell on September 26, 2023.</p> <p>Thank you for reaching out. If you are unable to attend the hearing this evening, the presentation will be available on the project website tomorrow at www.thelloyd4u.com</p> <p>The website also has descriptions and maps of the intersection improvements as well as videos that help explain the new turning movements.</p>	9/25

	Theme	Comment	Summary Points	Response	Date
6	Business Parking on Igleheart	<p>Good afternoon. I was hoping to make the public meeting this evening but will not be able to make it. I own the property at 96 N Barker Ave (Barker Brewhouse) as well as 3001 Igleheart and wanted to share my input. We need street parking along Igleheart Ave. The current condition has some street parking, but with the new configuration of closing the clover leaf from the lloyd it should be better set up to add more street parking. Currently we have parking on the street from the east drive of our parking lot to the front corner of the NE corner of the building. I feel that there is no reason they shouldn't add additional street parking between the entrance and exit of our parking lot.</p> <p>There is no reason to have the right hand turn lane stretch all the way to the west end of our parking lot. By closing off the clover leave it will be eliminating the majority of the east bound traffic on igleheart approaching Barker. There is 27' from the edge of the sidewalk to the centerline of the road so there is more than enough width for parking and a drive lane. Currently with all the clover leaf traffic, the "right turn lane" is only what I have sketched on the attached document due to the current street parking. Our goal is to keep as many of our customers close to the building so our overflow parking does not push out into the surrounding neighborhood. This is why we purchased the property at 3001 Igleheart as well. We have all the parking required by code, but have been fortunate enough to be very successful in our first 6 months and attract large crowds. We also use the existing street parking to accommodate some of our larger food trucks. Taking this away would be detrimental to our business.</p> <p>This project will have major impacts on our business during construction but we feel the final condition will be an overall improvement to the traffic and safety along igleheart. We do however feel very strongly that there needs to be street parking on the south side of igleheart.</p> <p>We have spoken to all the adjacent neighbors and they are in agreement on the street parking. These houses have extremely small driveways that can only accommodate 1 or 2 cars.</p> <p>Please take our request into consideration and revise the plan for the unnecessarily long right turn lane. Please reach out with any comments or questions.</p>	A. Add or maintain street parking on Igleheart in front of Barker Brewhouse	Igleheart will be reconstructed basically as it exists today. Changes to the existing roadway would have to come from the city, since this is a city street.	9/26
7	Sound Barrier on Corbierre	<p>Why does this project not include sound barriers for those residing on Corbierre Avenue? The noise pollution is already substantial and the addition of extra lanes to the Lloyd Expressway, as well as Corbierre Avenue, will be exponential. The other side of the Lloyd, those who live on Forest Avenue, are getting a sound barrier and have more room away from the highway as it stands including more grass area and an alley.</p> <p>I thank you for your time and consideration. As a resident of Corbierre Avenue this is something I feel needs that needs addressed before undertaking this project Spring 2024. I hope you find this comment well and address it at this presentation.</p> <p>Best, Rachel Thomas</p>	A. Why does Forest Ave. get a sound barrier and Corbierre does not?	A. The noise analysis included the residences north of the Lloyd Expressway between Tekoppel Avenue and Barker Avenue and concluded that many of the properties along Corbierre Avenue would experience noise impacts as defined by FHWA and INDOT noise policy. Subsequently, noise abatement barriers were given consideration for this area. However, unlike the south side of the Lloyd Expressway, placement of a continuous barrier with no breaches along the portion of the highway would not be feasible since the westbound traffic exit ramp to Tekoppel Avenue via Corbierre Avenue would require a large gap in the barrier. Two shorter length barriers east and west of the exit ramp gap were modeled to a height of 18 feet to evaluate noise reduction effectiveness for the Corbierre Avenue residents. The length and position of the barriers was limited by the need to maintain clear zone design standards. While these barriers were predicted to provide 5 to 7 dBA noise reduction for a few residences along Corbierre Avenue, the magnitude of the benefits do not meet the INDOT policy criteria for feasible and reasonableness. Based on this analysis, a feasible and effective barrier is not possible for this location. Construction of an effective noise barrier between the Lloyd Expressway and Corbierre Avenue residences would require eliminating the westbound exit ramp to Corbierre Avenue that provides access to Tekoppel Avenue. Closing the westbound exit ramp to Corbierre Avenue would result in drivers utilizing the westbound exit ramp to Barker Avenue then continue along Igleheart Avenue to	9/26

	Theme	Comment	Summary Points	Response	Date
8 cont.				access Tekoppel Avenue. Igleheart Avenue is a 28 ft wide residential street with street parking on both sides of the road that prohibits continuous two-way traffic. Additionally, Tekoppel Elementary School is located at the corner of Tekoppel Avenue and Igleheart Avenue. Closing the Corbierre Avenue exit would create additional traffic delays and congestion at the Barker Avenue intersection; create additional safety hazards along Iglehart Avenue; and create additional traffic in a school zone. For these reasons closing the Corbierre Avenue exit ramp is not considered a prudent option.	
8	Capacity during detours	How will the West Terrace School traffic be handled during construction? Can the side roads be used for detoured traffic handle the workload?	A. What is the detour for Schutte Road and the traffic associated with West Terrace school? B. How do you measure impact to the surrounding road network?	A. The north leg of Schutte Road will be closed for 14 days for reconstruction during Phase 2 of the maintenance of traffic plan. The official detour will consist of using Middle Mt Vernon Road and SR 62. This closure will occur during the summer when school is not in session. B. The official detour route was coordinated with the County Engineer. Other routes can be used as well.	9/26
9	Light Pollution	There was talk about noise pollution, but not about light pollution. I think this is a topic that should be researched. Having more lights doesn't always mean better to the surrounding areas. Please consider lighting that is energy efficient as well.	A. Was light pollution studied? B. Use energy efficient lighting	A. Most of the project is located within urban areas that currently have existing lighting. The lighting at intersections outside the urban areas without existing lighting are required for safety and the lights will be standard height roadway lights that utilize LED bulbs to limit the energy usage and they will have minimal light pollution to the surrounding areas outside the transportation facility. B. The streetlights were designed with LED lights to be energy efficient.	9/26
10	Noise Barrier at Corbierre	I find it almost laughable that a sound barrier will be put across from where I live. Those houses have their back yard and garages toward the Lloyd. (I was told a study was done did they study Tekoppel exit side too? That where my front porch is. The noise pollution is about unbearable already. I have never in all my travels seen a highway butted up to people's front doors for blocks – but the plan is to block noise from the garages across the highway? There should be a barrier on Corbierre going to Tekoppel any less is a gross flaw. If not one placed there then what.	A. Why does Forest Avenue get a sound barrier and Corbierre does not?	A. The noise analysis included the residences north of the Lloyd Expressway between Tekoppel Avenue and Barker Avenue and concluded that many of the properties along Corbierre Avenue would experience noise impacts as defined by FHWA and INDOT noise policy. Subsequently, noise abatement barriers were given consideration for this area. However, unlike the south side of the Lloyd Expressway, placement of a continuous barrier with no breaches along the portion of the highway would not be feasible since the westbound traffic exit ramp to Tekoppel Avenue via Corbierre Avenue would require a large gap in the barrier. Two shorter length barriers east and west of the exit ramp gap were modeled to a height of 18 feet to evaluate noise reduction effectiveness for the Corbierre Avenue residents. The length and position of the barriers was limited by the need to maintain clear zone design standards. While these barriers were predicted to provide 5 to 7 dBA noise reduction for a few residences along Corbierre Avenue, the magnitude of the benefits do not meet the INDOT policy criteria for feasible and reasonableness. Based on this analysis, a feasible and effective barrier is not possible for this location. Construction of an effective noise barrier between the Lloyd Expressway and Corbierre Avenue residences would require eliminating the westbound exit ramp to Corbierre Avenue that provides access to Tekoppel Avenue. Closing the westbound exit ramp to Corbierre Avenue would result in drivers utilizing the westbound exit ramp to Barker Avenue then continue along Igleheart Avenue to access Tekoppel Avenue. Igleheart Avenue is a 28 ft wide residential street with street parking on both sides of the road that prohibits continuous two-way traffic. Additionally, Tekoppel Elementary School is located at the corner of Tekoppel Avenue and Igleheart Avenue. Closing the Corbierre Avenue exit would create additional traffic delays and congestion at the Barker Avenue intersection; create additional safety hazards along Iglehart Avenue; and create additional traffic in a school zone. For these reasons closing the Corbierre Avenue exit ramp is not considered a prudent option.	9/26

