

Appendix G

Public Involvement

Notice of Entry Letter

Des. Nos. 1900308 (Lead), 1900268, 2000217, 1900292, and 1900317

Sample Notice of Entry Letter. Mailed to adjoining property owners on June 10, 2021.

RE: Des. No. 1900308 (Lead), 1900268, 2000217, 1900292, and 1900317
State Road (SR) 66 – Lloyd Expressway Intersection Improvements at Vann Avenue, Burkhardt Road, Stockwell Road, and Cross Point Boulevard
Vanderburgh County, Indiana

Notice of Entry for Survey or Investigations

June 10, 2021

Dear Property Owner,

Our information indicates that you own property near the above proposed transportation project. Representatives of the Indiana Department of Transportation will be conducting engineering and/or environmental surveys of the project area in the near future. It may be necessary for the INDOT Representatives to enter onto your property to complete this work. This is permitted by Indiana Code § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else (i.e. rental, sharecrop), please let us know the name of the new owner or occupant so that we can contact them about the survey.

Please read the attached notice to inform you of what the “Notice of Entry for Survey or Investigation” means. The design and environmental surveys are needed for the proper planning and design of this part of the I-70 over Robinson Road Bridge Replacement project. Engineering survey work would include mapping the location of features such as trees, buildings, fences, drives, ground elevations, etc. Environmental survey work may include the identification and mapping of wetlands, architectural surveys, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites), and various other environmental studies. It is our sincere desire to cause you as little inconvenience as possible during this survey.

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

If any problems occur, please contact the field crew or one of the following:

Daniel J. Miller
Environmental Lead/Project Manager
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
(317) 616-4663
Daniel.J.Miller@parsons.com

Tobias Randolph
Project Manager
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
(317) 616-4676
Tobias.Randolph@parsons.com

Jeff Whitaker
Project Manager
Lochmueller Group
6200 Vogel Road
Evansville, IN 47715
(812) 759-4131
JWhitaker@lochgroup.com

Please be aware that IC 8-23-7-27 and 28 provides that you may seek compensation from INDOT for damages occurring to your property (land or water) that result from INDOT’s entry for the purposes mentioned above in IC 8-23-7-26. In this case, a basic procedure that may be followed is for you and/or an INDOT employee or representative to present an account of the damages to one of the above named INDOT staff. They will check the information and forward it to the appropriate person at INDOT who will contact you to discuss the situation and compensation.

In the event that property damage occurs as a result of work performed during survey, the INDOT Project Manager or Parson’s Project Manager can provide you with a form to request compensation for damages. You may contact:

Troy Arnold
Project Manager
INDOT – Vincennes District
3650 S US Highway 41
Vincennes, IN 47591
(812) 895-7348
TArnold1@indot.in.gov

Tobias Randolph
Project Manager
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
(317) 616-4676
Tobias.Randolph@parsons.com

After filling out the form, you can return it to the INDOT Project Manager or Parsons Project Manager for consideration. Please contact either of the representatives above if you have questions regarding the matter, rights, and procedures.

If you are not satisfied with the compensation that INDOT determines is owed to you, Indiana Code 8-23-7-8 provides the following:

The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located.

It is our desire to cause as little inconvenience as possible during our work, and we thank you in advance for your cooperation.

Sincerely,



Daniel J. Miller
Environmental Lead/Project Manager
Parsons
101 W. Ohio St., Suite 2121
Indianapolis, IN 46204
Daniel.J.Miller@parsons.com

Attachment

Public Involvement Plan

Updated September 2022



TheLloyd4U

Public Involvement Plan – DRAFT

Sept. 2022

Prepared for:

Indiana Dept. of Transportation

Prepared by:

TheLloyd4U Project Team



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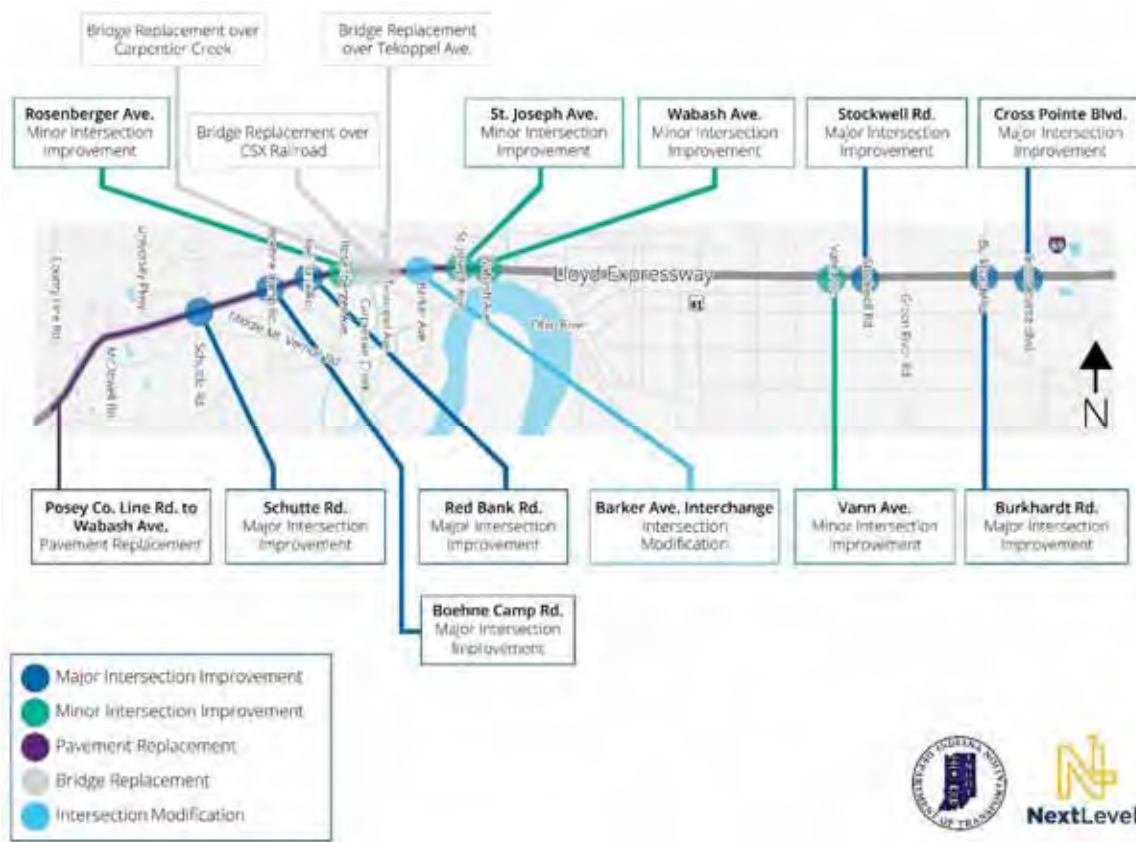
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1. Project Overview

1.1 Introduction

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

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



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



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

1.2 Project Goals

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

1.3 Public Involvement Goals

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

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

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

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

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

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

Public involvement goals include:

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

1.4 Timeline

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

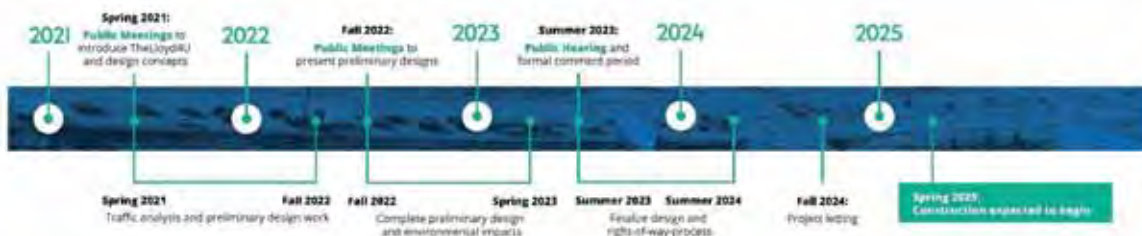
Phase One: Rosenberger Avenue to Cross Point Boulevard

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



Phase Two: Posey County Line Road to Rosenberger Avenue

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



2. Branding

2.1 Logo

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

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



2.2 Brand Standards

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

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

TheLloyd4U brand standards can be found in appendix 9.1.

3. Messaging

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

3.1 Key Messages

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

Initial key messages can be found in appendix 9.2.

3.2 Frequently Asked Questions

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

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

FAQs can be found in appendix 9.3.

4. Outreach Tools

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

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

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

4.1 Project website

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

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

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

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

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

4.2 Social media channels

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

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

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

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

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

4.3 E-mail and text alert updates

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

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

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

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

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

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

4.4 Fact sheets and handouts

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

4.5 Maps and display boards

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

4.6 Questionnaires and comment cards

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

4.7 Presentations

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

4.8 Photo and video

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



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

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

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

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

4.9 Virtual outreach

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

5. Media Relations

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

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

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

6. Public Involvement Coordination

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

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

6.1 Public meetings

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

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

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

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

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

7. Stakeholder Outreach

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

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

7.1 Stakeholder meetings

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

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

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

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

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



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

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

7.2 Key stakeholders

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

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

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

Stakeholder lists can be found in appendix 9.5.

7.3 Stakeholder Inquiries

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

Website: INDOT4U.com

Email: INDOT@indot.in.gov

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



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

7.4 Presentations

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

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

8. Communications Protocol

8.1 Internal Communications

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

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

Lochmueller Group leads stakeholder involvement including stakeholder meetings and outreach.

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

8.2 Project Team

Key members of the Project Team include:

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

9. Appendices

9.1 Brand standards





- 1 **The Logo**
- 2 **Acceptable Logos**
- 3 **Logo Misuse**
- 4 **Color Palette**
- 5 **Typography**



LOGO IN COLOR



LOGO IN BLACK



LOGO IN WHITE



LOGO CLEARANCE

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



MINIMUM SIZE

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



1.25"





ALTERNATE OPTIONS

In situations where the preferred configuration of the logo is not possible, the alternative options below are acceptable.

SOLO COLOR OPTIONS



WHITE ON COLOR OPTIONS



LOGO ON IMAGE - IF ENOUGH CONTRAST



MARK ONLY



LOGO MISUSE

BRAND CONSISTENCY

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



Do not change the colors of the logo.



Do not alter the arrangement of logo components.



Do not lower the transparency of the logo at all.



Do not squish or stretch the logo in any way.



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



Do not change the font of the logo.



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



Do not rotate the logo.



HEX: #0067ad

C	92	R	0
M	61	G	103
Y	3	B	173
K	0		



HEX: #00b092

C	85	R	0
M	0	G	176
Y	57	B	146
K	0		

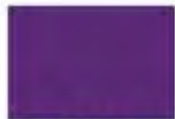
COMPLIMENTARY COLORS



HEX: #d1d3d4



HEX: #37c6f4



HEX: #5a2975





ALATA: HEADERS AND LOGO

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
123456789#

OPEN SANS EXTRABOLD: SUBHEAD

**ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
123456789#**

OPEN SANS LIGHT: BODY COPY

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
123456789#

WORD/PC SAFE FONT: CALIBRI

ABCDEFGHIJKLMNOPQRSTUVWXYZ
abcdefghijklmnopqrstuvwxyz
123456789#

FONT USAGE

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

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



9.2 Key messages

Project Overview

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

Alternative Intersections

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

Displaced Left Turn

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

Boulevard Left Turn

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

Hybrid Solution

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



9.3 FAQs

Project FAQs – Updated May 2021

What is TheLloyd4U?

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

What type of improvements are expected?

TheLloyd4U will include intersection improvements, bridge replacements, pavement replacement and more.

How much are the improvements expected to cost?

INDOT plans to invest more than \$100 million in improvements to make the Lloyd Expressway more efficient and safer for motorists to navigate. Funding for the projects has been approved.

What is happening now?

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

Are all of the corridor improvements being planned at once?

TheLloyd4U improvements are divided into two phases. Phase One includes Rosenberger Avenue to Cross Pointe Boulevard and Phase Two includes Posey County Line Road to Rosenberger Avenue. Anticipated [timelines](#) for the two phases can be found on the project website.

What improvements are planned for each intersection?

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

What type of improvements are planned?

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

What are alternative intersections?

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

What is a displaced left turn and how does it work?

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

What is a boulevard left turn and how does it work?

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

What is a hybrid solution and how does it work?

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

How soon could construction begin?

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



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

How many homes and businesses will be impacted for these improvements?

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

Is the impact construction will have on businesses, drivers and others in the corridor considered?

The Project Team will develop maintenance of traffic plans to help keep traffic flowing during construction. The team will work closely with business owners, local government officials, school officials and emergency personnel to share information, listen to their questions and address their concerns.

Are any permanent closures anticipated with the improvements being made on the Lloyd Expressway?

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

Will the public have a chance to share its feedback?

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

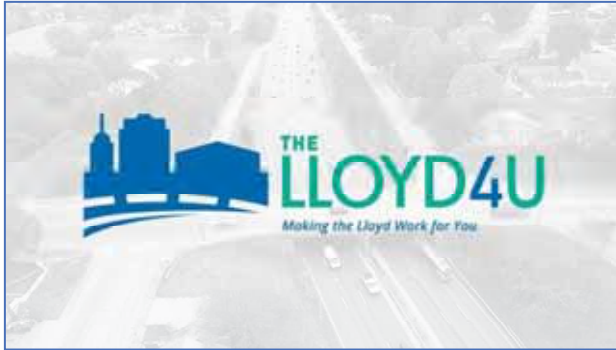
How can I stay up to date on the project?

Sign up for project updates by email at TheLloyd4U.com. Sign up for text alerts by texting "INDOT Lloyd" to 468311.

9.4 Social media launch plan

Facebook:

(Header image)



(Profile photo)



About

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

Story

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

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

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

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

Terms of Use



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

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

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

Twitter:

(Header image)



(Profile photo)



About

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

9.5 Stakeholder Groups

East Side – Stakeholder Advisory Group (SAG)

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

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

West Side – Stakeholder Advisory Group (SAG)

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

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

Business Contacts – Burkhardt

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

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

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

Business Contacts - Cross Pointe

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



United Companies	Ryan K. Parker	3700 Morgan Avenue, Evansville, Indiana 47715
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Business Contacts – Vann Ave. and Stockwell

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



Business Contacts – Red Bank, Boehne and Schutte

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

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

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

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

Business Contacts – St. Joe Ave. and Barker

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

Stakeholder & Public Information Meetings

- **Lloyd Corridor Local Officials Briefing – October 14, 2020**
- **Lloyd Corridor Local Officials Briefing #2 - March 4, 2021**
- **Vann Ave. & Stockwell Rd. Stakeholder Meeting - March 10, 2021**
- **TMP Meeting #1: East Side Phase 1 Improvements - October 14, 2021**
- **Business Stakeholder Meetings (AM & PM) - March 24, 2022**
- **Public Meeting (Virtual) - April 20, 2021**
- **Public Meeting (In-Person) - April 22, 2021**
- **Public Meeting - March 29, 2022**
- **Public Meeting (Virtual) - March 31, 2022**

MEETING UPDATE

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

Attendees:

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

I. Introductions

II. Message from Rusty Fowler

III. Presentation

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

The following questions and topics were raised by the group.