	Theme	Comment	Summary Points	Response	Date
11	Speed on Tekoppel exit	We think rumble strips need to be added to Corbierre Ave from the Ingle to Tekoppel to decrease speed coming off the Lloyd. Currently the speed limit along Corbierre is 30 moh. People drive past my house at speeds in excess of 50 mph.	A. Add rumble strips to Corbierre.	A. Rumble strips make a loud noise when vehicles run over them and therefore are not recommended in a residential area. A merge lane will be constructed between the Igleheart entrance ramp and the Tekoppel Exit Ramps for drivers to slow down before exiting onto Corbierre.	9/26
12	Coordination of changes on maps	Coordinate with Google/Apple maps throughout the project to keep GPS maps accurate. Thank you. Great ideas, great project, great presentation!	A. Coordinate changes with Google/Apple B. Approves of project	A. The project team is looking at best practices for keeping popular applications updated of closures and detours during construction. Signing up for text alerts or emails will also help drivers manage changes during construction. B. Noted	9/26
13	Access at Ingle	It would be best to leave the entrance to eastbound Lloyd at Ingle. If not those who use that entrance regularly would either have to enter east bound Lloyd from Pennsylvania or go to the Rosenberger intersection.	A. Keep access to EB Lloyd at Ingle open.	One of the goals of the project was to improve safety. A good way to improve safety is to eliminate access where possible. The existing Rt-In/Rt-Out at this location has a small traffic count with other access available. Another reason to close this access was because of the revisions to the westbound exit ramp at Barker Ave. The exit ramp was designed to meet current design standards and thereby requiring the ramp length to be increased. The intersection and the proposed ramp are now too close together which will cause confusion with drivers turning at Ingle or onto the ramp. Closing off the intersection also allows for a Sound Barrier to be installed along the south side of the Lloyd from Tekoppel bridge to Barker Ave. A sound barrier would not be feasible if the intersection were to remain open. Alternative routes are available to the residents in the area depending on where they come from. For Rt-In traffic the use of Barker Ave/Rosenberger Ave/Red Bank/Claremont. For Rt-Out traffic use Pennsylvania/Ray Becker. While these options may be a little inconvenient, the closing of Ingle Ave will reduce conflict points and improve safety.	9/26
14	Local network traffic Stoplights Schutte	What considerations are there for the extra traffic on the side roads? Like Middle Mt. Vernon west of the Parkway and Hogue Road? Because there will be more traffic on those roads. Why add more stoplights to an expressway that already has too many? Why is the U-turn to get off the east bound lane of the Lloyd all the way down by Boehne Camp if I want to go across Schutte?	A. How do you measure impact to the surrounding road network? B. Why are you adding stoplights? C. Why is the Schutte / Felstead / MMV U-turn by Boehne Camp?	A. Traffic modeling gives the project team data that shows how roads perform now and in the future once improvements are complete. B. Additional traffic signals required at the Displaced Left Turn intersections are basically the left turn signals at the intersection relocated to a different location ahead of the intersection. These additional signals work in conjunction with the intersection signal and function as one signal. C. The area of Schutte/Felstead/Middle Mt Vernon intersections were designed as a system of intersections because of their proximity to each other. The U-Turn for eastbound traffic had to be placed east of Middle Mt Vernon for turning movements from Schutte, Felstead and Middle Mt Vernon because there is limited distance between intersections. This is also why an additional or closer U-Turn couldn't be added nearer to Schutte.	9/26
15	Road closures Schutte University Parkway	I would like to know timing of road closures. If road closures between Schutte and University Parkway are during the school year and traffic is diverted north, there is a school in the area and traffic is likely 4x-5x greater than during the summer.	A. Road closures B. Concerned if traffic is diverted north when school is in session	The north leg of Schutte Road will be closed for 14 days for reconstruction. The official detour will consist of using Middle Mt Vernon Road and SR 62. The westbound exit ramp at University Pkwy will be closed for 30 days for reconstruction. The official detour will consist of Schutte/Peerless/Hogue. These closures will occur during the summer when school is not in session.	9/26
16	Noise Middle Mt. Vernon	Noise is very loud along our stretch of Middle Mt. Vernon north of the Lloyd from USI to County Line Road. Please consider a sound barrier so we can enjoy some outdoor time. It's way too loud to sit outside except on Sundays.	A. Noise analysis at Middle Mt. Vernon between Univ. Pkwy and PCLR	In accordance with 23 CFR 772 and the current Indiana Department of Transportation Traffic Noise Analysis Procedure, only Type I projects that result in added capacity of significant changes to the roadway require highway noise analysis and consideration of noise barriers. The upgrade scope of work proposed for the Lloyd Expressway from the Posey County line to Rosenberger qualifies this as a Type III project. While highway noise along this portion of the Lloyd	9/26

	Theme	Comment	Summary Points	Response	Date
16 cont.				Expressway is undesirable, INDOT policy does not address preexisting noise impacts for Type III projects.	
17	Pedestrian Bridge LOS Grades Previous Blasting near Barker	I had about three comments that I wanted to make that I thought might need to aired. The first one was I wasn't sure that the pedestrian walk project was still on, but I see now, looking at your posters and literature, that it is still going, so I guess my only comment about that at this time is: Is that work on that pedestrian bridge going to be concurrent with the building of the rest of the road? I just had comments about that. Also, it says here, and also in a letter that I received, improvements along State Road 62 from Rosenberger to Wabash Avenue to reduce the total number of crashes and improve the traffic capacity to a desired level of service letter C. Am I, and everyone present, to assume that letter C means that there is maybe a better grade level B and level A that's not currently being striven for? Is there an E and F also? Going on the A through F grade school grading system, the C struck me as sort of a mid-range kind of thing. Because many of us here can remember 20 some-odd years ago when the Corradino Engineering Group came through, and they spent millions of taxpayer dollars, and all kinds of engineering, drawings, surveys, et cetera, and all of that ended up going into the trashcan. Third thing I wanted to address was, if you plan to extend the westbound access road from the Lloyd up to Barker Avenue, which is now a single lane, and is now a right-turn only, but many people use it to make the illegal left turn, and you're plan is to make it in to a two-lane with a stop sign, if you do plan to extend that road up to Barker and have the actual access onto it extended farther east, towards Lynch Avenue, when that existing exit was built in 1955, the engineers had to use some dynamite to blast through the bedrock that was there by the orphanage, and that caused the windows of the orphanage to break that time. So on behalf of myself and the other residents of Pennsylvania Street, we're just expressing our concern for that, and we would certainly band together if we experience any damage to our properties and/or our hundred-plus-year-old clay sewer pipes that run under all of our homes. So that was basically the only comments I wanted to make and thank you so much.	A. Is the pedestrian bridge replacement concurrent with road work? B. What does LOS C mean? C. Be aware that any blasting required near Barker Avenue could impact the clay sewer pipes in the area.	A. Yes B. Intersection performance or traffic operations are quantified by six Levels of Service (LOS), which range from LOS A ("Free Flow") to LOS F ("Fully Saturated"). LOS C is normally used for design purposes and represents a roadway with volumes ranging from 70% to 80% of its capacity. LOS D is generally considered acceptable for peak period conditions in urban and suburban areas and would be an appropriate benchmark of acceptable traffic for the study area road system. C. If rock is encountered in the area of Barker Avenue, it will be removed by mechanical methods. Blasting is not allowed as a part of this project.	