Cross Pointe Boulevard and Burkhardt Road:

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

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

Vann Avenue:

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

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

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

Other West Side Improvements

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

(Two questions raised after the meeting had wrapped up)

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



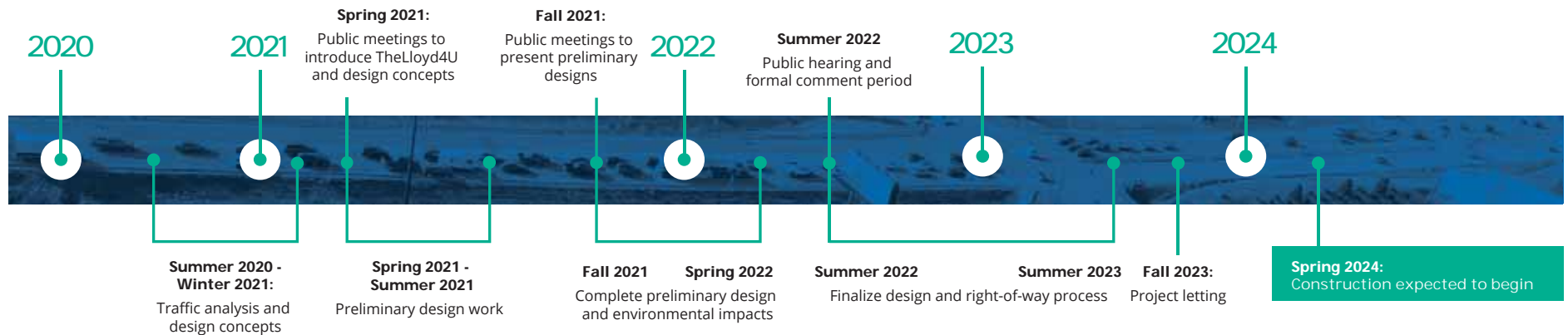
DG then described next steps and Mindy Peterson (MP) shared information about the project website (TheLloyd4U.com), social media channels, the upcoming media event and how to stay engaged in the project.

TheLloyd4U includes more than a dozen improvement projects along the Lloyd Expressway. The projects extend from Posey County Line Road to Cross Pointe Boulevard. INDOT plans to invest more than \$100 million to make the Lloyd Expressway more efficient and safer for motorists to navigate. In short, this project is about ***Making the Lloyd Work for You.***

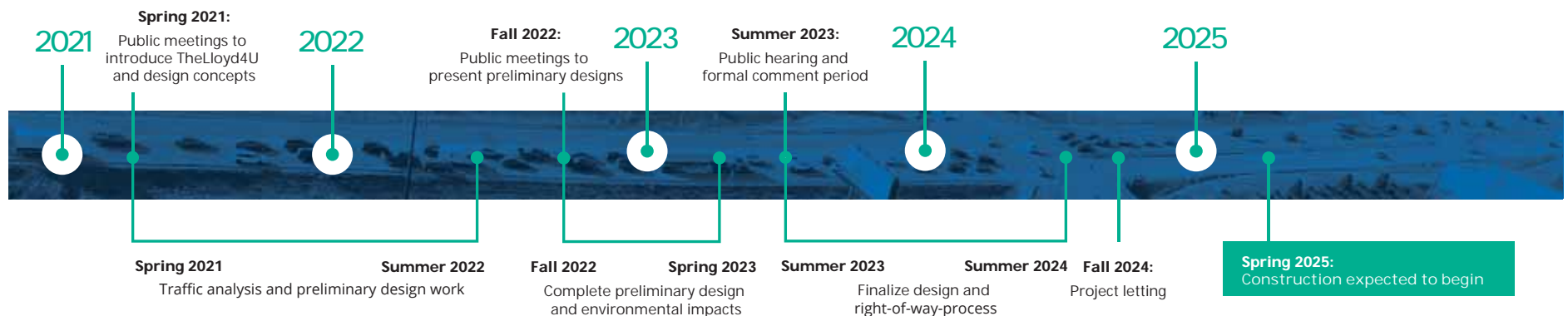


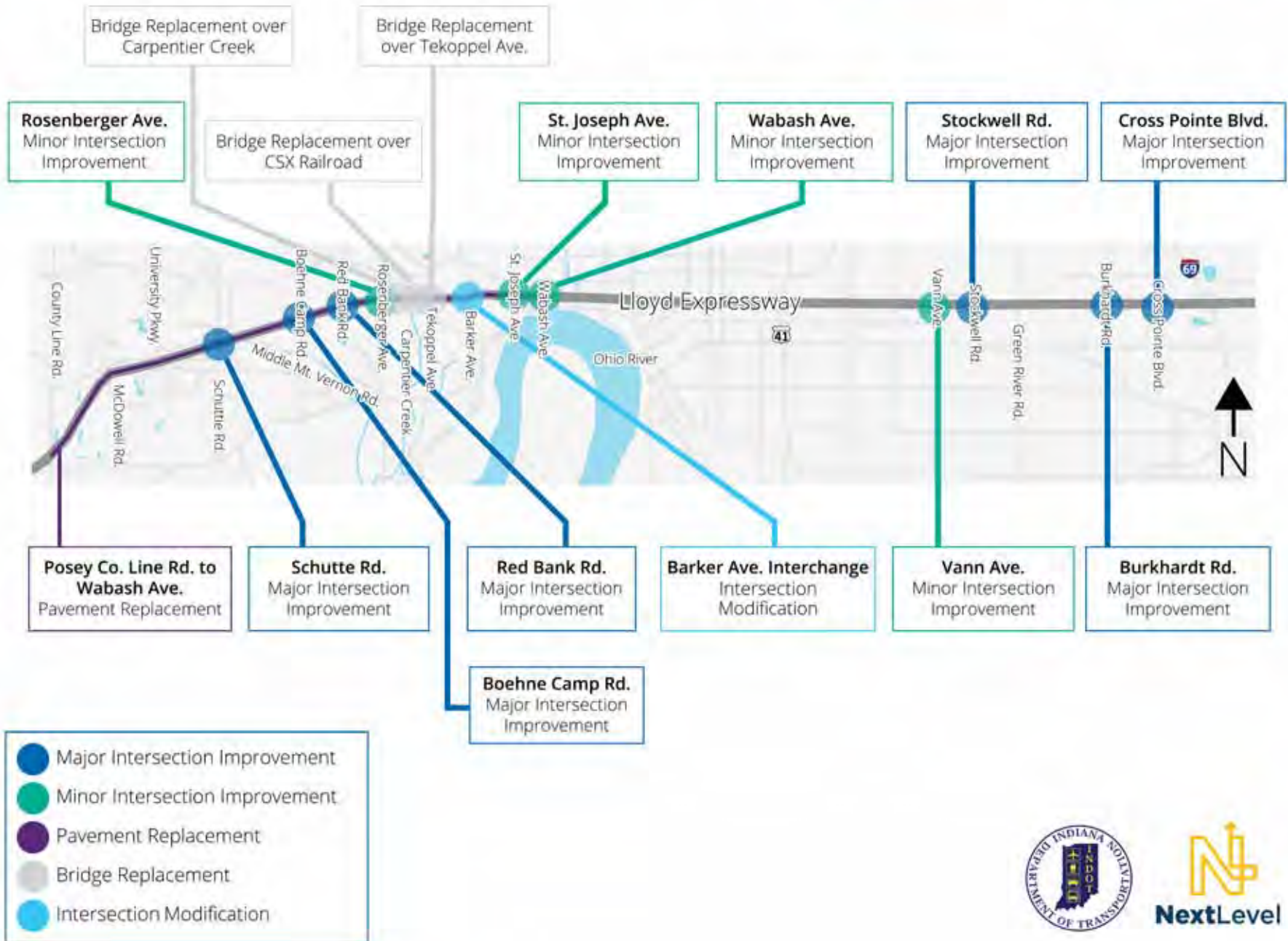
The Project Team is gathering information and developing solutions designed to reduce conflict points, enhance traffic flow and improve safety. Activities include traffic analysis, maintenance of traffic plans, road design and survey work. TheLloyd4U will include intersection improvements, bridge improvements,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

PHASE ONE: ROSENBERGER AVENUE TO CROSS POINTE BOULEVARD



PHASE TWO: POSEY COUNTY LINE ROAD TO ROSENBERGER AVENUE








Lloyd Expressway Improvement Project
Local Officials Briefing
October 14, 2020



INTRODUCTIONS



JEFF WHITAKER
Lochmueller Group
Project Manager



DAVID GOFFINET
Lochmueller Group
Stakeholder Engagement



DISCUSSION ITEMS

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



MEETING PURPOSE

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



PROJECT PURPOSE

- Improve safety
- Improve mobility
- Maintain accessibility



PROJECT OVERVIEW

PROJECT OVERVIEW

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



PROJECT DEVELOPMENT PROCESS

PROJECT DEVELOPMENT PROCESS

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



PROJECT DEVELOPMENT PROCESS

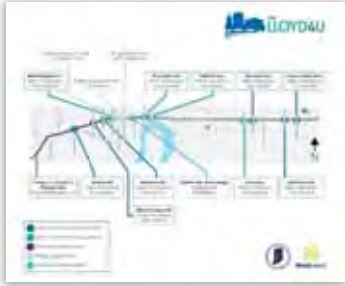
- **Project Design (2020 – 2025)**
 - Survey
 - Traffic analysis
 - Environmental/permits
 - Design – highway and bridge
 - Utility coordination
 - Public involvement
 - Traffic management (MOT)



IMPROVEMENT PROJECTS

IMPROVEMENT PROJECTS

- Multiple improvements – FY '24 and FY '25



Cross Pointe Boulevard



Cross Pointe Boulevard

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

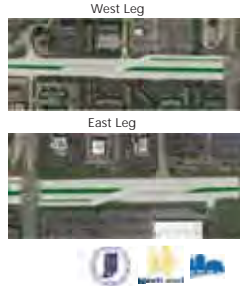


Burkhardt Road



Burkhardt Road

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



Stockwell Road



Stockwell Road

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



Vann Avenue

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



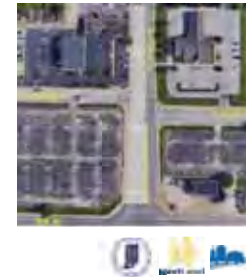
Wabash Avenue

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



St. Joseph Avenue

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



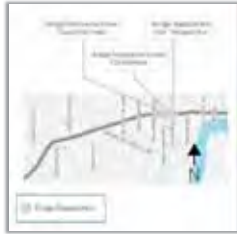
Barker/Igleheart

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



Bridge Replacements

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



Rosenberger Avenue

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



Pavement Replacement – Wabash to Rosenberg

- Road reconstruction
- Beyond life expectancy
- Multiple previous patches



Red Bank Road

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



Boehne Camp Road

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



Schutte Road

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



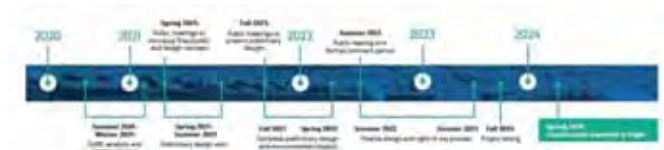
Posey County Line to Rosenberger

- Pavement replacement
- Beyond life expectancy

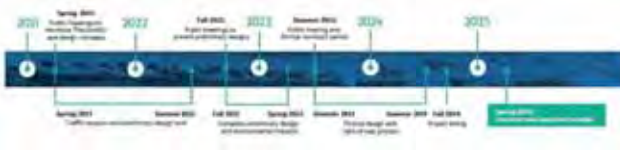


PROJECT SCHEDULE

Phase 1 Rosenberger to Cross Pointe Blvd



Phase 2 Posey County Line to Rosenberger Ave



NEXT STEPS

NEXT STEPS

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





FOLLOW OUR PROGRESS

 www.TheLloyd4U.com

 TheLloyd4U

 @TheLloyd4U



QUESTIONS AND COMMENTS

 www.INDOT4U.com

 855-INDOT4U (463-6848)

 INDOT@indot.in.gov



QUESTIONS?





MEETING SUMMARY

Date of Meeting: Thursday, March 4, 2021 **Re:** Lloyd Corridor Local Officials Briefing #2 – Meeting Summary

Location: Virtual Meeting - Microsoft Teams
Phone: 812-618-1562
ID#: 853561286 **Issue Date:** Tuesday, February 9th, 2021

Submitted By: Lucas Foertsch

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



ITEMS DISCUSSED:

I. Introductions

II. Presentation:

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

III. Questions & Comments:

The following questions and topics were raised by the group.

Cross Pointe Boulevard and Burkhardt Road:

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

Stockwell Road and Vann Avenue:

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

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

Barker Avenue, Corbierre Avenue, and Ingle Avenue:

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

Schutte Road

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

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



MEETING SUMMARY

Date of Meeting: **March 10, 2021** Re: **Vann Avenue and Stockwell Rd. Intersection Improvements Stakeholder Meeting**

Location: **Held Virtually** Issue Date: **February 22, 2021**

Submitted By: **Lucas Foertsch, Lochmueller Group**

In

Attendance:

John Harding – Buffalo Trace Council
Jim Morely – Morely and Associates
Ray Farabough – D-Patrick Nissan
Jeff Wedding – Evansville State Hospital
Jamie Dameron – Wesselman Woods
David Reamer - INDOT
Robin Johnston Deem – Wesselman Woods
Seyed Shokouhzadeh – EMPO
Duane Decker - INDOT
Katy Adams – Southwestern Behavioral Healthcare
Jared Peterson – INDOT
Matthew Bullock – INDOT
Theo Boots – Evansville Red Cross
Pam Drach – EMPO
Kevin Groves – Southwestern Behavioral Healthcare
Chris Gentry - INDOT
Khalil Dughaish – INDOT
Courtney Vanjelherhuis – Evansville Red Cross

Mike O-Daniel – D-Patrick Nissan
Mike Boren – Within Sight
Andy Dillow – Torian Insurance
Randy Eades – State Farm
Brian Malone – INDOT
Brandon Durchholz – VS Engineering
Payton Parke – Lochmueller Group
Lucas Foertsch – Lochmueller Group
David Goffinet – Lochmueller Group
Jeff Whitaker – Lochmueller Group
Toby Randolph – Parsons
Mindy Peterson – C2 Strategic

One additional unidentified participants joined



ITEMS DISCUSSED:

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

Question 1, **Andy Dillow**: I see this is being recorded, will someone be able to send it to me?

Answer 1, **David Goffinet/Lucas Foertsch**: The presentation will be available via the project website tomorrow afternoon (February 12th, 2021).

Question 2, **Jeff Wedding**: Will vehicles serving the Evansville State Hospital be able to cross Stockwell Rd. traveling South to North?

Answer 2, **Toby Randolph**: Nothing will be modified on the southern leg of existing Stockwell Rd. and very little will be modified on the Northbound side as well. Only the turning lanes are being improved, the through lanes will be maintained.

Question 3, **Michael O'Daniel**: Can you walk me through the movements a car would have to make if it is traveling East on the Lloyd Expressway approaching Stockwell and wanted to go to the armory?