18	DLT at Red Bank	I'm concerned about the intersection at the Red Bank Road and Lloyd with the displaced turning lane because I've sat at that intersection with two left-turn lanes that exist now and had to sit through four or five light changes to get through that intersection to get to Walmart Super Center, and now you're changing it to the displaced single lane left turn, and that traffic is going to be backed out of that single lane onto the double lane that's heading west, and it's going to obstruct the traffic, is my concern. That the traffic is not going to be able to get off the road into that single lane because of all the traffic that's going in because you have the Walmart, we have Home Depot, you have the cinema complex, and all the restaurants along Pearl Drive there that people are trying to access. There's a lot of traffic that's trying to get through, and people run that red light now all the time because they get tired of waiting in the two lanes, and you're converging it into one diverted left lane, and I'm afraid that the traffic is going to be backed out on the highway, impeding the flow. And that's the only comment I have. Okay. Thank you.	A. Can traffic be accommodated by a single displaced left turn lane when there are currently two left turn lanes to go from WB Lloyd to SB Red Bank?	A. Yes. The displaced left turn intersection configuration allows for more green time to be allocated to the mainline left turn movements. This allows for a reduction in turn lanes while maintaining adequate LOS for the movement.	9/26

	Theme	Comment	Summary Points	Response	Date
19	MOT	At the library, they had a lot of the information on the detours while the construction was going on, and some of these detours are pretty elaborate, and nothing -- you haven't said anything about any of the detours. Would this -- as the time comes, will this information come out or -- like I say, looking at those plans at the library, it looks like it's elaborate on those detours, and I don't know if the side roads are going to be able to handle all of it.	A. Is information on the detours going to be shared? B. Can the surrounding network of roads handle the detours?	A. The Maintenance of Traffic Plan is available on the project website. Construction updates, including detours, will be shared through e-mail, text, on the project website, on social media and through the news media. B. The Maintenance of Traffic Plan was developed through traffic analysis and measured impacts to traffic during construction. Furthermore, SR 62 will not be closed during construction, therefore no official detour route is needed. Side streets will be closed for short durations during construction ranging from 5-30 days. The side streets will function with expected congestion and delays during peak times of the day.	9/26
20	Noise on Corbierre	I personally am a resident at Corbierre Avenue. I don't know why we weren't necessarily consulted as well as the people who live on Forest Avenue about a sound blockage. The noise pollution is already pretty awful. I just don't know why we were not consulted with that when the front of our houses are basically right next to the Lloyd Expressway. You're expanding on that, and expanding Corbierre as well. It's just going to lead to more noise pollution. I think a sound barrier would be something worth, too, considering. I don't know why the residents weren't consulted. People who live on Forest, they have a little bit more grass area -- they have more grass area, their garages are right there. We live right on top of it. That's my main comment. Thank you.	A. Why were residents on Corbierre not consulted with about a noise barrier?	A. A meeting was held for Corbierre Avenue residents on August 10, 2022 to discuss potential impacts to property owners and review the proposed improvements. That meeting included discussions about repaving, added sidewalks that could impact parking, and access changes. A noise barrier for the Corbierre Avenue residents wasn't discussed because noise analysis wasn't complete. The noise analysis included the residences north of the Lloyd Expressway between Tekoppel Avenue and Barker Avenue and concluded that many of the properties along Corbierre Avenue would experience noise impacts as defined by FHWA and INDOT noise policy. Subsequently, noise abatement barriers were given consideration for this area. However, unlike the south side of the Lloyd Expressway, placement of a continuous barrier with no breaches along the portion of the highway would not be feasible since the westbound traffic exit ramp to Tekoppel Avenue via Corbierre Avenue would require a large gap in the barrier. Two shorter length barriers east and west of the exit ramp gap were modeled to a height of 18 feet to evaluate noise reduction effectiveness for the Corbierre Avenue residents. The length and position of the barriers was limited by the need to maintain clear zone design standards. While these barriers were predicted to provide 5 to 7 dBA noise reduction for a few residences along Corbierre Avenue, the magnitude of the benefits do not meet the INDOT policy criteria for feasible and reasonableness. Based on this analysis, a feasible and effective barrier is not possible for this location. Construction of an effective noise barrier between the Lloyd Expressway and Corbierre Avenue residences would require eliminating the westbound exit ramp to Corbierre Avenue that provides access to Tekoppel Avenue. Closing the westbound exit ramp to Corbierre Avenue would result in drivers utilizing the westbound exit ramp to Barker Avenue then continue along Igleheart Avenue to access Tekoppel Avenue. Igleheart Avenue is a 28 ft wide residential street with street parking on both sides of the road that prohibits continuous two-way traffic. Additionally, Tekoppel Elementary School is located at the corner of Tekoppel Avenue and Igleheart Avenue. Closing the Corbierre Avenue exit would create additional traffic delays and congestion at the Barker Avenue intersection; create additional safety hazards along Iglehart Avenue; and create additional traffic in a school zone. For these reasons closing the Corbierre Avenue exit ramp is not considered a prudent option. Had the noise analysis determined that a sound barrier was feasible and reasonable, a second meeting with residents would have been scheduled to measure interest in a barrier.	9/26
21	Speed Limit	My curiosity is, what's the speed limit going to be? Right now, it's 50. It's rare that you find anybody that goes that slow. If you do, you risk your life, and I have literally seen race drivers weaving in and out of traffic. How's that doing to affect the speed limit?	A. What will the speed limit be?	A. There will be no changes to the posted speed limits.	9/26
22	St. Joseph Avenue turn lane	When traveling WB on the Lloyd Expressway, approaching St. Joseph Avenue, I catch a red light sometimes and have to wait a very long time. So many EB cars want to make a left turn onto NB St. Joseph Avenue. I believe that EB to NB traffic is also a main turning movement and needs some improvement. Would dual left turn lanes for EB to NB traffic decrease my wait time?	A. Lloyd/St. Joseph intersection has a long wait time.	All the signals are being replaced to have better signal timing to clear more traffic with shorter wait times. The EB Lloyd to NB St. Joe turn lane is also being extended.	9/27

	Theme	Comment	Summary Points	Response	Date
23	Right of Way	<p>Our office is in receipt of the attached notice regarding the upcoming SR 62 Project in proximity to the property referenced above (our tenant). Realty Income is the owner of the above-referenced property.</p> <p>We understand that the improvements needed may impact our property. At this time are there plans available which show the proposed impacts to our property? Will any right of way be required from the site, and if so what is the timing for the acquisition?</p> <p>Please let us know whether the planned improvements in proximity to our parcel will remain solely within the existing right of way, or if the work will extend onto our property.</p> <p>Any additional information you may have with respect to the project will be appreciated.</p>	<p>A. Impact to property</p> <p>B. Right of way timing</p>	<p>Temporary R/W will be required for minimal grading on the property for the intersection reconstruction at the NE corner of the property. Information about the R/W was sent to Ms. Sigg on 10/3/2023.</p>	9/27
24	Barker and Igleheart	<p>The Courier's article regarding the proposed W. Lloyd Expressway changes references another public meeting next Tuesday, October 3; however, it does not give the time or location. Do you have that information? The INDOT website is a bit overwhelming.</p> <p>I live on Rupper Ave, which intersects with Igleheart (3 streets down from Barker, 3 streets up from Tekoppel Ave.). I'd like to see the maps of the proposed changes in person.</p> <p>(Via phone) Cars from Barker Brewhouse park along the street at Barker and Igleheart and make it difficult to see traffic approaching on Barker to determine if it is safe to turn. They ignore no parking signs.</p>	<p>A. Additional Meeting</p> <p>B. Access to Maps</p> <p>C. Reduced visibility at current NB Barker exit.</p>	<p>A. That information is inaccurate. The 26th is the date of the hearing.</p> <p>B. Provided website and phoned via request.</p> <p>C. The project will not change the existing parking along Barker Ave or Igleheart Ave. For illegal parking concerns please contact the Evansville Police Department.</p>	9/27
25	Business Impact	<p>How can expect my business to be affected? I have 100 seat pizza shop at 4404 w Lloyd Expressway.</p>	<p>A. Business Impact</p>	<p>A. The Rosenberger intersection improvements will significantly extend the turn lanes for people turning off the Lloyd to head south on Rosenberger. The changes will make the intersection more efficient. There are access changes to a local drive between Red Bank and Rosenberger near Donut Bank. Changes to the drive nearest the business in front of Schnucks will continue to be right in/right out.</p>	9/27
26	DLT	<p>This type of intersection has been in use in other parts of the U.S. for close to 20 years. One city that's had success with it for at least 15 years or longer, is Madison, WI. It saves lives, as long as people pay attention to their driving habits.</p>	<p>A. Innovative intersections work well</p>	<p>A. Noted</p>	9/27
27	Information	<p>I'm a west-sider but couldn't attend the hearing due to work. Is there an online version of the plans so we can review and be informed? Thanks for your work and efforts to keep the public informed!</p>	<p>A. Information request</p>	<p>A. The following information was provided to Vic Chamness on September 27, 2023. The presentation is on the project website at thelloyd4u.com/project-documents/ You can find descriptions of the intersection improvements at thelloyd4u.com/westside-improvements/</p>	9/27
28	Access at Ingle	<p>I have concerns about the Lloyd Expressway project. I live off of Tekoppel Ave and use the Lloyd on ramp located at Ingle and the Lloyd multiple times a day. I would like to keep that access point because if it is eliminated it will cause a hardship on me and all my neighbors.</p>	<p>A. Keep access to the Lloyd open at Ingle.</p>	<p>One of the goals of the project was to improve safety. A good way to improve safety is to eliminate access where possible. The existing Rt-In/Rt-Out at this location has a small traffic count with other access available. Another reason to close this access was because of the revisions to westbound exit ramp at Barker Ave. The exit ramp was designed to meet current design standards and thereby requiring the ramp length to be increased. The intersection and the proposed ramp are now too close together which will cause confusion with drivers turning at Ingle or onto the ramp. Closing off the intersection also allows for a Sound Barrier to be installed along the south side of the Lloyd from Tekoppel bridge to Barker Ave. A sound barrier would not be feasible if the intersection were to remain open.</p> <p>Alternative routes are available to the residents in the area depending on where they come from. For Rt-In traffic the use of Barker Ave/Rosenberger Ave/Red Bank/Claremont. For Rt-Out traffic use Pennsylvania/Ray Becker. While these options may be a little inconvenient, the closing of Ingle Ave will reduce conflict points and improve safety.</p>	10/02

	Theme	Comment	Summary Points	Response	Date
28 cont.					
29	Access at Ingle Bottleneck at St. Joseph Ave. Project awareness	<p>I am sending you this to voice my concerns on the changes to West Lloyd Expressway. Me and my husband went to a meeting quite a while back at City View. The impression we got was that decisions were already made without any input beforehand.</p> <p>The meeting started off with a woman standing up and telling us that “the Lloyd Expressway will never be an Expressway so you need to get over it”. Nice way to start...</p> <p>We have property on Ingle Ave that has access to the Lloyd. We were told that Ingle Ave will be closed off. If you have done any research on this area, trains are a big part of the traffic flow and our life, and they stop a lot for long periods of time. The tracks run between our property and the Lloyd. They definitely have a bearing on whether you are going to be on time or not. They WILL NOT move or adjust their schedule for anything or anyone. If you block all these small access roads off to these small neighborhoods it could have a profound bearing on when we might receive emergency care (fire or ambulance).</p> <p>When I brought that up to one of the officials at the meeting, he said “how do you know which way the ambulance will be coming from?”. The smart remarks were too much. If they were getting tired of the questions, they shouldn’t be there.</p> <p>Our understanding is that all of the traffic will be merging eastbound at St. Joseph Ave. That is going to be such a bottleneck. Especially if Reitz High School has any function going on. Just curious, was this discussed with Reitz High School?</p> <p>I guess I would like to know if anyone involved in this project actually lives or commutes in this area. My husband has health issues, so if we need an ambulance and there is a train, we just need to wait, or they need to find an out of the way detour, right?</p> <p>I do not see how any of this is going to help us on this side of town.</p> <p>I’m sure this will have no bearing on the project. The powers that be have made their decisions without any input from those who it will have the most bearing on.</p> <p>By the way, on Facebook I had voiced my concerns after that meeting and had a huge response from those who live in the area and they get it...they know the problems it’s going to create. But with that being said, we have brought it up to many of our friends who live on this side and they are not even aware of it. With the drop off of newspaper subscriptions, news like this doesn’t reach many until too late. You would have to catch the local news at the right time to be aware of it. I don’t know the answer to this, but it does present a problem of getting the word out. Maybe a flyer to all addresses in the immediate area? I don’t know...</p> <p>Thank you for your time.</p>	<p>A. Decisions made without public input</p> <p>B. Access concerns for neighborhoods and emergency vehicles in the event of trains</p> <p>C. Traffic merging on the Lloyd at EB at St. Joseph Avenue.</p> <p>D. Was there coordination with Reitz High School</p> <p>E. Does anyone on the project team live here?</p> <p>F. How is this going to help this side of town?</p> <p>G. Notification to the public</p>	<p>A. Public Involvement has been a priority from the beginning of the project. Early in the project, a survey was shared with the public to gather opinions on access changes on the Lloyd. More than 1,500 responses were collected. Stakeholder meetings were held throughout the study with public officials, business owners, neighborhood groups and more. Comment forms were collected at the Public Information Meetings and shared with the project team.</p> <p>Add: One of the goals of the project was to improve safety. A good way to improve safety is to eliminate access where possible. The existing Rt-In/Rt-Out at this location has a small traffic count with other access available. Another reason to close this access was because of the revisions to westbound exit ramp at Barker Ave. The exit ramp was designed to meet current design standards and thereby requiring the ramp length to be increased. The intersection and the proposed ramp are now too close together which will cause confusion with drivers turning at Ingle or onto the ramp. Closing off the intersection also allows for a Sound Barrier to be installed along the south side of the Lloyd from Tekoppel bridge to Barker Ave. A sound barrier would not be feasible if the intersection were to remain open.</p> <p>B. With Ingle south of the Lloyd being proposed to be closed off, Emergency vehicles coming from the east, north and south will access the area as they currently do. Emergency vehicles coming from the west would use Barker Ave Ramp and go south to access the area bounded by SR 62, the railroad track, and Ray Becker Pkwy. Emergency vehicles going to areas south of the railroad track would utilize the same routes as existing today when a train is crossing/blocking the track.