Answer 3, **Toby Randolph**: It is a difficult movement that would likely require turning North on Stockwell then East on Division, North on Congress, West on Indiana, and South on Stockwell before turning West on Division to the Armory (or another comparable route around the Stockwell Intersection).

Question 4, **Michael O'Daniel**: Did you leave enough room in the queue for semi traffic traveling east bound to turn left (North) onto Stockwell?

Answer 4, **Toby Randolph**: Yes, truck traffic was taken into account when designing the new turn lane queue.

Question 5, **Michael O'Daniel**: What is preventing us from extending Indiana Street (Indiana does not currently extend west of Stockwell Road)?

Answer 5, **David Goffinet**: INDOT and the project team have initiated early discussions about the possibility of this type of extension, or similar potential options to accommodate access to the

Armory, Torian Insurance and other parcels along Division west of Stockwell, any decision that involves improvements beyond the Lloyd/Stockwell intersection will ultimately require further design discussion with local officials, such as the mayor and city engineer once we have the traffic analysis data.

Question 6, Andy Dillow: Are you confident that the existing design is likely going to be what happens at the Vann Ave. intersection? Will the median on Stockwell Avenue remain there?

Answer 6, Toby Randolph: Yes, the median at Stockwell North of the intersection with the Lloyd Expressway will stay there. We are still reviewing design options at Vann Avenue. We understand that the current proposed solution and how the existing local network is laid out, if you are traveling east on the Lloyd Expressway you would have to pass Vann Ave. and turn left onto Stockwell Rd. and complete a loop (go around the block) to access Division Street.

Question 7, Andy Dillow: There is no way to travel directly north-south at the Vann Ave. intersection Correct?

Answer 7, Toby Randolph: Correct.

Question 8, Seyed Shokouhzadeh: Is an east bound to west bound U-turn permitted at the east bound displaced left movement? And if not, why?

Answer 8, Toby Randolph: We would have to look at it closer. It is possible to review the design concept and look at incorporating a U-turn at that location, but the existing conditions and current preliminary plans do not allow enough space to include a U-turn at that location. The possibility of including a U-turn there as part of a hybrid solution will be evaluated moving forward.

Question 9, Andy Dillow: Is there any way I can get a copy of the Vann Intersection design other than a screen shot of the meeting?

Answer 9, David Goffinet: The graphics are all available on the project website.

Question 10, Kevin Groves: One of you indicated that additional property may need to be purchased along John Street. Can you please expand on that?

Answer 10, Toby Randolph: That was specifically related to whether the project would include a displaced left going both directions in that area, so if a west bound displaced left is considered, it would impact John Street. However, utilizing a hybrid solution we do not anticipate an impact to John Street.

Question 11, Mike Boren: Anyone traveling west will have to go up to Boeke and go around the block to reach south bound Vann Ave.?

Page 4

Answer 11, Toby Randolph: Yes, they would have to travel up to Boeke and turn around or use the local network directly south of the Boy Scout's office.

Question 12, Jeff Wedding: Can semis make the left-hand turn at Stockwell Road?

Answer 12, Toby Randolph: Yes, it will be designed to accommodate Semi traffic.

Question 13, Courtney Vanjelgerhuis: To turn left onto Stockwell Rd. to go to Red-Cross, we would have to go down to make a U-turn and come back? That could pose an issue for some of our larger blood-bank trucks, etc.

Answer 13, Toby Randolph: Yes they will be required to make that turn, but it will be designed to accommodate both traditional vehicles and larger trucks.

Question 14, ?: And that U-turn for the left hand turn will be signalized?

Answer 14, Toby Randolph: Yes.

Question 15, Robin Johnston-Deem: What is the likelihood of extending Indiana Street?

Answer 15, David Goffinet/Toby Randolph: It is hard to give a likelihood, but the possibility of extending Indiana or implementing a roundabout will be discussed and explored further as the design process continues.

Question 16, Randy Eades: Has anybody given any thought to what they are going to do with traffic going westbound on the Lloyd Expy.? Where are they going to put all of the cars that want to turn south bound off of the Lloyd or west bound onto the Lloyd at Vann Ave.?

Answer 16, David Goffinet/Toby Randolph: The surrounding grid can spread the traffic and although it may not seem as desirable, the local grid can support the traffic offset by changes implemented by the project. The traffic volume modeling that was done utilized surrounding roads that are part of the grid, so the improvement projects will cause traffic to have to utilize smaller streets adjacent to the Lloyd more often.

Comment 1, John Harding: Access for Boy Scouts of America customers is very concerning, especially for anyone intending to exit our office and travel south

Response 1, Jeff Whitaker: It won't be any different following construction than it is now, the existing right-in-right-out will be maintained. However, traffic that wanted to travel west onto the Lloyd would have to go pass Stockwell Rd., likely to Green River Rd. and make a U-turn (or they could complete the loop along Stockwell discussed previously).

Comment 2, **Michael O'Daniel**: Concerned that people on Stockwell Rd. will race to beat traffic turning onto the Lloyd Expressway., traffic on the Lloyd Expressway. will try to beat the light so they don't have to wait for the traffic turning east and west from Stockwell Rd., and some traffic that turns north onto Stockwell will try to make a U-turn across the southbound lane of Stockwell Rd. onto Division street... All of which pose major safety concerns. (No direct response was given to this comment)

Comment 3, **Jeff Wedding**: We have a lot of delivery vehicles coming to drop off deliveries to our warehouse, but I suppose as long as the U-turn is wide enough for the trucks to turn it won't be an issue. I would be more of a proponent of having the left turn lane in front of the intersection (west bound displaced left rather than west bound boulevard left).

Response 3, **Toby Randolph**: The proximity of the intersection to the Green River Road off ramp does not allow the left turn lane to be shifted eastward because there is not enough space for traffic to make those lane changes safely if it is any closer to the off ramp. Proximity to the ramp in this location geometrically limits what alternatives are available.

Comment 4, **Randy Eades**: I would do away with the pedestrian cross walk near the proposed right-in-right-out because it will ultimately be unsafe for both drivers and pedestrians.

Response 4, **David Goffinet**: The cross walk would contain a pedestrian refuge that would only require them to cross one lane at a time, but I understand that vehicles may not expect to see them. The decision to carry the crossing forward will be made as the design evolves.

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



1

WELCOME

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

Bottom of your screen

2

PRESENTERS

David Goffinet
Lochmueller Group
Stakeholder Coordinator

Jeff Whitaker
Lochmueller Group
Project Manager

Toby Randolph
Parsons Transportation Group
Lead Designer

3

AGENDA

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

4



5

PROJECT PURPOSE

- Improve safety
- Improve mobility
- Maintain accessibility

6


PROJECT OVERVIEW

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




7

IMPROVEMENT LOCATIONS



- All design concepts are preliminary and subject to change



8


ALTERNATIVE DESIGNS

9

DISPLACED LEFT TURN


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

(FHWA Video example of displaced left turn)



10


Intersection Animations



11

BOULEVARD LEFT TURN


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



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HYBRID SOLUTION

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



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IMPROVEMENT PROJECTS

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STOCKWELL ROAD

Current Conditions

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






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STOCKWELL: Major Intersection Improvement

Proposed Solution

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






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VANN AVENUE

Current Conditions

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

17



VANN AVENUE: Minor Intersection Improvement

Proposed Solution

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

Consideration

- Eastbound left-turn movement

18



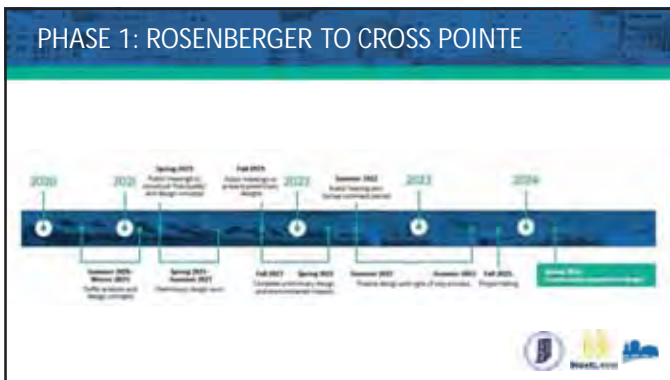
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NEXT STEPS

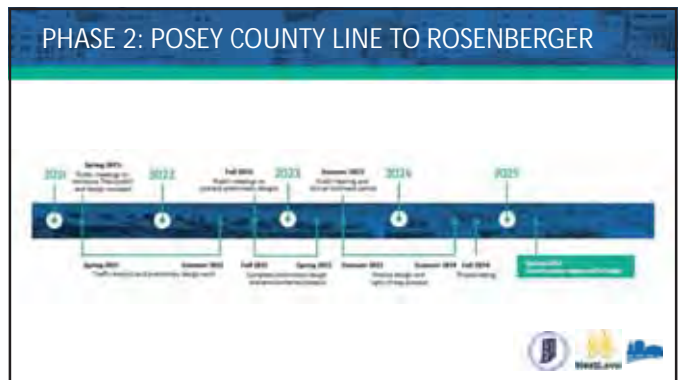
- Finalize traffic assessments
- Public Meetings
 - April 20: Virtual
 - April 21 and 22: In person (east and west side locations)
- Initiate design efforts
- Future stakeholder meetings: November 2021 and February 2023



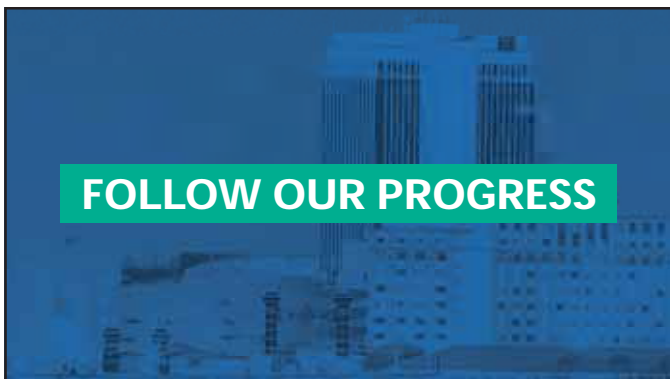

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QUESTIONS AND COMMENTS

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QUESTIONS?



THANK YOU



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MEETING SUMMARY

Date of Meeting: October 14, 2021 **Re:** Transportation Management Plan Stakeholder Meeting #1: East Side Phase 1 Improvements

Location: Hybrid (In-person and virtual) **Issue Date:** October 21, 2021

Submitted By: David Goffinet

In Attendance:

Patrick Craig – INDOT
 Mark Fligor – INDOT
 Brian Malone – INDOT
 Troy Arnold – INDOT
 Mathew Bullock – INDOT
 Jeff Wedding – Evansville State Hospital
 Seyed Shokouhzadeh – EMPO
 Pam Drach – EMPO
 Chip Kenworthy – McDonalds (Burkhardt)

Ryan Williams – EVSC
 David Goffinet – Lochmueller Group
 Jeff Whitaker – Lochmueller Group
 Cody Beucler – Parsons
 Mat Van Der Meer – Parsons
 Tom Dersch – Cross Pointe Association and Dersch Engineering
 Paul Anslinger – Evansville Fire Department
 Brent Schmitt – Evansville City Engineer

ITEMS DISCUSSED:

The meeting began with a welcome message from David Goffinet followed by introductions from all meeting participants. Jeff Whitaker followed with a brief overview of the Lloyd Improvement Projects including project phasing and purpose.

Cody Beucler explained the scope of work for the four intersection improvements on the east side including Vann Avenue, Stockwell Road, Burkhardt Road, and Cross Pointe Boulevard. He went on to explain what a Transportation Management Plan (TMP) entails along with the components of the conceptual Maintenance of Traffic (MOT) Plans for each intersection. He explained the three phases of MOT for each intersection.



Page 2

David Goffinet followed with a summary of the public and stakeholder engagement efforts to date and throughout the remainder of the project along with an explanation of the Next Steps of the project.

The following Questions and or comments were raised during the meeting and immediately after.

- Pam Drach (EMPO): Will Kimber Lane in the vicinity of the Burkhardt Road Improvements remain open? Yes, it will remain open as a Right In/ Right Out.
- Pam Drach (EMPO): Have we thought about placing cameras to monitor delays and traffic accidents as part of the construction process (cameras were placed as part of the US41 improvements associated with the bridge strike and will remain in place indefinitely)? The team felt this was a good idea and will take it forward as a discussion point at our upcoming bi-weekly coordination meeting. Further, there was a feeling that the camera input could “inform” the pre-emptive message boards noting to expect potentially lengthy delays.
- Jeff Wedding (Evansville State Hospital): Could you clarify the improvements planned for Stockwell Road? Through traffic, left turn movements, and right turn movements for drivers on Stockwell will be permitted as is today. Drivers along the Lloyd Expressway opting to make left turn movements will do so using a hybrid intersection configuration. Westbound to southbound will traverse a boulevard left while eastbound to northbound will traverse a displaced left configuration.
- Tom Dersch (Dersch Eng. And CP Assoc.): Noted that the raised boulevards located at the intersection of Cross Pointe and the Lloyd are well-maintained, with trees, lighting and other landscaping. The association maintains the boulevards and would like to reconstruct a similar look and feel. Can that happen? Yes, as plans for the intersection improvements advance, including the reconfiguration of the boulevard on Cross Pointe, the team will engage Tom to discuss desired enhancements. After the meeting, Mr. Dersch stayed after to discuss his interests in maintaining access to his Shell Convenient Mart across the boulevard along Cross Pointe Boulevard. This is predominantly for southbound Cross Pointe drivers accessing his station, but also for those desiring to exit his station to southbound Cross Pointe and on to the Lloyd.
- Paul Anslinger (EFD): Paul stayed after the meeting and asked how the improvements would align with the ongoing signal pre-emption project for the city. The project team will confer with the city and EFD to ensure this function can be incorporated as part of the Lloyd Improvements. They went on to clarify that even restricted movements can be pre-empted by emergency vehicles if the situation arises creating a need. Paul went on to indicate they would look updating their emergency routes to match the proposed improvements such as finding an alternate route than using northbound Vann to westbound Lloyd.



MEETING SUMMARY

Date of Meetings: March 24, 2022 **Re:** Lloyd Improvement Project – Business Stakeholder Meetings (AM and PM)

Location: Hybrid – Virtual and In-Person **Issue Date:**

Submitted By: David Goffinet, Lochmueller Group

In Attendance:

- | | |
|---------------------------------------|--|
| Melanie Fairchild – Deaconess | Brian Southern – Target |
| Meagan Brien – United EVV | Neil Crowley – State Farm |
| John Harding – Boy Scouts of America | Zach Grifenhagen – Chick-Fil-A |
| Andy Dillow – Torian Insurance | Kate Robinson – Chick-Fil-A |
| Jeff Wedding – State Hospital | Heather Judd – Banana Republic |
| Bob Koch – Koch and Sons | Traci Brown – Ulta Beauty |
| Scot Sanderson – Romaine | Kyle Swinney – The Fresh Market |
| James Morley Jr. – Morley Engineering | Ryan Parker – United Companies |
| James Morely Sr. Morley Engineering | Matthew Bullock – INDOT |
| Randy Eades – State Farm | David Goffinet – Lochmueller Group |
| Fernando Tudela – Cross-Eyed Cricket | Jeff Whitaker – Lochmueller Group |
| John Wandling – Control Specialists | Toby Randolph – Parsons |
| Rich Stierwalt – Chick-Fil-A | Cody Buecler - Parsons |
| Mike O’Daniel – D-Patrick | Brian Malone - INDOT |
| Brent Schmitt – City of Evansville | Brandon Durchholz – VS Engineering |
| Luke Yeager – IMCU | Mindy Peterson – C2 Strategic Communications |
| Ashley Johns - IMCU | |

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



ITEMS DISCUSSED:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Business Stakeholder Meeting

March 2022



WELCOME

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

MEETING PURPOSE

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

Construction Letting: November 2023

EAST SIDE PROJECTS

CROSS POINTE BOULEVARD



Major Intersection Improvement

- Dual displaced left turns with I-69 ramp modifications

Considerations

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

BURKHARDT ROAD



Major Intersection Improvement

- Dual displaced lefts

Considerations

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

STOCKWELL ROAD



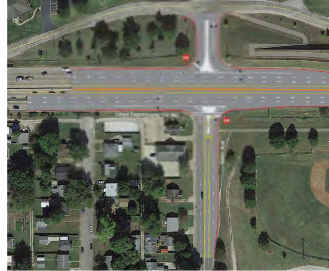
Major Intersection Improvement

- Eastbound displaced left turn
- Westbound boulevard left turn

Considerations

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

VANN AVENUE



Minor Intersection Improvement

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

Considerations

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

KEY MOT CONSIDERATIONS

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

OUTCOMES

Mainline Lloyd Expressway

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

Side Streets (S-Lines)

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

WEST SIDE PROJECTS

PAVEMENT REPLACEMENT: Rosenberger to Wabash



WABASH AVENUE



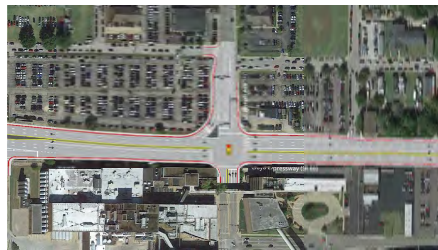
Minor Intersection Improvement

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

Considerations

- High number of westbound rear-end crashes

ST. JOSEPH AVENUE



Minor Intersection Improvement

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

Considerations

- Commercial and industrial corridor

BARKER/IGLEHEART

Intersection Modification

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

Considerations

- Reconfigure ramps to improve safety



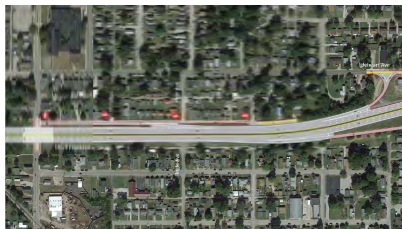
CORBIERRE

Intersection Modification

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

Considerations

- Increases ramp spacing
- Improves space for changing lanes



ROSENBERGER AVENUE



Minor Intersection Improvement

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

Considerations

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

BRIDGE REPLACEMENTS



ANTICIPATED CLOSURES

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



KEY MOT CONSIDERATIONS

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

OUTCOMES

Mainline Lloyd Expressway

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

Side Streets (S-Lines) Options

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

QUESTIONS

Public Meeting (Virtual)
April 20, 2021

Attendee Report

Report Generated: 4/20/2021 19:32

Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)	# Registered
TheLloyd4U Virtual Public Meeting	998 4136 6311	4/20/2021 18:20	70	87

Host Details

Attended	User Name (Original Name)	Email	Join Time	Leave Time
Yes	Host (Nicole Ares)	nicole@c2strategic.com	4/20/2021 18:20	4/20/2021 19:29

Panelist Details

Attended	User Name (Original Name)	Email	Join Time	Leave Time
Yes	MindyPeterson	mindy@c2strategic.com	4/20/2021 18:21	4/20/2021 19:29
Yes	BerryCraig	berry@c2strategic.com	4/20/2021 18:22	4/20/2021 19:29
Yes	TobyRandolph	tobias.randolph@parsons.com	4/20/2021 18:21	4/20/2021 19:29
Yes	MatthewBullock	mbullock1@indot.in.gov	4/20/2021 18:20	4/20/2021 19:22
Yes	Mathew Vandermeer (MATHEWVAND)	mathew.vandermeer@parsons.com	4/20/2021 18:21	4/20/2021 19:25
Yes	JaredPeterson	jarpeterson@indot.in.gov	4/20/2021 18:21	4/20/2021 19:29
Yes	Brian Malone (JaredPeterson)	jarpeterson@indot.in.gov	4/20/2021 18:21	4/20/2021 19:29
Yes	JeffWhitaker	Jwhitaker@lochgroup.com	4/20/2021 18:21	4/20/2021 19:29

Attendee Details

Attended	User Name (Original Name)	First Name	Last Name	Email
Yes	Cody Beucler	Cody	Beucler	
Yes	Mike Abaray	Mike	Abaray	
Yes	Jeffrey Miller	Jeffrey	Miller	
Yes	Jack Faber	Jack	Faber	
Yes	Robert Taylor	Robert	Taylor	
Yes	Jim Jr Morley	Jim Jr	Morley	
Yes	Jim Jr Morley	Jim Jr	Morley	
Yes	Kevin Koch	Kevin	Koch	
Yes	Mindy Peterson	Mindy	Peterson	
Yes	Lauren Schofield	Lauren	Schofield	
Yes	Brett Bowman	Brett	Bowman	
Yes	Brian Malone	Brian	Malone	
Yes	Samantha Barnes	Samantha	Barnes	
Yes	Berry Craig	Berry	Craig	
Yes	Mary Lehman	Mary	Lehman	
Yes	James Voelker	James	Voelker	
Yes	Toby Randolph	Toby	Randolph	
Yes	Kallie Shappell	Kallie	Shappell	

Yes	Roger Beck	Roger	Beck
Yes	Roger Beck	Roger	Beck
Yes	John Martin	John	Martin
Yes	Tina Whitaker	Tina	Whitaker
Yes	Matthew Bullock	Matthew	Bullock
Yes	Adin McCann	Adin	McCann
Yes	Mike Schopmeyer	Mike	Schopmeyer
Yes	Mike Schopmeyer	Mike	Schopmeyer
Yes	Audrey Walker	Audrey	Walker
Yes	Jill Engel	Jill	Engel
Yes	David Sandine	David	Sandine
Yes	Jody Delicato	Jody	Delicato
Yes	MATHEW VANDERMEER	MATHEW	VANDERMEER
Yes	Michael Ladnier	Michael	Ladnier
Yes	Michael Ladnier	Michael	Ladnier
Yes	Jared Peterson	Jared	Peterson
Yes	Jared Peterson	Jared	Peterson
Yes	Ronald Unfried	Ronald	Unfried
Yes	Jim Seibert	Jim	Seibert
Yes	Herman Rusche	Herman	Rusche
Yes	Diana Carroll	Diana	Carroll
Yes	Janette Fulkerson	Janette	Fulkerson
Yes	Sally Rideout	Sally	Rideout
Yes	Nick Chapman	Nick	Chapman
Yes	Corey Trotter	Corey	Trotter
Yes	Khalil Dughaish	Khalil	Dughaish
Yes	Bob Bulkley	Bob	Bulkley
Yes	Jeff Whitaker	Jeff	Whitaker
Yes	Genie Brooks	Genie	Brooks
Yes	Steve Burger	Steve	Burger
No	Chris	Chris	Olson
No	Jeremy	Jeremy	Blankenberger
No	Jeff	Jeff	Gruszewski
No	Derek	Derek	Rickard
No	Pattie	Pattie	Mills
No	Ryan	Ryan	Bosecker
No	Brent	Brent	Poag
No	Brenna	Brenna	Angel
No	Jim	Jim	Montgomery
No	Jeff	Jeff	F

No	Dan	Dan	Syrus
No	Christian	Christian	Garrett
No	Jack	Jack	Gerhardt
No	Debbie	Debbie	Dean
No	Mark	Mark	Pfender
No	Melissa	Melissa	Garcia
No	Carolyn	Carolyn	James
No	Becky	Becky	Alvey
No	Steph	Steph	Bittner
No	Nicole	Nicole	Ares
No	Rich	Rich	Stierwalt
No	John	John	Brady
No	Ryan	Ryan	Winiger
No	Donald	Donald	Nichols
No	Theodore	Theodore	Miller
No	ANTHONY	ANTHONY	JUSTAK
No	Richard	Richard	Clements
No	Mark	Mark	Gregory
No	Robert	Robert	Zimmermann
No	Jay	Jay	Seaburg
No	Olivia	Olivia	Scott
No	Shane	Shane	Lynn
No	Chris	Chris	Gentry
No	Elaine	Elaine	Barnett
No	Raymond	Raymond	Sullivan
No	Marcus	Marcus	Johnson
No	Peter	Peter	Whiting
No	ALEX	ALEX	SIMON
No	Steve	Steve	Varner
No	Randy	Randy	Ball
No	Patrick	Patrick	Long
No	Scott	Scott	Reed
No	Seth	Seth	Easterday
No	Michael	Michael	Weber

Question Report

Report Generat

4/20/2021 19:33

Topic Webinar ID
TheLloyd4U Vir 998 4136 6311

Actual Start Time
4/20/2021 18:20

Question Details

#	Question	Asker Name
1	Hi Mindy	Ronald Unfried
	I'm excited to see the dialogue on this project. The Lloyd driveway...excuse me	
2	Lloyd Expressway has been a clone of the Hwy 41 debacle 60 years ago	Ronald Unfried
3	Hi Brian	Ronald Unfried
	It appears a lot of the work will be westside. When I-69 oepns up to Canada and mexico it will spill a lot of traffic near the Lloyd/I69 intersection. We need to	
4	make it flow better on the eastside.	Ronald Unfried
5	Eliminate Vann Ave left turn.	Ronald Unfried
6	St Louis has reduced conflict intersections	Ronald Unfried
	Are Brentwood Dr and Fielding being considered for re-engineered for displaced	
7	left turns?	Ronald Unfried
8	We need to eliminate traffic lights on the Lloyd.....period.	Ronald Unfried
9	No more signals	Ronald Unfried
10	We need eliminate signals	Ronald Unfried
	Is the option of removing intersection stoplights completely off the table? If so, why? The improvments at the Fulton and 41 intersections have been huge	
11	improvements for the city.	Kallie Shappell
	Northbound Cross Pointe (south of SR66) needs a second northbound thru lane. There are 2 recieving lanes on the northside of SR66. Traffic regularly backs up south of SR66, requiring multiple signal cycles to move all of the traffic south of	
12	SR66.	Jim Jr Morley
13	Stockwell light needs to be eliminated.	Ronald Unfried
14	Upgrade Boeke to accept the additiona traffic coming from Vann Ave	Ronald Unfried
15	Wabash Ave signal needs elimination	Ronald Unfried
16	Eliminate Rosenberger signal.	Ronald Unfried

- 17 The Barker/Iglehart proposal is good. Ronald Unfried
 why move the entrance to corbierre further down and not leave it but close off
- 18 the barker Brett Bowman
- 19 I live south of Ingle. My garage literally backs up and opens up to the Lloyd. Diana Carroll
 20 What is the impact of homeowners? Diana Carroll
- If Vann needs to be closed for safety due to sight lines and the 4 miles of no signal lights, why should the same not be done with Wabash and St Joe intersections on the Westside? INDOT spent \$10M buying the Mead Johnson parking lots years ago for these intersection grade improvements. Is this MJ
- 21 land being used for these improvements proposed ? Mike Schopmeyer
 22 I'll resubmit my questions for clarification. Diana Carroll
 23 Many thanks for this presentation this eve. Very informative. Mike Schopmeyer
- Left turn lanes look like they will take a lot of signal coordination. The city/state has a horrible record in the Evansville of coordinating signals. For instance, the lights at Schutte Road with the cameras were supposed to be state of the art. They are no longer there and traffic is as bad as it used to be. What are you
- 24 doing different this time to improve performance? Jim Seibert
- Median U-turns. Making a u-turn into oncoming traffic. Your reducing risk at
- 25 intersection but increasing at u-turn. What is the net advantage? Jim Seibert
 Seriously, adding a light at I-69 is being considered? This plan is already adding lights at left turn functions. I thought the goal of an expressway is to remove
- 26 lights? Jim Seibert
- I'm hearing Phase 2 impact will not be known to homes, etc. for 2 more years? I'm trying to strategize if I need to try to sell my home now. But the bigger question is whether my house will be removed for this project. I am right at the Ingle exist on Forest Ave. My house backs up to the Lloyd on the South side.
- 27 Thank you for your time and information. Diana Carroll
 I did not see any left turn improvements for west bound xpressway at
- 28 Rosenberger. This turn lane is terrible. Jim Seibert

With moving the ramp closer the Tekoppel intersection it could lead to more jams. Also with the bridge there and housing it is kind of a blind intersection and there is foot traffic from the school that crosses there. People already fly down Corbierre to that stop sign I fail to see this helping and could cause more issues with people exiting too fast and blowing through the stop sign or hitting a house. As it sits with the plans the exit will be right at my house and my neighbors who both have grandkids over everyday and my daughter. We don't like the risk of someone possibly hitting our houses or parked car or a family member. thank you for your time

Brett Bowman



April 22, 2021 | Crescent Room at Milestones
Sign-In Sheet

Name	Address	Telephone <i>Include mobile number for text alerts</i>	Email	Email and Text Alert Opt In (check)	
Herman Rusche				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Rent Jones				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Jim Morley				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sally Harpige				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Scott Bowman				<input checked="" type="checkbox"/>	<input type="checkbox"/>
JAMES WILKITE				<input type="checkbox"/>	<input type="checkbox"/>
THRA BARNEY				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lois Patton				<input type="checkbox"/>	<input type="checkbox"/>
Tom Deesch				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Dorothy Deesch				<input checked="" type="checkbox"/>	<input type="checkbox"/>

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



April 22, 2021 | Crescent Room at Milestones
Sign-In Sheet

Name	Address	Telephone <i>Include mobile number for text alerts</i>	Email	Email and Text Alert Opt In (check)
Lloyd Alford				<input checked="" type="checkbox"/> <input type="checkbox"/>
John Simpson				<input type="checkbox"/> <input type="checkbox"/>
Ryan Witty				<input type="checkbox"/> <input type="checkbox"/>
Jim Manley				<input type="checkbox"/> <input type="checkbox"/>
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April 22, 2021 | Crescent Room at Milestones
Sign-In Sheet

Name	Address	Telephone <i>Include mobile number for text alerts</i>	Email	Email and Text Alert Opt In (check)	
Apper Mulherin				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
STACY STEVENS				<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
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PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



April 22, 2021 | Crescent Room at Milestones
Sign-In Sheet

Name	Address	Telephone <i>Include mobile number for text alerts</i>	Email	Email and Text Alert Opt In (check)	
Randy Eades				<input type="checkbox"/>	<input type="checkbox"/>
MARY Davis				<input type="checkbox"/>	<input type="checkbox"/>
Anna Davis				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
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				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

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

COMMENT FORM

Please check all that apply:

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

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

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

Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

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

Name: _____ Address: _____

E-mail: _____ Phone number: _____



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

COMMENT FORM

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

Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

Name: Jeffrey Miller **Address:** _____

E-mail: _____



COMMENT FORM

Please check all that apply:

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

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

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- 3-5 times per week
- 3-5 times per month
- Monthly
- A few times a year

Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

We should consider a parallel bridge-type connection from the Boy Scout facility S. of the LLOYD 4 at the base of the ped bridge - It can run along the Master Garden area S of the Red Cross to give the many users of these facilities access to the Stockwell signal.