</p> <p>C. Alternate routes are available to the residents in the area depending on where they come from. For Rt-In traffic the use of Barker Ave/Rosenberger Ave/Red Bank/Claremont. For Rt-Out traffic use Pennsylvania/Ray Becker. While these options may be a little inconvenient, the closing of Ingle Ave will reduce conflict points and improve safety.</p> <p>D. The Evansville Vanderburgh School Corporation was included in public officials stakeholder meetings where input was collected at project launch and key milestones. The EVSC was also included in a smaller group that contributed to development of the traffic maintenance plan that will be implemented during construction.</p> <p>E. Lochmueller Group, an Evansville firm, was hired by the Indiana Department of Transportation to perform this phase of study and design on the Lloyd Expressway. Almost all of the team, including the INDOT Project Manager and Lochmueller Group Project Manager, are Evansville residents and use the Lloyd Expressway.</p> <p>F. Closing Ingle Ave to the south will increase safety by reducing conflict points and crashes. Other low volume local streets and drives in the area will be closed for the same reason.</p> <p>G. Notice of the public hearing was sent to all property owners within the study area. A legal notice was placed in the local paper twice. A press release was shared with local news outlets and ran on radio, television, and print. The notice was sent to the project e-mail distribution list, and via text to project subscribers. Meeting notices and reminders were posted on social media channels, and the legal notice and press release were available on the project website.</p>	10/02

	Theme	Comment	Summary Points	Response	Date
30	McDowell Road	James Will stopped by Lochmueller Group to see plans for the McDowell Road intersection and share his safety concerns. He said he is aware of many accidents that take place at the intersection. He was relieved to see the right in/right out changes and the boulevard left turns. He wondered if an acceleration lane could be made for vehicles making a right turn at McDowell to go east on the Lloyd. He said the poor line of sight caused by the Lloyd's curve makes it difficult to time your turn. Speeding vehicles on the westbound Lloyd often encounter slow moving vehicles entering from McDowell. He said the large retirement community, Solarbron, uses the intersection and cautious drivers are often met by impatient drivers causing danger. In his opinion, an acceleration lane would give those drivers a chance to get up to speed and more clearly see traffic on a straight section for merging. He would ideally like to see the lane extend all the way to University Parkway for eastbound travelers.	A. Pleased to see right in/right out at McDowell Road B. Would like an acceleration lane for merging on EB Lloyd	A. Noted B. The traffic model ran acceptably without the addition of acceleration lanes so an additional lane wasn't recommended.	10/02
31		We live on Corbierre Ave 47712 and were told there is not a sound barrier planned for this side of the Lloyd project but across the highway where there is a strip of land and an alley, and some have garages or sheds they plan a sound barrier. This is planned to take some of my front yard the Tekoppel exit in front of houses on the street and the noise level now is almost intolerable and no barrier. My living room is going to be on a six-lane highway. (also Tekoppel exit) I believe whatever thresholds for sound pollution Corbierre goes beyond that. I have never in all my travels have seen a six-lane highway butted up to a row of houses in residential area and across there a alley and no one's front door. I believe you should buy all the houses that will be on Tekoppel exit. Memorial Parkway by the river (I-69) has a barrier the houses are hundreds of yards from the street and probably not even a fourth of traffic. All sound will bounce even more to Corbierre side if Forrest Ave side for garages and alley gets a sound barrier. There are quite a few of us now aware of this fact, what are you going to do for us?	A. Why does Forest Avenue get a sound barrier and Corbierre does not?	A. The noise analysis included the residences north of the Lloyd Expressway between Tekoppel Avenue and Barker Avenue and concluded that many of the properties along Corbierre Avenue would experience noise impacts as defined by FHWA and INDOT noise policy. Subsequently, noise abatement barriers were given consideration for this area. However, unlike the south side of the Lloyd Expressway, placement of a continuous barrier with no breaches along the portion of the highway would not be feasible since the westbound traffic exit ramp to Tekoppel Avenue via Corbierre Avenue would require a large gap in the barrier. Two shorter length barriers east and west of the exit ramp gap were modeled to a height of 18 feet to evaluate noise reduction effectiveness for the Corbierre Avenue residents. The length and position of the barriers was limited by the need to maintain clear zone design standards. While these barriers were predicted to provide 5 to 7 dBA noise reduction for a few residences along Corbierre Avenue, the magnitude of the benefits do not meet the INDOT policy criteria for feasible and reasonableness. Based on this analysis, a feasible and effective barrier is not possible for this location. Construction of an effective noise barrier between the Lloyd Expressway and Corbierre Avenue residences would require eliminating the westbound exit ramp to Corbierre Avenue that provides access to Tekoppel Avenue. Closing the westbound exit ramp to Corbierre Avenue would result in drivers utilizing the westbound exit ramp to Barker Avenue then continue along Igleheart Avenue to access Tekoppel Avenue. Igleheart Avenue is a 28 ft wide residential street with street parking on both sides of the road that prohibits continuous two-way traffic. Additionally, Tekoppel Elementary School is located at the corner of Tekoppel Avenue and Igleheart Avenue. Closing the Corbierre Avenue exit would create additional traffic delays and congestion at the Barker Avenue intersection; create additional safety hazards along Iglehart Ave; and create additional traffic in a school zone. For these reasons closing the Corbierre Avenue exit ramp is not considered a prudent option.	10/03
32	Corbierre Sound Barrier	To whom this may concern, As of now the individuals overseeing and planning the LLOYD4U project are considering a sound barrier/blockade for the residents living on Forest Avenue. However, these same people are not extending the same courtesy to the people who live with houses on Corbierre Avenue. Those of us living on Corbierre Ave. and those living on streets close by could greatly benefit from some form of noise reduction as well. The noise pollution from the Lloyd expressway is abysmal. Speaking to Nichole Minton, one of the leading people on the Lloyd4You project, claimed that they are supplying the side closest to Forest Avenue based on a sound survey. I work in a lab so as a self-proclaimed woman of science, I personally love statistics and data, but the people working on this project do not live in this neighborhood. I have lived and owned my home on Corbierre Avenue	A. Why does Forest Avenue get a sound barrier and Corbierre does not? B. Will noise bounce off the noise barrier and create greater impacts to Corbierre residents? C. Will another noise analysis be	A. The noise analysis included the residences north of the Lloyd Expressway between Tekoppel Avenue and Barker Avenue and concluded that many of the properties along Corbierre Avenue would experience noise impacts as defined by FHWA and INDOT noise policy. Subsequently, noise abatement barriers were given consideration for this area. However, unlike the south side of the Lloyd Expressway, placement of a continuous barrier with no breaches along the portion of the highway would not be feasible since the westbound traffic exit ramp to Tekoppel Avenue via Corbierre Avenue would require a large gap in the barrier. Two shorter length barriers east and west of the exit ramp gap were modeled to a height of 18 feet to evaluate noise reduction effectiveness for the Corbierre Avenue residents. The length and position of the barriers was limited by the need to maintain clear zone design standards. While these barriers were predicted to provide 5 to 7 dBA noise reduction for a few residences along Corbierre Avenue, the magnitude of the benefits do not meet the INDOT policy criteria for feasible and reasonableness. Based on this analysis, a	10/10

	Theme	Comment	Summary Points	Response	Date
32 cont.		<p>for two years now and there are peak traffic times I cannot be outside or in my living room because I cannot hear, especially if I am on the phone or have guests. When I am walking my dog up or down Igleheart, or even West Franklin, or Virginia, I can still hear the traffic from the Lloyd Expressway. I am already so close to the highway and I cannot imagine how much worse it will be when my home is closer to it when it is expanded. Getting back to the topic of Forest Avenue, I am in no way a physicist, but I have a hard time believing that only adding a wall to one side will cause noise from the highway to bounce back at us who live on Corbierre and around the neighborhood. Put your phone into a bowl or put it close to a wall and you will notice the initial noise will bounce off of a surface. Imagine all of that traffic noise bouncing back off of one wall. The people overseeing this project do not understand the residents' (who reside on Corbierre Avenue) quality of life as it stands and how much worse it could get. Will a sound survey be conducted after construction of the Lloyd Expressway and sound barrier over by Forest? If there is a sound survey conducted and yields unfavorable results, will something be done then? Will the individuals devising and executing this project consider the addition of some form of noise reduction for the residents of Corbierre Avenue? Clarity on this matter would be appreciated.</p> <p>With the addition of an extra lane on both sides of the Lloyd, as well as an extra lane on Corbierre, I firmly believe this project could negatively affect residents' day-to-day life outside of merely travelling. I know it will impact mine due to the further propagation of noise pollution alone. This project will affect residents' means of commute, property value, exposure to traffic, and exposure to noise pollution. It is a means of changing our quality of life, and it is clear that accommodations are being made for residents on Forest Avenue but not for the residents of Corbierre. This does not make sense to me. Being that this project is through the state of Indiana there is not much to contend with because whether the residents like it or not, it is happening. However, I strongly urge those finalizing the project this winter to reconsider and add some form of sound cancellation for the residents of Corbierre Ave. since the noise pollution is already so definitive.</p> <p>I thank whoever reads this for their time and consideration.</p>	done after construction and installation of the noise barrier?	<p>feasible and effective barrier is not possible for this location. Construction of an effective noise barrier between the Lloyd Expressway and Corbierre Avenue residences would require eliminating the westbound exit ramp to Corbierre Avenue that provides access to Tekoppel Avenue. Closing the westbound exit ramp to Corbierre Avenue would result in drivers utilizing the westbound exit ramp to Barker Avenue then continue along Igleheart Avenue to access Tekoppel Avenue. Igleheart Avenue is a 28 ft wide residential street with street parking on both sides of the road that prohibits continuous two-way traffic. Additionally, Tekoppel Elementary School is located at the corner of Tekoppel Avenue and Igleheart Avenue. Closing the Corbierre Avenue exit would create additional traffic delays and congestion at the Barker Avenue intersection; create additional safety hazards along Iglehart Ave; and create additional traffic in a school zone. For these reasons closing the Corbierre Avenue exit ramp is not considered a prudent option.</p> <p>B. For most instances, INDOT Noise Policy requires that noise barriers be constructed with noise absorptive materials with a noise reduction coefficient (NRC) of at least 0.70 on the roadway side of the barrier. These materials are designed to significantly reduce the sound energy that would otherwise be reflected off the hard barrier surface and back across the highway to potential receptors (residences) on the opposite side of the highway. Additionally, the sound energy is further attenuated (reduced) because of the extra distance the sound would follow from the vehicles to the noise barrier and back across the highway. In the case of the Lloyd Expressway, reflected noise off the barrier from the vehicles on the highway would travel between 180 and 250 feet from the highway lanes to the residences along Corbierre. Even in the absence of an absorptive barrier, this added distance would only result in an imperceptible increase in sound energy above the level expected directly from the highway.</p> <p>C. A noise analysis would not be conducted following construction of the highway and installation of the barrier unless another Type I project warrants additional analysis. In the event that INDOT has reason to believe that the barrier installed is not performing as anticipated, a follow-up investigation would be taken into consideration.</p>	
33	Corbierre Noise	<p>I am beyond concerned about how this affects houses on Corbierre Ave and the 'can not believe' sound barrier wall would be put on the side where there is a strip of land, an alley then garages , and storage barns to houses on Forrest Ave back yard. Houses on Corbierre will have their living rooms in the middle of the six-lane highway with an exit to boot. The noise pollution now is almost unbearable. But across from us, it is somehow worse for garages and an alley. I am sure it hits whatever threshold is required e never in my travels seen a six-lane plus highway next to residents' front door (only in Evansville?)</p> <p>There is a barrier wall on Memorial Parkway the houses are hundreds of yards from road with I bet not a fourth of the traffic.</p> <p>Really Tekoppel exit should go all the way to either off Barker right or left or all the way to Rosenberg. Who benefits from having a highway in their front room?</p> <p>There should have been offered to buy all homes on that side on Corbierre for what is being done. And across the highway in alleys and backyards, one will see not the alley or a garage but a sound barrier wall. It is wrong, Our</p>	<p>A. Why does Forest Avenue get a sound barrier and Corbierre does not?</p> <p>B. Why don't you close the Tekoppel exit and make drivers use Barker or Rosenberger?</p> <p>C. Why don't you buy our homes?</p>	<p>A. The noise analysis included the residences north of the Lloyd Expressway between Tekoppel Avenue and Barker Avenue and concluded that many of the properties along Corbierre Avenue would experience noise impacts as defined by FHWA and INDOT noise policy. Subsequently, noise abatement barriers were given consideration for this area. However, unlike the south side of the Lloyd Expressway, placement of a continuous barrier with no breaches along the portion of the highway would not be feasible since the westbound traffic exit ramp to Tekoppel Avenue via Corbierre Avenue would require a large gap in the barrier. Two shorter length barriers east and west of the exit ramp gap were modeled to a height of 18 feet to evaluate noise reduction effectiveness for the Corbierre Avenue residents. The length and position of the barriers was limited by the need to maintain clear zone design standards. While these barriers were predicted to provide 5 to 7 dBA noise reduction for a few residences along Corbierre Avenue, the magnitude of the benefits do not meet the INDOT policy criteria for feasible and reasonableness. Based on this analysis, a feasible and effective barrier is not possible for this location. Construction of an effective noise barrier between the Lloyd Expressway and Corbierre Avenue residences would require eliminating the westbound exit ramp to Corbierre Avenue that provides access to Tekoppel Avenue. Closing the westbound exit ramp to Corbierre Avenue would result in drivers utilizing the westbound exit ramp to Barker Avenue then continue along Igleheart Avenue to</p>	10/11

	Theme	Comment	Summary Points	Response	Date
33 cont.		houses should have been purchased not just a portion of our frontage so people can actually see our faces as they zoom past.		access Tekoppel Avenue. Igleheart Avenue is a 28 ft wide residential street with street parking on both sides of the road that prohibits continuous two-way traffic. Additionally, Tekoppel Elementary School is located at the corner of Tekoppel Avenue and Igleheart Avenue. Closing the Corbierre Avenue exit would create additional traffic delays and congestion at the Barker Avenue intersection; create additional safety hazards along Iglehart Avenue; and create additional traffic in a school zone. For these reasons closing the Corbierre Avenue exit ramp is not considered a prudent option. B. See above response to Part A. C. Real estate acquisition occurs when right-of-way is required for a project and isn't reasonable as a mitigation effort in this case.	