Name: TARA BARNES Address: _____
 E-mail: _____



COMMENT FORM

Please check all that apply:

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

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

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

Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

*Appears that displaced left turn only allows for left turn
 some time as other traffic goes forward - @ Added lights to watch
 Median U-Turn - Stop sign back-up traffic (?)
 Hybrid Solution - cross point - I-69 traffic priority -*

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

Name: Lois Patton Address: _____
 E-mail: _____

NOT SURE WHY STOCKWELL IS RECEIVING ATTENTION.



At VANN AVE, THE Proposed access East looks very short when entering 50mph traffic

The proposed median on VANN at the Blvd impacts two businesses immediately.

COMMENT FORM

Please check all that apply:

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

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

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

Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

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

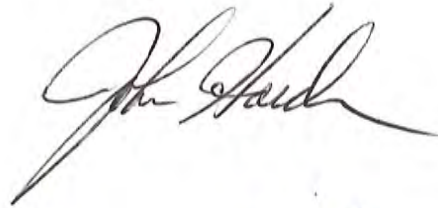
Name: John Harding Address: _____
 E-mail: john@harding.com

(more on back)



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

WE WELCOME COMMUNICATIONS AT ANY TIME,



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

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

COMMENT FORM

Please check all that apply:

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

Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

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

Name: James Q. Marley **Address:** _____
E-mail: _____



COMMENT FORM

Please check all that apply:

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

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- 3-5 times per week
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- Monthly
- A few times a year

Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

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

Name: Brett Bowman **Address:** _____

E-mail: _____



COMMENT FORM

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Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

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

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

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

Name: Herman Rusche Address: _____

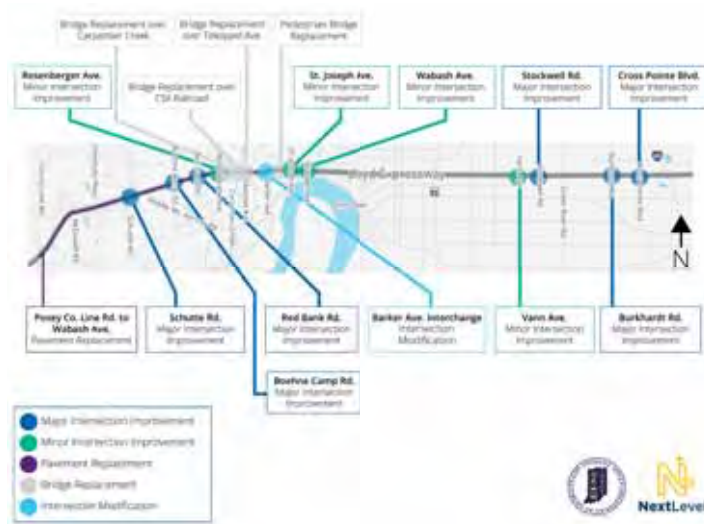
E-mail: _____





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

The work will include **intersection improvements, bridge replacements, pavement replacement** and more. Construction is not expected to begin until **spring 2024**.



ALTERNATIVE INTERSECTIONS

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

The idea is simple: **organize traffic to improve flow and safety**. This is done by **removing left turns from the intersection**.

Displaced Left Turn

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

Fewer conflict points

Improved safety

Increased efficiency

Improved traffic flow

Maintained accessibility

Boulevard Left Turn

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

Hybrid Solution

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

STOCKWELL ROAD: MAJOR INTERSECTION IMPROVEMENT



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

VANN AVENUE: MINOR INTERSECTION IMPROVEMENT



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

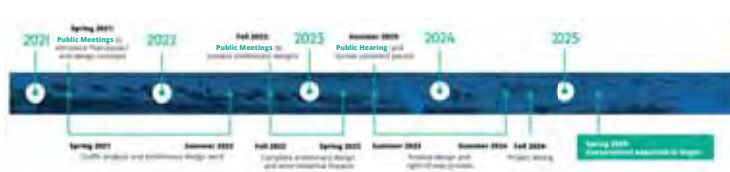


WHAT TO EXPECT

PHASE ONE: ROSENBERGER AVENUE TO CROSS POINTE BOULEVARD



PHASE TWO: POSEY COUNTY LINE ROAD TO ROSENBERGER AVENUE



FOLLOW OUR PROGRESS

TheLloyd4U.com

TheLloyd4U

Sign up for e-mail updates at TheLloyd4U.com

Text "INDOT Lloyd" to 468311 for text updates

855-INDOT4U (855-463-6848)

INDOT@indot.in.gov

INDOT4U.com





THE LLOYD4U
Public Meeting

April 2021



PRESENTERS



Brian Malone
INDOT
Project Manager



Mindy Peterson
C2 Strategic Communications
Public Involvement



Jeff Whitaker
Lochmueller Group
Project Manager



Toby Randolph
Parsons Transportation Group
Lead Designer



AGENDA

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



PROJECT OVERVIEW

PROJECT OVERVIEW

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



IMPROVEMENT LOCATIONS



THE BIG PICTURE

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



WHAT IS HAPPENING

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



PROJECT PURPOSE

Making the Lloyd Work For You

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



HOW DO WE DO THAT?

Alternative Intersections



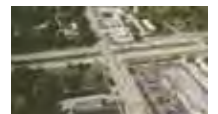
ALTERNATIVE INTERSECTIONS

WHAT ARE ALTERNATIVE INTERSECTIONS?

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



Displaced Left Turn



Boulevard Left Turn

SPENCER COUNTY: Reduced Conflict Intersections

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



Reduced Conflict Intersection in Spencer County

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

- Spencer County Sheriff Jim McDurmon

DISPLACED LEFT TURN

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

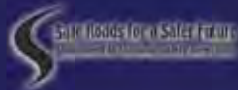


ALTERNATIVE INTERSECTIONS

Displaced Left Turn



U.S. Department of Transportation
Federal Highway Administration



BOULEVARD LEFT TURN

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



A Boulevard Left Turn is also known as a Median U-Turn.

HYBRID SOLUTION

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



IMPROVEMENT PROJECTS

CROSS POINTE: Major Intersection Improvement

Two Potential Solutions under Consideration

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



CROSS POINTE: Major Intersection Improvement

Two Potential Solutions under Consideration

Dual displaced lefts with I-69 ramp modifications



DUAL DISPLACED LEFTS

Burkhardt Road Red Bank Road

- Provisional project with fiscal year funding yet to be determined

Boehne Camp

- Provisional project with fiscal year funding yet to be determined



HYBRID SOLUTION

Stockwell Road

- Eastbound displaced left turn
- Westbound boulevard left turn



MINOR IMPROVEMENTS

Vann Avenue

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

Wabash Avenue

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

St. Joseph Avenue

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

Rosenberger Avenue

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



OTHER

Barker/Igleheart

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

Corbierre

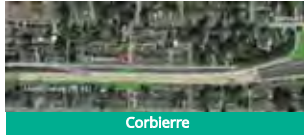
- Shift exit and additional modifications

Schutte Road

- Improvements still under development



Barker/Igleheart



Corbierre

PAVEMENT REPLACEMENT: Rosenberger to Wabash



Start Project

Pavement beyond life expectancy

End Project

PAVEMENT REPLACEMENT: County Line to Rosenberger



Start Project

Pavement beyond life expectancy

End Project

BRIDGE REPLACEMENTS



Bridge Replacement over Carpentier Creek

Bridge Replacement over Tekoppel Ave.

Pedestrian Bridge Replacement

Bridge Replacement over CSX Railroad

Bridge Replacement

NEXT STEPS

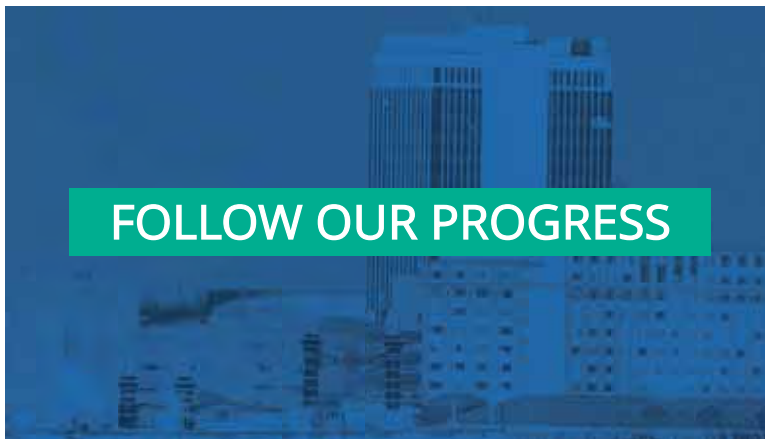
NEXT STEPS

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



PHASE I: ROSENBERGER TO CROSS POINTE

PHASE 2: POSEY COUNTY LINE TO ROSENBERGER



FOLLOW OUR PROGRESS

- www.TheLloyd4U.com
- TheLloyd4U
- @TheLloyd4U

HAVE QUESTIONS?

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



FOR COMMENT: POSSIBLE CLOSURES



FOR COMMENT: POSSIBLE CLOSURES

Access may be closed to address safety concerns

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



QUESTIONS AND COMMENTS



www.INDOT4U.com



855-INDOT4U (463-6848)



INDOT@indot.in.gov



THANK YOU

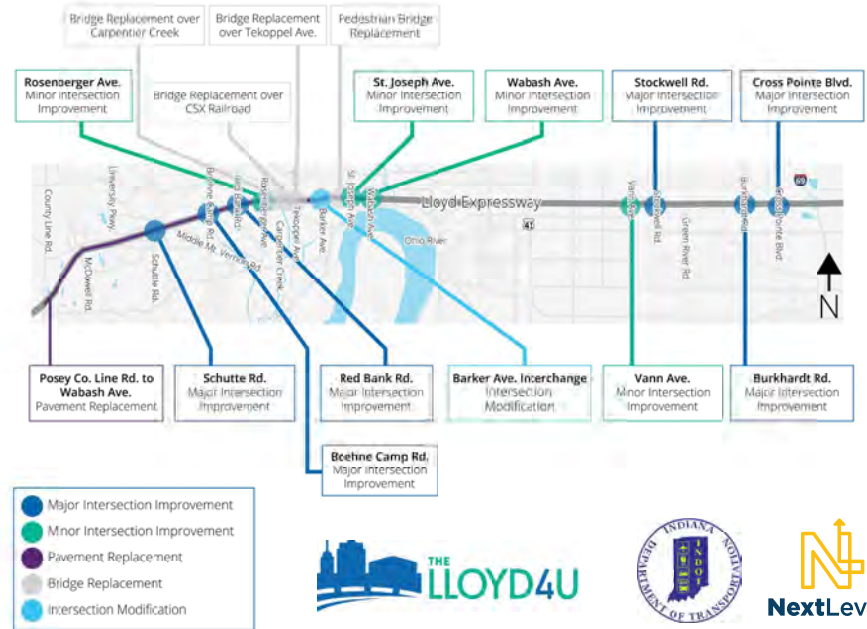


Display boards for the April 22, 2021 public involvement meeting



PROJECT OVERVIEW

- More than a dozen improvement projects.**
- Projects extend from Posey County Line Road to Cross Pointe Boulevard.**
- INDOT is investing more than \$100 million in improvements.**
- Improvements will make the Lloyd more efficient and safer to navigate.**
- Includes intersection improvements, bridge replacements and pavement replacement.**
- Construction expected to begin in spring 2024.**



FOLLOW OUR PROGRESS

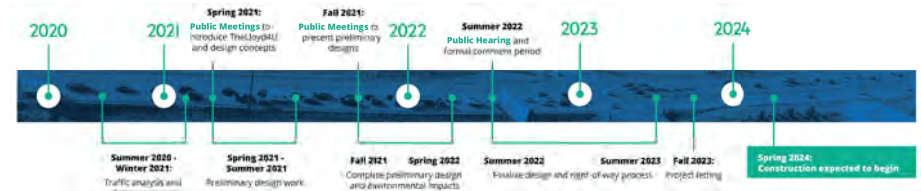
- TheLloyd4U.com**
- TheLloyd4U**
- Sign up for e-mail updates at TheLloyd4U.com**
- Text "INDOT Lloyd" to 468311 for text updates**

CONTACT US

- 855-INDOT4U (855-463-6848)**
- INDOT@indot.in.gov**
- INDOT4U.com**

WHAT TO EXPECT


PHASE ONE: ROSENBERGER AVENUE TO CROSS POINTE BOULEVARD



PHASE TWO: POSEY COUNTY LINE ROAD TO ROSENBERGER AVENUE



ALTERNATIVE INTERSECTIONS

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

These videos can be viewed at
TheLloyd4U.com



VANN AVENUE: MINOR INTERSECTION IMPROVEMENT



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

Considerations:

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

STOCKWELL ROAD: MAJOR INTERSECTION IMPROVEMENT



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

Considerations:

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

Sign-in sheets from the March 29, 2022 public involvement meeting



March 29, 2022 | City View at Sterling Square
Sign-In Sheet

Name	Address	Telephone <i>Include mobile number for text alerts</i>	Email	Email and Text Alert Opt In (check)	
Peter Johnson				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Jim Weinzopf				<input type="checkbox"/>	<input type="checkbox"/>
John Kuhn				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Alan Reising				<input type="checkbox"/>	<input type="checkbox"/>
Jim Morley				<input checked="" type="checkbox"/>	<input type="checkbox"/>
John Scheer				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Julia Stansberry				<input type="checkbox"/>	<input type="checkbox"/>
Walt Stott				<input type="checkbox"/>	<input checked="" type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

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



March 29, 2022 | City View at Sterling Square
Elected Officials Sign-In Sheet

Name	Address	Telephone <i>Include mobile number for text alerts</i>	Email	Email and Text Alert Opt In (check)
Kim Merkel				<input checked="" type="checkbox"/> <input type="checkbox"/>
John F. MAIER				<input checked="" type="checkbox"/> <input type="checkbox"/>
Jill Anne Hahn				<input checked="" type="checkbox"/> <input type="checkbox"/>
Mark Stansberry				<input type="checkbox"/> <input type="checkbox"/>
Susan Fowler				<input type="checkbox"/> <input type="checkbox"/>
Kent Ahrenholz				<input type="checkbox"/> <input type="checkbox"/>
				<input type="checkbox"/> <input type="checkbox"/>
				<input type="checkbox"/> <input type="checkbox"/>
				<input type="checkbox"/> <input type="checkbox"/>
				<input type="checkbox"/> <input type="checkbox"/>

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March 29, 2022 | City View at Sterling Square
Sign-In Sheet