34	Supports project DLT at Red Bank Corbierre Noise Barrier	In response to the request for comments for the West Side Lloyd 4U project INDOT public hearing of September 26, 2023, I generally support the project and hope it will rapidly be done. I do think that you will need to make sure that the proposed turn from the westbound Lloyd to southbound Red Bank Road and Pearl Drive have enough turn lane space to not cause backups on the main westbound Lloyd. I also think the people on the north side of the Lloyd just west of Barker deserve a noise barrier. Other than those points, I am happy with the proposed project.	A. Supports project B. Is the turn lane long enough to accommodate traffic headed WB on Lloyd to SB Red Bank? C. Corbierre should get a noise wall too.	A. Noted B. Yes. The displaced left turn intersection configuration allows for more green time to be allocated to the mainline left turn movements. This allows for a reduction in turn lanes while maintaining adequate LOS for the movement. C. The noise analysis included the residences north of the Lloyd Expressway between Tekoppel Avenue and Barker Avenue and concluded that many of the properties along Corbierre Avenue would experience noise impacts as defined by FHWA and INDOT noise policy. Subsequently, noise abatement barriers were given consideration for this area. However, unlike the south side of the Lloyd Expressway, placement of a continuous barrier with no breaches along the portion of the highway would not be feasible since the westbound traffic exit ramp to Tekoppel Avenue via Corbierre Avenue would require a large gap in the barrier. Two shorter length barriers east and west of the exit ramp gap were modeled to a height of 18 feet to evaluate noise reduction effectiveness for the Corbierre Avenue residents. The length and position of the barriers was limited by the need to maintain clear zone design standards. While these barriers were predicted to provide 5 to 7 dBA noise reduction for a few residences along Corbierre Avenue, the magnitude of the benefits do not meet the INDOT policy criteria for feasible and reasonableness. Based on this analysis, a feasible and effective barrier is not possible for this location. Construction of an effective noise barrier between the Lloyd Expressway and Corbierre Avenue residences would require eliminating the westbound exit ramp to Corbierre Avenue that provides access to Tekoppel Avenue. Closing the westbound exit ramp to Corbierre Avenue would result in drivers utilizing the westbound exit ramp to Barker Avenue then continue along Igleheart Avenue to access Tekoppel Avenue. Igleheart Avenue is a 28 ft wide residential street with street parking on both sides of the road that prohibits continuous two-way traffic. Additionally, Tekoppel Elementary School is located at the corner of Tekoppel Avenue and Igleheart Avenue. Closing the Corbierre Avenue exit would create additional traffic delays and congestion at the Barker Avenue intersection; create additional safety hazards along Iglehart Avenue; and create additional traffic in a school zone. For these reasons closing the Corbierre Avenue exit ramp is not considered a prudent option.	10/11
35	Interchanges	We need to make progress as a modern city and have a true cross-city travel option without stop lights. What happened to the plan to remove lights and add ramps, like was done at Fulton and 41? Adding more stop lights is not the solution. This city's road infrastructure makes us a laughing stock, and had created a reputation that this is a metro area to be avoided. Let's not put money into more stop lights.	A. Remove lights and add interchanges.	The focus for this project is to improve safety, improve rideability, and reduce delays, while maintaining accessibility. Interchanges or overpasses were removed from consideration due to costs and impacts. Development along the Lloyd Expressway means the large construction footprint of an interchange would create numerous impacts to surrounding homes and businesses. The cost of constructing an interchange is more than 5 times the cost of a Displaced Left Turn (DLT). That doesn't include the cost of acquiring the homes or businesses needed to build the interchange. While most people see the benefit of an interchange, the project team must consider costs of construction and impacts to surrounding property owners. One of the primary goals of the Lloyd4U project is to improve efficiency. A DLT moves significantly more traffic in the same amount of time as a traditional intersection and uses the existing footprint with minimal additional right-of-way. Instead of a left-turn signal at the main intersection, the Lloyd4U moves left turning traffic to the other side of the road before the main intersection. Through traffic in both directions on the Lloyd and drivers	10/12

	Theme	Comment	Summary Points	Response	Date
35 cont.				making left turns off the Lloyd are made simultaneously, increasing the number of vehicles that move through the intersection in one cycle. Additional traffic signal heads are an extension of the main signal and function with it. TheLloyd4U reduces travel times at intersections along the Lloyd, especially during peak morning and evening commutes. The Schutte Road intersection will become right-in/right-out, meaning eastbound and westbound traffic will flow continuously on the Lloyd except for a short left turn cycle to allow EB/WB vehicles to access Schutte. Additionally, all signals will be replaced with new technology to provide better timing and coordination between intersections to improve eastbound/westbound flow and efficiency.	
36	Stoptlights	fewer stoptlights	A. Remove stoptlights	The focus for this project is to improve safety, improve rideability, and reduce delays, while maintaining accessibility. Interchanges or overpasses were removed from consideration due to costs and impacts. Development along the Lloyd Expressway means the large construction footprint of an interchange would create numerous impacts to surrounding homes and businesses. The cost of constructing an interchange is more than 5 times the cost of a Displaced Left Turn (DLT). That doesn't include the cost of acquiring the homes or businesses needed to build the interchange. While most people see the benefit of an interchange, the project team must consider costs of construction and impacts to surrounding property owners. One of the primary goals of the Lloyd4U project is to improve efficiency. A DLT moves significantly more traffic in the same amount of time as a traditional intersection and uses the existing footprint with minimal additional right-of-way. Instead of a left-turn signal at the main intersection, theLloyd4U moves left turning traffic to the other side of the road before the main intersection. Through traffic in both directions on the Lloyd and drivers making left turns off the Lloyd are made simultaneously, increasing the number of vehicles that move through the intersection in one cycle. Additional traffic signal heads are an extension of the main signal and function with it. TheLloyd4U reduces travel times at intersections along the Lloyd, especially during peak morning and evening commutes. The Schutte Road intersection will become right-in/right-out, meaning eastbound and westbound traffic will flow continuously on the Lloyd except for a short left turn cycle to allow EB/WB vehicles to access Schutte. Additionally, all signals will be replaced with new technology to provide better timing and coordination between intersections to improve eastbound/westbound flow and efficiency.	10/12
37	Interchanges	We need more overpasses, not more stoptlights. Already have waaaaaaay too many stoptlights as it is.	A. Remove lights and add interchanges.	The focus for this project is to improve safety, improve rideability, and reduce delays, while maintaining accessibility. Interchanges or overpasses were removed from consideration due to costs and impacts. Development along the Lloyd Expressway means the large construction footprint of an interchange would create numerous impacts to surrounding homes and businesses. The cost of constructing an interchange is more than 5 times the cost of a Displaced Left Turn (DLT). That doesn't include the cost of acquiring the homes or businesses needed to build the interchange. While most people see the benefit of an interchange, the project team must consider costs of construction and impacts to surrounding property owners. One of the primary goals of the Lloyd4U project is to improve efficiency. A DLT moves significantly more traffic in the same amount of time as a traditional intersection and uses the existing footprint with minimal additional right-of-way. Instead of a left-turn signal at the main intersection, theLloyd4U moves left turning traffic to the other side of the road before the main intersection. Through traffic in both directions on the Lloyd and drivers making left turns off the Lloyd are made simultaneously, increasing the number of vehicles that move through the intersection in one cycle. Additional traffic signal heads are an extension of the main signal and function with it. TheLloyd4U reduces travel times at intersections along the Lloyd, especially during peak morning and evening commutes. The Schutte Road intersection will become right-in/right-out, meaning eastbound and westbound traffic will flow continuously on the Lloyd except for a short left turn cycle to allow EB/WB vehicles to access Schutte. Additionally, all signals will be replaced with new technology to	10/12

	Theme	Comment	Summary Points	Response	Date
37 cont.				provide better timing and coordination between intersections to improve eastbound/westbound flow and efficiency.	
38	Interchanges	Overpasses, overpasses, overpasses. All money spent on updating the Lloyd should go to increasing the number of overpasses and reducing the number of stoplight intersections. The fact that there is no real freeway going east-west through Evansville (and not even any real side street that goes east-west all the way through) is absolutely ludicrous. It's a city of 120000. If we can't get to full freeway status, we should at least work towards it by adding overpasses over time.	A. Remove lights and add interchanges.	The focus for this project is to improve safety, improve rideability, and reduce delays, while maintaining accessibility. Interchanges or overpasses were removed from consideration due to costs and impacts. Development along the Lloyd Expressway means the large construction footprint of an interchange would create numerous impacts to surrounding homes and businesses. The cost of constructing an interchange is more than 5 times the cost of a Displaced Left Turn (DLT). That doesn't include the cost of acquiring the homes or businesses needed to build the interchange. While most people see the benefit of an interchange, the project team must consider costs of construction and impacts to surrounding property owners. One of the primary goals of the Lloyd4U project is to improve efficiency. A DLT moves significantly more traffic in the same amount of time as a traditional intersection and uses the existing footprint with minimal additional right-of-way. Instead of a left-turn signal at the main intersection, theLloyd4U moves left turning traffic to the other side of the road before the main intersection. Through traffic in both directions on the Lloyd and drivers making left turns off the Lloyd are made simultaneously, increasing the number of vehicles that move through the intersection in one cycle. Additional traffic signal heads are an extension of the main signal and function with it. TheLloyd4U reduces travel times at intersections along the Lloyd, especially during peak morning and evening commutes. The Schutte Road intersection will become right-in/right-out, meaning eastbound and westbound traffic will flow continuously on the Lloyd except for a short left turn cycle to allow EB/WB vehicles to access Schutte. Additionally, all signals will be replaced with new technology to provide better timing and coordination between intersections to improve eastbound/westbound flow and efficiency.	10/12
39	Stoplights	We do not need more stoplights on the Lloyd! There are better ways the money could be spent.	A. Remove stoplights	One of the primary goals of the Lloyd4U project is to improve efficiency. A DLT moves significantly more traffic in the same amount of time as a traditional intersection and uses the existing footprint with minimal additional right-of-way. Instead of a left-turn signal at the main intersection, theLloyd4U moves left turning traffic to the other side of the road before the main intersection. Through traffic in both directions on the Lloyd and drivers making left turns off the Lloyd are made simultaneously, increasing the number of vehicles that move through the intersection in one cycle. Additional traffic signal heads are an extension of the main signal and function with it. TheLloyd4U reduces travel times at intersections along the Lloyd, especially during peak morning and evening commutes. The Schutte Road intersection will become right-in/right-out, meaning eastbound and westbound traffic will flow continuously on the Lloyd except for a short left turn cycle to allow EB/WB vehicles to access Schutte. Additionally, all signals will be replaced with new technology to provide better timing and coordination between intersections to improve eastbound/westbound flow and efficiency.	10/12
40	Stoplights Interchanges	Please, no more stoplights. Overpasses would drastically improve drive time and safety	A. Remove lights and add interchanges.	The focus for this project is to improve safety, improve rideability, and reduce delays, while maintaining accessibility. Interchanges or overpasses were removed from consideration due to costs and impacts. Development along the Lloyd Expressway means the large construction footprint of an interchange would create numerous impacts to surrounding homes and businesses. The cost of constructing an interchange is more than 5 times the cost of a Displaced Left Turn (DLT). That doesn't include the cost of acquiring the homes or businesses needed to build the interchange. While most people see the benefit of an interchange, the project team must consider costs of construction and impacts to surrounding property owners. One of the primary goals of the Lloyd4U project is to improve efficiency. A DLT moves significantly more traffic in the same amount of time as a traditional intersection and uses the existing footprint with minimal additional right-of-way. Instead of a left-turn signal at the main intersection, theLloyd4U moves left turning traffic to the other side of the road before the main intersection. Through traffic in both directions on the Lloyd and drivers making left turns off the Lloyd are made simultaneously, increasing the number of vehicles	10/12

	Theme	Comment	Summary Points	Response	Date
40 cont.				that move through the intersection in one cycle. Additional traffic signal heads are an extension of the main signal and function with it. TheLloyd4U reduces travel times at intersections along the Lloyd, especially during peak morning and evening commutes. The Schutte Road intersection will become right-in/right-out, meaning eastbound and westbound traffic will flow continuously on the Lloyd except for a short left turn cycle to allow EB/WB vehicles to access Schutte. Additionally, all signals will be replaced with new technology to provide better timing and coordination between intersections to improve eastbound/westbound flow and efficiency.	
41	Stoplights Interchanges Efficiency	I didn't know the public comment phase was even open, much less that it is now closed. In the off-chance that I am able to still submit a comment: The people of this city would rather us spend \$150 million on three new overpasses than on a handful of new stoplights. It is already very difficult to get from USI to the east side in a reasonable amount of time; this plan will make it absolutely impossible.	A. Remove lights and add interchanges B. The improvements will make the Lloyd less efficient.	The focus for this project is to improve safety, improve rideability, and reduce delays, while maintaining accessibility. Interchanges or overpasses were removed from consideration due to costs and impacts. Development along the Lloyd Expressway means the large construction footprint of an interchange would create numerous impacts to surrounding homes and businesses. The cost of constructing an interchange is more than 5 times the cost of a Displaced Left Turn (DLT). That doesn't include the cost of acquiring the homes or businesses needed to build the interchange. While most people see the benefit of an interchange, the project team must consider costs of construction and impacts to surrounding property owners. One of the primary goals of the Lloyd4U project is to improve efficiency. A DLT moves significantly more traffic in the same amount of time as a traditional intersection and uses the existing footprint with minimal additional right-of-way. Instead of a left-turn signal at the main intersection, theLloyd4U moves left turning traffic to the other side of the road before the main intersection. Through traffic in both directions on the Lloyd and drivers making left turns off the Lloyd are made simultaneously, increasing the number of vehicles that move through the intersection in one cycle. Additional traffic signal heads are an extension of the main signal and function with it. TheLloyd4U reduces travel times at intersections along the Lloyd, especially during peak morning and evening commutes. The Schutte Road intersection will become right-in/right-out, meaning eastbound and westbound traffic will flow continuously on the Lloyd except for a short left turn cycle to allow EB/WB vehicles to access Schutte. Additionally, all signals will be replaced with new technology to provide better timing and coordination between intersections to improve eastbound/westbound flow and efficiency.	10/12