Name	Address	Telephone <i>Include mobile number for text alerts</i>	Email	Email and Text Alert Opt In (check)	
Lec Russell				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Melanie Staggs				<input type="checkbox"/>	<input type="checkbox"/>
Justin Weaver				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Ed Wells				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Steve Selby				<input type="checkbox"/>	<input type="checkbox"/>
Karen Selby				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Larry Samples				<input checked="" type="checkbox"/>	<input type="checkbox"/>
JAMES WILHITE				<input type="checkbox"/>	<input type="checkbox"/>
Ted Miller				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Caiden Hahn				<input type="checkbox"/>	<input checked="" type="checkbox"/>

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



March 29, 2022 | City View at Sterling Square
Sign-In Sheet

Name	Address	Telephone <i>Include mobile number for text alerts.</i>	Email	Email and Text Alert Opt In (check)	
D. Adams				<input type="checkbox"/>	<input type="checkbox"/>
M. Wenzel				<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

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March 29, 2022 | City View at Sterling Square
Sign-In Sheet

Name	Address	Telephone <i>Include mobile number for text alerts</i>	Email	Email and Text Alert Opt In (check)	
Stacy Stevens				<input checked="" type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

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March 29, 2022 | City View at Sterling Square
Sign-In Sheet

Name	Address	Telephone <i>Include mobile number for text alerts</i>	Email	Email and Text Alert Opt In (check)
MICHELLE CHRISTIAN				<input checked="" type="checkbox"/> <input type="checkbox"/>
LORIE VANHOOK				<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
RAY SULLIVAN				<input checked="" type="checkbox"/> <input type="checkbox"/>
Patrick Craig				<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
JASON REFFETT				<input checked="" type="checkbox"/> <input type="checkbox"/>
T. ALAN ANDERS				<input checked="" type="checkbox"/> <input type="checkbox"/>
Janice T. Cox				<input checked="" type="checkbox"/> <input type="checkbox"/>
Bred Williams				<input type="checkbox"/> <input type="checkbox"/>
Bruce & Brenda B				<input type="checkbox"/> <input type="checkbox"/>
Steve Miller				<input type="checkbox"/> <input type="checkbox"/>

4

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



March 29, 2022 | City View at Sterling Square
Sign-In Sheet

Name	Address	Telephone <i>Include mobile number for text alerts</i>	Email	Email and Text Alert Opt In (check)
Carolyn James				<input type="checkbox"/> <input type="checkbox"/>
David Savage				<input type="checkbox"/> <input type="checkbox"/>
MILK GOTTMAN				<input checked="" type="checkbox"/> <input type="checkbox"/>
J.A. VOLZ				<input checked="" type="checkbox"/> <input type="checkbox"/>
Ronna Nelson				<input checked="" type="checkbox"/> <input type="checkbox"/>
Brian B. Woods				<input checked="" type="checkbox"/> <input type="checkbox"/>
Jack Rogers				<input checked="" type="checkbox"/> <input type="checkbox"/>
Steve Shappard				<input type="checkbox"/> <input type="checkbox"/>
Sarah Leesch				<input type="checkbox"/> <input type="checkbox"/>
Dylan Retting				<input type="checkbox"/> <input type="checkbox"/>

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



March 29, 2022 | City View at Sterling Square
Sign-In Sheet

Name	Address	Telephone <i>Include mobile number for text alerts</i>	Email	Email and Text Alert Opt In (check)
Nick Cl...				<input checked="" type="checkbox"/> <input type="checkbox"/>
Paul Brown				<input type="checkbox"/> <input type="checkbox"/>
Randy Eades				<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
G. Michael Schopmeyer				<input checked="" type="checkbox"/> <input type="checkbox"/>
Mark Murry				<input type="checkbox"/> <input type="checkbox"/>
Kate Sherrill				<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Grace Pritchett				<input checked="" type="checkbox"/> <input type="checkbox"/>
John R. Hahn				<input type="checkbox"/> <input type="checkbox"/>
Jim Evans				<input type="checkbox"/> <input type="checkbox"/>
Steve				<input type="checkbox"/> <input type="checkbox"/>

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

2022-03-29



Presently, when I want to make a right turn I have a traffic light to help me enter the highway.

According to the maps of the new intersection modifications, when I make a right turn, I go a short distance from the intersection and then have a Stop bar so that I can make a right turn and enter the highway.

Properly, after making a right turn at the new intersections, the short distance is called an acceleration lane to reach highway speeds so that I can then merge into the highway.

After making a right turn from the intersction, there should be a merge lane to enter the highway.

Cross Point Blvd

The map says I-69 EB Exit ramp but I think it should say I-69 WB Exit ramp.

Presently, WB Exit ramp is one lane that merges non-stop onto the highway.

Proposed, two lanes with traffic signal so everybody has to always stop.

Maybe the proposed I-69 WB Exit ramp could keep one lane for non-stop merging WB traffic, and the other WB Exit lane only would incorporate the traffic signal for the WB traffic that wants to turn left onto Cross Point Blvd because only that traffic has to cross both WB Lloyd Expressway lanes for the displaced turn.

NB and SB Cross Point right turning traffic movements should be merge lanes onto the highway.

Burkhardt Rd

NB and SB Burkhardt Rd right turning traffic movements should be merge lanes onto the highway.

Stockwell Rd

SB Stockwell Rd right turning traffic movements should be merge lanes onto the highway.

Barker Avenue / Igleheart Avenue really good.

Corbierre Avenue really good.

Red Bank Rd

NB and SB Red Bank Rd right turning traffic movements should be merge lanes onto the highway.

Boehne Camp Rd

NB and SB Boehne Camp Rd right turning traffic movements should be merge lanes onto the highway.

- N'brd Vann Ave right turn needs an acceleration lane to merge with highway traffic.

Edward Wells

COMMENT FORM

Please check all that apply:

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

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

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

Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

I URGE YOU TO RECONSIDER LEFT TURN CLOSURES ON NORTHBOUND VAUN AVE. IT IS A HEAVY COMMUTER CORRIDOR AND NO VIABLE ALTERNATIVE EXISTS. THE INTERSECTION'S SAFETY CAN BE IMPROVED BY WARNING SIGNALS OVER BOEKE OVERPASS, CLOSING SOUTHBOUND ACCESS (AND CONNECTING ACCESS RD. TO BOEKE ROAD), AND CLOSING LEFT TURNS FROM THE LLOYD. THIS WOULD DECREASE LIGHT CYCLE TIMES GREATLY, MITIGATE SAFETY AND REAR END ACCIDENTS, AND MINIMIZE INCONVENIENCE. BUT YOU HAVE TO DO THEM ALL!

Name: JOHN KUHN Address: _____

E-mail: _____



COMMENT FORM

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- A few times a year

Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

I WAS GLAD TO SEE ALL THESE PROJECTS FOR THE FUTURE (2-20 YRS) BUT, MY MAIN POINT TODAY AND SUGGESTION IS - CHANGE THE NAME OF THE LLOYD TO THE LLOYD HWY - NOT EXPRESSWAY - BECAUSE IT IS NOT AN EXPRESSWAY!!

DALE

Name: DALE FATHAND Address: _____
 E-mail: _____



COMMENT FORM

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- A few times a year

Would you like to receive project updates?

- By email. Email address: already receiving
- By text. Phone number: already receiving

LET US KNOW WHAT YOU THINK

It was nice to see larger pictures and talk with engineers/designers

*Concerns: Barker Ave East bound ramp doesn't look improved. Already a triangle & cars in each others ^{view} way.
Barker N/S Combo: left turns for S Barker hindered when traffic backed up to go east on Penn Ave*

Name: Carolyn James Address: _____

E-mail: already on list



COMMENT FORM

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

LET US KNOW WHAT YOU THINK

Hate it - Adding more stoplights. Poorly designed. Spend more money to fund a design that eliminates all traffic lights from I-69 to west side. If the state can provide funding for Keystone Ave to Carmel and eliminate all the stoplights w/overpasses and roundabouts they can certainly do more in Ellettsville.

Name: Steve Shappard Address: _____
 E-mail: _____



NextLevel

build 1 consolidated overpass in between Stockwell and Vann to service both & eliminate stoplights

COMMENT FORM

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Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

I think it is very poorly planned, it looks good on paper but the neighborhoods and Green River Road, Boeke, Weinbach cannot handle the amount of increased west bound traffic that will be generated by closing Vann to left turns on Lloyd. I work there and know how much traffic goes through there. West bound on Lloyd to Vann handles the ball fields and soccer fields so where does all that traffic go?

Name: Randy Eades Address: _____
 E-mail: _____



COMMENT FORM

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Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

The turn lanes from Vaun Ave to West Lloyd should be left there. The neighborhood cannot take on all the traffic that will be sent onto the side streets.

Boeke Rd is not sufficient to funnel all the traffic from Vaun onto the Lloyd expressway. PLEASE take this into consideration before you finalize this plan.

Name: Stacy Stevens Address: _____

E-mail: _____



COMMENT FORM

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- Monthly
- A few times a year

Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

Will include any components of the complete street elements in your plans?

Name: Mychelle Christian Address: _____
E-mail: _____



COMMENT FORM

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- A few times a year

Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

Do the improvements planned include improved mobility/ safety & accessibility to adjacent neighborhoods & important places along corridor? Information regarding the improvements featuring connections for active transportation is important to local community members.

Name: Louie Van Hook Address: _____
 E-mail: Same as above _____



COMMENT FORM

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Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

Very informative, thank you!

Name: _____ Address: _____

E-mail: _____ Phone number: _____



COMMENT FORM

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

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

Would you like to receive project updates?

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

LET US KNOW WHAT YOU THINK

Worried about drainage on south side of Lloyd by Tekeppole Ave. We already have a problem with flooding. Sound barriers is it going to get louder being taller?

Name: _____ Address: _____
 E-mail: _____ Phone number: _____





MEETING SUMMARY

Date of Meeting: 3/31/2021 **Re:** Virtual Public Meeting

Location: Zoom

Submitted By: Emma Collins

In Attendance:

Project Team

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

Participants (28 via Zoom)

ITEMS DISCUSSED:

The Virtual Public Meeting was held two days after the in-person meeting, providing the public another chance to hear from the Project Team and ask questions. It allowed the Project Team to introduce the project, provide a project overview and direct people to the project website for more information

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

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

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



Like the public meeting, some virtual meeting attendees expressed concerns about the left turn lanes in the project and had questions about stoplight changes. Other topics included:

- A desire for interchanges/overpasses similar to other areas
- The extension of new lanes that will be added
- Widening some roads

Questions and comments included:

- **I was asked to put my question here. I saw the videos of Fort Wayne and Fishers with the legitimate interchanges/overpasses. We deserve those too. I heard her say this isn't going to happen. My response is to that is to save my money. This is a joke. All you are going to do is back up traffic for 3 years and throw away a bunch of money. Sorry. I suspect if you asked local residents, they would agree with me.**
 - Thanks for sharing your feedback regarding TheLloyd4U and for attending the virtual public meeting. Your comments have been shared with the Project Team for review and consideration. Adding interchange overpasses is costly – an average of between \$30 and \$50 million an intersection. Additionally, adding overpasses/interchanges requires a significant amount of space that would be a detriment to businesses along the Lloyd Expressway. The designs planned along the Lloyd will increase safety and mobility for drivers while maintaining accessibility to businesses and homes.
- **Why can't we close the left hand turn at Fielding Road as well as Brentwood Drive? It would help traffic flow coming off of I-69.**
 - The left turn movements at Fielding and Brentwood are low volume movements which are receiving minimal signal phasing time. Preliminary studies do not indicate they are creating a time delay issue or safety concern.
- **Couldn't we just close Stockwell and let the traffic headed towards the north exit onto Green River Road and then they can funnel through the lanes exiting Green River Road?**
 - The volumes of Stockwell Road along with the current geometry and volumes utilizing Green River Road preclude us from implementing a similar improvement at Stockwell Road.
- **Our specific questions relate to the far Westside. If our property adjacent to the Lloyd is affected when will we be notified if we are losing yard?**
 - Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. By the end of 2022 we should know how much additional right of way, if any, will be needed for planned improvements.
- **Are any sound barriers planned for residential portions? Only my two cents, but we do not want any traffic lights on the far west side intersections. Perhaps just small designated turning lane with stop signs. It is wonderful that it gets dark out here and seems rural. We are concerned about it turning city. Traffic is not heavy after 9 or**

10pm. I do like the plans for the east side. Hopefully residents will learn to go on green lights, so the timing of lights works out. Thank you.

- A noise study is being completed as part of the environmental document. There has not been a determination on this matter yet.

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

Public comments from the March 31, 2022
public involvement meeting

Question Report

Report Generated:

7/6/2022 13:52

Topic
TheLloyd4U Virtual Public Meeting

Webinar ID
814 5671 7848

Actual Start Time
3/31/2022 18:01

Question
17

Question Details

#	Question	Asker Name	Answer	Question Time	Answered Time
1	I put a chat question on about why we can't get interchanges / overpasses like they have up north? I think lots of people would like to hear your answers during this meeting. Thanks	Eddie Knapp		3/31/2022 18:33	
2	I was asked to put my question here. I saw the videos of Fort Wayne and Fishers with the legitimate interchanges / overpasses. We deserve those too. I heard her say this isn't going to happen. My response is to that is to save my money. This is a joke. All you are going to do is back up traffic for 3 years and throw away a bunch of money. Sorry. I suspect if you asked local residents they would agree with me.	Eddie Knapp		3/31/2022 18:49	
3	Why can't we close the left hand turn at Fielding Rd as well as Brentwood Dr? It would help traffic flow coming off of I-69	Ronald Unfried		3/31/2022 18:49	
4	Couldn't we just close Stockwell and let the traffic headed towards the North exit onto Greenriver Rd and then they can funnel through the lanes exiting Greenriver Rd?	Ronald Unfried		3/31/2022 18:53	
5	Do you have any ideas how many cars are held up at St Joe Ave and Wabash Ave at peak times? It is hundreds and your signal modifications will do very little to expedite traffic flow. You are allocating \$100k and quite honestly, I see little improvement for money spent. This (and our utilities) is why people are discussing relocating and business is having 2nd thoughts for expanding and bring their employees to souther Indiana	Ronald Unfried		3/31/2022 19:10	
6	The extra 2 lanes on the west side are great - but why not take them to Boehne Camp - it is always backed up to there.	Eddie Knapp		3/31/2022 19:13	
7	I would be happy to talk to you about this offline.	Eddie Knapp		3/31/2022 19:17	
8	The wasted gas from all the cars stopped at the stoplights would pay for the full interchange in 5 years.	Eddie Knapp		3/31/2022 19:18	
9	Our specific questions relate to the far Westside. If our property adjacent to the Lloyd is affected when will we be notified if we are losing yard?	Thomas Vennard		3/31/2022 19:19	
10	what is expected beginning of phase 2	David Folz	live answered	3/31/2022 19:20	3/31/2022 19:22
11	when?	David Folz	live answered	3/31/2022 19:20	3/31/2022 19:22
12	Thanks to all for being here tonight and hosting this meeting. It was a great presentation. Lloyd needs to be three lanes to/from USI- very heavy fast moving traffic during school.	Edward Wells	live answered	3/31/2022 19:20	3/31/2022 19:21
13	Being repaved. Consider widening	Donald Nichols		3/31/2022 19:21	
14	thank you for info	David Folz	Absolutely!	3/31/2022 19:22	3/31/2022 19:22
15	You are Welcome. can you tell me when input on the far west side can be given?	Edward Wells	Thanks for joining us, f	3/31/2022 19:22	3/31/2022 19:24
16	Specifically the McDowell Rd intersection. will that be in the fall? Are any sound barriers planned for residential portions? Only my two cents, but we do not want any traffic lights on the far west side intersections. Perhaps just small designated turning lane with stop signs. It is wonderful that it gets dark our here and seems rural. We are concerned about it turning city. Traffic is not heavy after 9 or 10pm. I do like the plans for the East side, hopefully residents will learn to go on green lights so the timing of lights	B C	live answered	3/31/2022 19:23	3/31/2022 19:24
17	works out. Thank you.	Thomas Vennard		3/31/2022 19:25	

List of attendees at the March 31, 2022
virtual public involvement meeting

Attendee Report

Report Generated: 7/6/2022 13:52

Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)	# Registered
TheLloyd4U Virtual Public Meeting	814 5671 7848	3/31/2022 18:01	84	65

Host Details

Attended	User Name (Original Name)	Email	Join Time	Leave Time
Yes	Berry Craig (C2 Strategic Communications)		3/31/2022 18:01	3/31/2022 19:25

Panelist Details

Attended	User Name (Original Name)	Join Time	Leave Time
Yes	Mindy Peterson	3/31/2022 18:14	3/31/2022 19:25
Yes	Jeff Whitaker	3/31/2022 18:06	3/31/2022 19:25
Yes	Troy Arnold	3/31/2022 18:05	3/31/2022 19:25
Yes	Matt Bullock	3/31/2022 18:19	3/31/2022 19:20
Yes	Cody Buecler	3/31/2022 18:30	3/31/2022 18:37
Yes	Toby Randolph	3/31/2022 18:15	3/31/2022 19:25
Yes	Brian Malone	3/31/2022 18:03	3/31/2022 19:25
Yes	Jared Peterson	3/31/2022 18:11	3/31/2022 19:20

Attendee Details

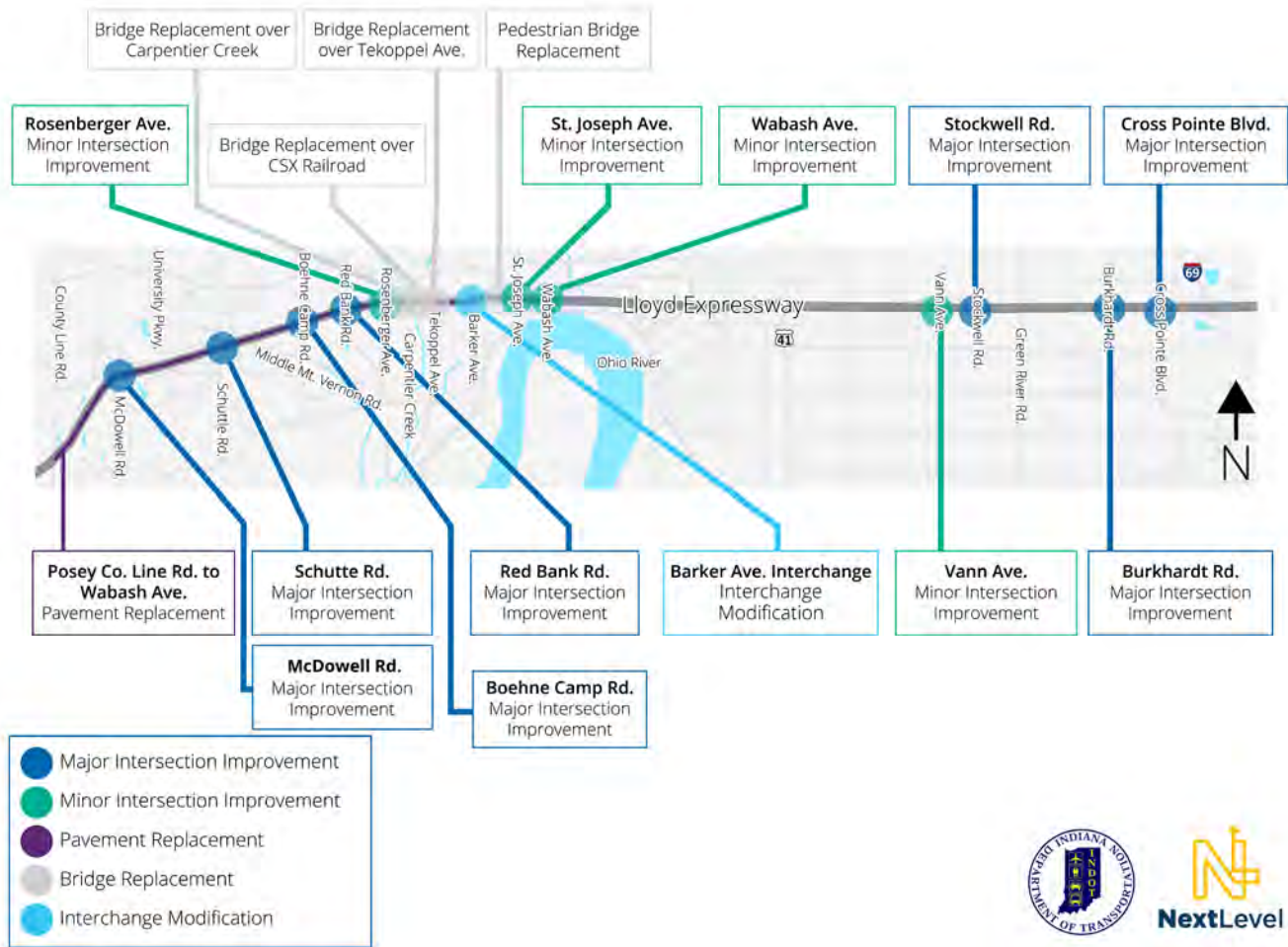
Attended	User Name (Original Name)	First Name	Last Name
Yes	Blake Brenneman	Blake	Brenneman
Yes	Katrina Pinkstaff	Katrina	Pinkstaff
Yes	Katrina Pinkstaff	Katrina	Pinkstaff
Yes	Katrina Pinkstaff	Katrina	Pinkstaff
Yes	Anthony Ross	Anthony	Ross
Yes	Joiner Lagpacan	Joiner	Lagpacan
Yes	Herman Rusche	Herman	Rusche
Yes	Herman Rusche	Herman	Rusche
Yes	Herman Rusche	Herman	Rusche
Yes	Donald Nichols	Donald	Nichols
Yes	Eddie Knapp	Eddie	Knapp
Yes	Mark Murry	Mark	Murry
Yes	David Pulliam	David	Pulliam
Yes	Ronald Unfried	Ronald	Unfried
Yes	MICHAEL Stevens	MICHAEL	Stevens
Yes	Mark Maidlow	Mark	Maidlow
Yes	Shawn Strange	Shawn	Strange
Yes	Greg Richmond	Greg	Richmond
Yes	Thomas Vennard	Thomas	Vennard
Yes	Andrea Hays	Andrea	Hays
Yes	Amanda	Amanda	
Yes	B C	B	C
Yes	David Wirtz	David	Wirtz

Yes	Anna Hargis	Anna	Hargis
Yes	James Voelker	James	Voelker
Yes	A E	A	E
Yes	A E	A	E
Yes	Edward Wells	Edward	Wells
Yes	Michael Frankenberger	Michael	Frankenberger
Yes	Brent Bohrer	Brent	Bohrer
Yes	David Folz	David	Folz
Yes	Ila T	Ila	T
Yes	Kathy Gray	Kathy	Gray
No	Rob	Rob	Agee
No	Karstin	Karstin	Carmany-George
No	James	James	Morley
No	Robert	Robert	Sisson
No	Stephen	Stephen	Bequette
No	Diane	Diane	Masterson
No	Adin	Adin	McCann
No	Lisa	Lisa	McLaughlin
No	Sally	Sally	Rideout
No	Dan	Dan	Syrus
No	Kevin	Kevin	Shelley
No	Michael	Michael	Weber
No	Beth	Beth	McFadin Higgins
No	Cindy	Cindy	Staples
No	Jon	Jon	Wandling
No	Mychelle	Mychelle	Christian
No	Lorie	Lorie	Van Hook
No	Hemang	Hemang	Shah
No	Jeffrey	Jeffrey	Miller
No	JOHN	JOHN	Mathias
No	Barry	Barry	Jones
No	Phillip	Phillip	Murphy
No	Michael	Michael	Lockard
No	Jonathan	Jonathan	Huddleston
No	Dawn	Dawn	Horton-Krack
No	Robert	Robert	Russell
No	Daniel	Daniel	Ryan
No	Nancy	Nancy	Langley
No	Sherry	Sherry	Schneider
No	Brian	Brian	Woods
No	jan	jan	davies
No	Mark	Mark	Nagle

No	Gabriel	Gabriel	Whitley
No	Pam	Pam	Drach
No	Jeffrey	Jeffrey	Berry
No	Ken	Ken	Yellig
No	Donna	Donna	Kitchens
No	Mike	Mike	ODaniel
No	Sharon	Sharon	Cloum
Other Attended			
User Name	Join Time	Leave Time	Time in Session (minutes) Is Guest
18124491915		3/31/2022 18:31	3/31/2022 18:53 22 Yes

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

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



IMPROVEMENTS: ALTERNATIVE INTERSECTIONS

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

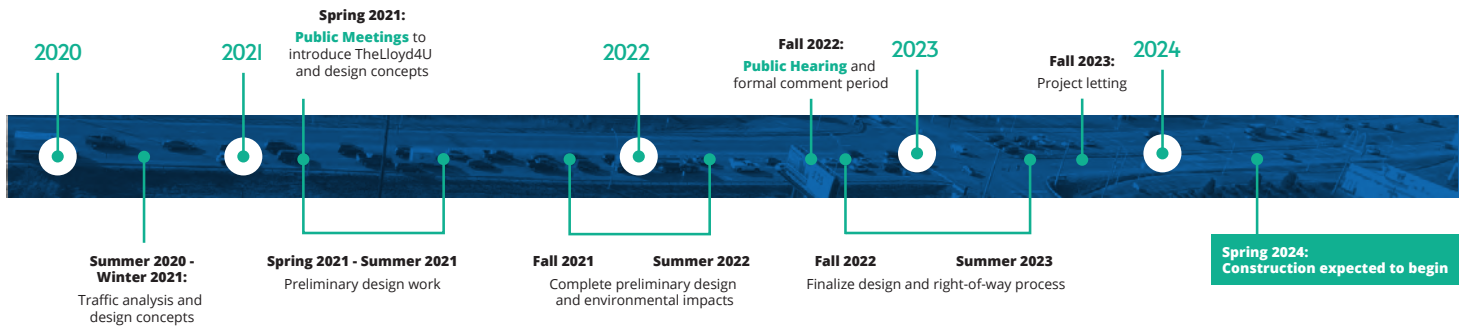
The idea is simple: organize traffic to improve flow and safety.

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

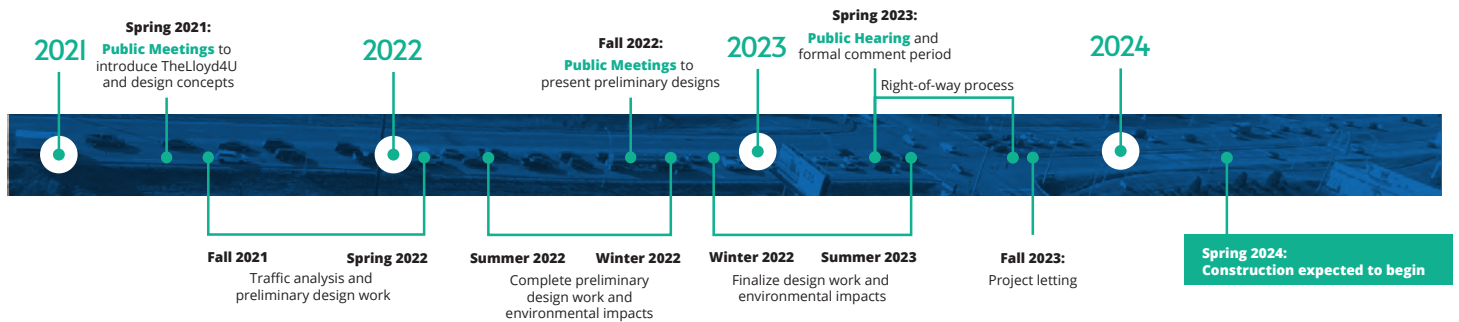
- Fewer conflict points
- Increased efficiency
- Maintained accessibility
- Improved safety
- Improved traffic flow

WHAT TO EXPECT

PHASE ONE: ROSENBERGER AVENUE TO CROSS POINTE BOULEVARD



PHASE TWO: POSEY COUNTY LINE ROAD TO ROSENBERGER AVENUE



NEXT STEPS

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

Fall 2022

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

FOLLOW OUR PROGRESS



TheLloyd4U.com



Sign up for e-mail updates at TheLloyd4U.com



TheLloyd4U



Text "INDOT Lloyd" to 468311 for text updates

CONTACT US



855-INDOT4U
(855-463-6848)



INDOT@indot.in.gov



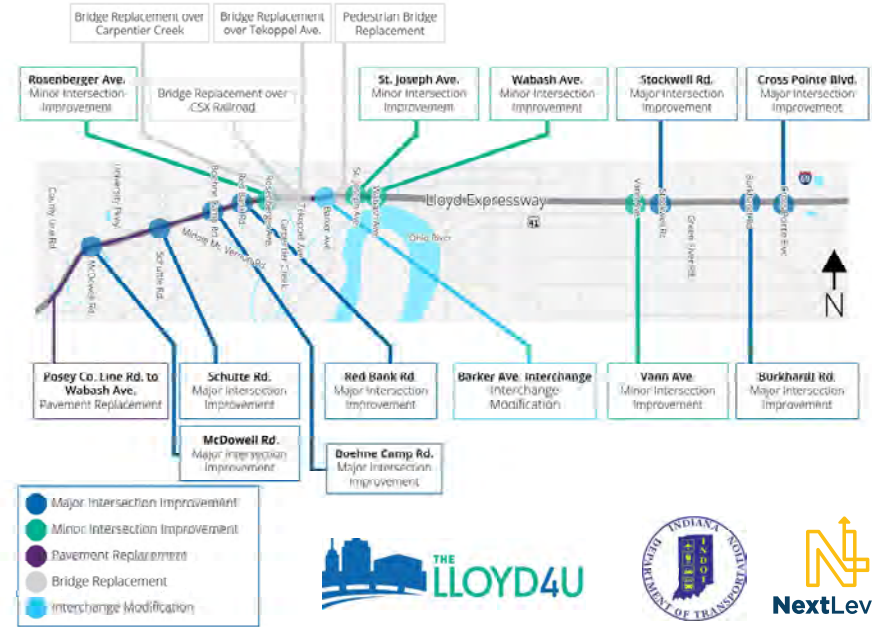
INDOT4U.com





PROJECT OVERVIEW

- More than a dozen improvement projects.**
- Projects extend from Posey County Line Road to Cross Pointe Boulevard.**
- INDOT is investing more than \$100 million in improvements.**
- Improvements will make the Lloyd more efficient and safer to navigate.**
- Includes intersection improvements, bridge replacements and pavement replacement.**
- Construction expected to begin in spring 2024.**



ALTERNATIVE INTERSECTIONS

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

These videos can be viewed at
TheLloyd4U.com

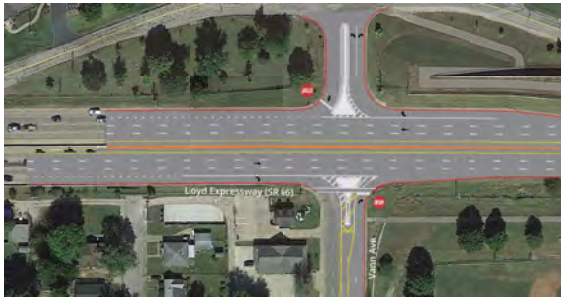


EAST SIDE IMPROVEMENTS

- Vann Avenue
- Stockwell Road
- Burkhardt Road
- Cross Pointe Boulevard



VANN AVENUE: MINOR INTERSECTION IMPROVEMENT



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

Considerations:

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

STOCKWELL ROAD: MAJOR INTERSECTION IMPROVEMENT



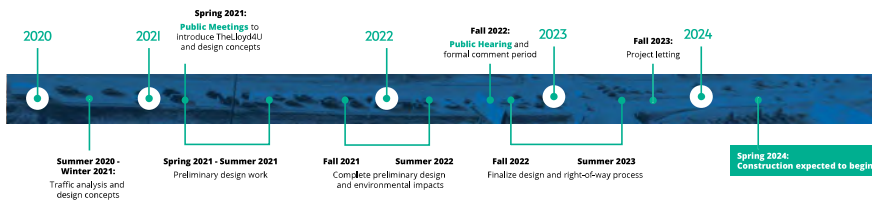
Hybrid solution with EB displaced left turn and WB boulevard left turn

Considerations:

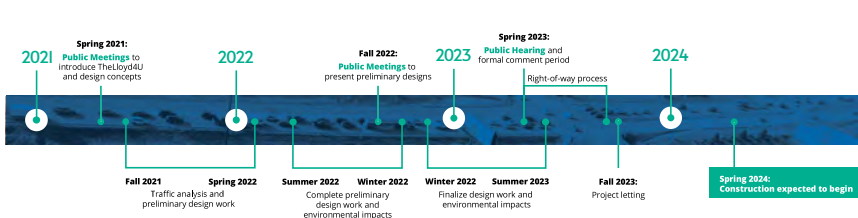
- Proximity to Green River Road ramps results in a hybrid solution
- Proximity to John Street also supports hybrid solution
- Afternoon/evening peak delays in all directions

WHAT TO EXPECT

PHASE ONE: ROSENBERGER AVENUE TO CROSS POINTE BOULEVARD



PHASE TWO: POSEY COUNTY LINE ROAD TO ROSENBERGER AVENUE



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855-INDOT4U (855-463-6848)



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INDOT4U.com

THE LLOYD4U Public Meeting

March 2022



PRESENTERS



Brian Malone
INDOT
Project Manager



Mindy Peterson
C2 Strategic Communications
Public Involvement



Jeff Whitaker
Lochmueller Group
Project Manager



Toby Randolph
Parsons Transportation Group
Lead Designer



AGENDA

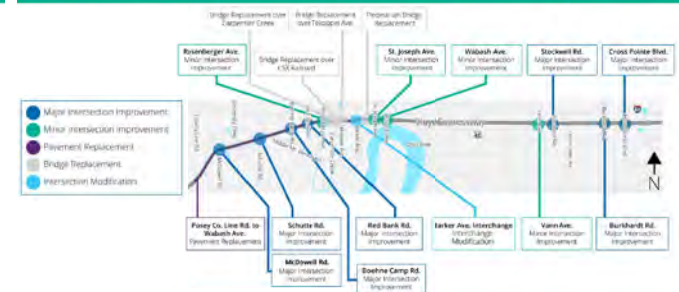
- 1) Project Overview
- 2) Alternative Intersections
- 3) Proposed Improvements
- 4) Next Steps
- 5) Follow Our Progress

PROJECT OVERVIEW

PROJECT OVERVIEW

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

IMPROVEMENT LOCATIONS



THE BIG PICTURE

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

WHAT HAS BEEN HAPPENING

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



PROJECT PURPOSE

Making the Lloyd Work For You

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



HOW DO WE DO THAT?

Alternative Intersections

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

ALTERNATIVE INTERSECTIONS

WHAT ARE ALTERNATIVE INTERSECTIONS?

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



Displaced Left Turn



Boulevard Left Turn

DISPLACED LEFT TURN

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

HYBRID SOLUTION

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

VIDEOS: WHAT TO EXPECT

- Seeing in practice **will help you visualize**
- Visit the **Alternative Intersections station**
- See **simulations and hear testimonials**
- Videos are available at **Lloyd4U.com**



IMPROVEMENT PROJECTS

EAST SIDE IMPROVEMENTS: AN OVERVIEW

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



VANN AVENUE



Minor Intersection Improvement

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

Considerations

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

STOCKWELL ROAD



Major Intersection Improvement

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

Considerations

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

BURKHARDT ROAD



Major Intersection Improvement

- Dual displaced left turns

Considerations

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

CROSS POINTE BOULEVARD



Major Intersection Improvement

- Dual displaced left turns with I-69 ramp modifications

Considerations

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

WEST SIDE IMPROVEMENTS: AN OVERVIEW

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



PAVEMENT REPLACEMENT: ROSENBERGER TO WABASH



Considerations

- Added 3rd lane from Rosensberger to Barker

ROSENBERGER AVENUE



Minor Intersection Improvement

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

Considerations

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

BARKER AVENUE/IGLEHEART AVENUE

Intersection Modification

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

Considerations

- Reconfigure ramps to improve safety



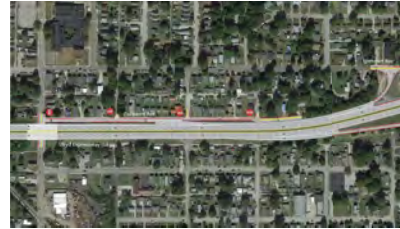
CORBIERRE AVENUE

Intersection Modification

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

Considerations

- Increases ramp spacing
- Improves space for changing lanes



ST. JOSEPH AVENUE

Minor Intersection Improvement

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

Considerations

- Commercial and industrial corridor



WABASH AVENUE



Minor Intersection Improvement

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

Considerations

- High number of westbound rear-end crashes

BRIDGE REPLACEMENTS



ANTICIPATED CLOSURES

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



PHASE 2 PAVEMENT REPLACEMENT: COUNTY LINE TO ROSENBERGER



Skutumpah Project Pavement beyond life expectancy End Project

STILL TO COME

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



NEXT STEPS

RIGHT OF WAY

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



NEXT STEPS

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



PHASE I: ROSENBERGER TO CROSS POINT



PHASE 2: POSEY COUNTY LINE TO ROSENBERGER



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FOLLOW OUR PROGRESS

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TONIGHT'S MEETING

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



QUESTIONS AND COMMENTS

www.INDOT4U.com

855-INDOT4U (463-6848)

INDOT@indot.in.gov



THANK YOU



Public comments submitted via INDOT4U

Date Received	Response Due	Name	INDOT Service	Theme	Comment	Response
3/30/2022	4/1/2022	Janet Dunn	Construction Work Zone Management	Left turns	Vann Avenue South of SR 62/the Lloyd Expressway is capable of handling the southbound traffic. Boeke Road is not, so eliminating left turns from the westbound lane of SR 62/the Lloyd would CAUSE a major problem on Boeke Road. Eastbound traffic on SR 62/the Lloyd's only route northward between Boeke Road and Green River Road is Stockwell Road, so eliminating left turns for eastbound traffic to go North onto Stockwell Road would increase traffic on Green River Road, which is ALREADY a problem	Thanks for sharing your feedback regarding TheLloyd4U. Your comments have been shared with the Project Team for review and consideration.
3/30/2022	4/7/2022	Michael Gottman	Project Information Assistance	Left turns	This evening, I attended the in-person meeting about the upcoming Lloyd Expressway project. One of the individuals I spoke with was Dave Goffinet. It is my understanding that detailed designs are not complete west of Rosenberger Ave. In my conversation with Dave, I brought up the fact the state of Indiana has implemented 'J' turns in other parts of the state. Based on my limited knowledge of J turns, it seems to me J turns could be implemented for everything west of Boehne Camp Rd (Middle Mt Vernon, Feltstead, Schutte and McDowell). There is plenty of available real estate and enough 'line of sight' to make the J turn work. Thank you for taking the time to put together the meeting tonight. If there is someone on the design team I can contact directly, I would be very interested in having that conversation.	Thanks for your comments and for attending the public meeting. You are correct – detailed designs are still underway west of Rosenberger Avenue. Look for a public meeting this fall to share those design concepts and more information about the project. If you're not already, please consider signing up for text and email updates at TheLloyd4U.com – we'll send notifications on public meetings and other periodic project updates there and on social media. We've passed along your suggestions and feedback about J-turns to the Project Team. If you should still want to speak with a member of the team, let me know.
3/30/2022	4/7/2022	Nell Clay	Project Information Assistance	Stoplights	I attended the Lloyd4U meeting in Evansville last night and wanted to express my concern about the project. I think the goal is to remove stoplights—from what I can tell, they've been added. Also the proposed changes at Vann Ave will make an already busy intersection much worse. Please reconfigure this idea while still in the planning stages. If it goes forward as is, it will be a nightmare for our city.	Thanks for taking the time to reach out, and we're sorry for your frustration. We will share your comments with the Project Team for additional discussion and review.
3/28/2022	N/A	R Link		Overall design	What is the timeline for when you're going to mess up the Vann Ave intersection? For those of use who live to the south of the Lloyd and close to Vann Ave, that's been the most efficient intersection to use for going West on the Lloyd. Anything west of there (Boeke, Weinbach) requires travel along Division St until nearly the 41/Lloyd cloverleaf and adds several minutes to a commute. Then, WHAT is that craziness you have planned for Stockwell Rd? Will we even be able to get onto the westbound Lloyd there? And, when will that intersection be impacted? After all these changes, is the name of the road going to be changed to Lloyd Interstate? or Lloyd Highway? *smirk* and, those dual displaced left turns ? ... ha! The idiots that are already causing accidents on that stretch of road are just going to go bonkers when they can't figure out what to do at the intersections. what a joke. It's always the same ... when planners put into new streets, they are short-sighted and don't put in a road that can handle high traffic throughout it's life ... (And, sorry, 'not available to go to the 3/29 meeting.)	Thanks for sharing your feedback regarding TheLloyd4U. Your comments have been shared with the Project Team for review and consideration. Construction on Phase 1 (that includes Vann Avenue) is expected to begin in Spring 2024. There will be access to the westbound Lloyd Expressway from Stockwell Road. If you're not already, consider following the project on social media and adding your email address or phone number at TheLloyd4U.com. The Project Team shares periodic updates and will share information on public meetings this fall to subscribers.
3/28/2022	4/5/2022	Ted Miller	Project Information Assistance	Overall design	The customer is calling regarding the Lloyd for You project and the plans with it for Corbierre Ave, Evansville. The customer is concerned with the routes that will be left for travel to the St Vincent Hospital. The customer says that INDOT is not considering how the project is going to affect the rest of Evansville and he would like to discuss this with someone. Thank you.	Thanks for sharing your feedback regarding TheLloyd4U. Your comments have been shared with the Project Team for review and consideration.

4/6/2022	4/14/2022	Michael DeCarli	Project Information Assistance	Stoplights	<p>My name is Michael DeCarli. I am from Evansville but am currently Active Duty Navy in Italy. I just read through the plans for the Lloyd Expressway in Evansville and quite frankly it's a huge letdown. I'm tired of Evansville being the last city in the state to receive worthwhile upgrades from INDOT! Take the lights off the Lloyd Expressway and make this thoroughfare limited access all the way through. I really am struggling to understand what is so difficult about this. Cities across America of similar size to Evansville have cross-town limited access freeways. If Indiana wants to allow the Evansville area the opportunity to achieve proper growth, this plan will be re-evaluated immediately and these stoplights will be removed instead of modified. Newburgh will continue to grow which means these intersection "upgrades" will become congested. Make the Lloyd Expressway an expressway immediately. Thank you for your time.</p>	<p>Mr. DeCarli – Thanks for your interest in TheLloyd4U and thanks for your service. We appreciate you reaching out. We realize the frustration for drivers on the Lloyd Expressway and also the constraints the team has to work within. The Lloyd is a main connector and heavily developed. Maintaining access to those many businesses and homes is a priority. That can't be done with removing traffic lights and limited access. Planned improvements must be reasonable and feasible. INDOT is planning a significant investment in the Lloyd from one end of the county to the other. This \$100 Million+ investment should make a real difference in how the Lloyd functions for drivers – increasing traffic flow and safety. Your comments are being shared with the Project Team, and we hope you'll continue to follow our progress.</p>
4/6/2022	4/14/2022	Steve Bennett	Project Information Assistance	Stoplights	<p>I just read the newspaper article about the planned improvements. Please consider the same change to the Wabash Ave intersection that you plan to make at Vann Ave., right turns only and no stoplights. With 9th Ave only a block to the east it would be easier for motorists to deal with than the one at Vann Ave.</p>	<p>Thanks for sharing your feedback regarding TheLloyd4U. Your comments about the Wabash and Vann intersections have been shared with the Project Team for review and consideration. If you're not already, consider following us on social media and adding your email address or phone number at TheLloyd4U.com – you'll get the latest project news and updates from us there and on Facebook at Twitter.</p>
4/11/2022	4/20/2022	Kevin Robertson	Project Information Assistance	Overall design	<p>Good afternoon,</p> <p>I have read the proposed project and to say that this proposal is some the worst engineering mismanagement would be a kindness. The Lloyd is primed and ready to receive the same treatment as State Rd 31, Keystone Parkway, and State Rd 37 in Hamilton County. It is clear that not only do engineers from different locations not communicate. You do not read even your own published information. I have posted your own link here for a refresher: https://www.in.gov/indot/traffic-operations/roundabouts/. Your office should go back to school and retake all of your civil engineering classes. The LLOYD4U proposal in it's current iteration is an embarrassment and ridiculous waste of tax payer and federal funds. I am happy to engage in productive discourse regarding my comments. To quote:</p> <p>"I pause for a reply."</p> <p>With regards,</p> <p>Kevin C. Robertson</p>	<p>Thanks for taking the time to reach out, and we're sorry for your frustration. We will share your comments with the Project Team for additional discussion and review.</p>

Date	Closed	Response Date	Person/Virtual	Name	Travel Frequency	Theme	Comment	Response
3/29/2022	Yes	4/12/2022	P	Edward Wells		Multi-street concerns	Presently, when I want to make a right turn I have a traffic light to help me enter the highway. According to the maps of the new intersection modifications, when I make a right turn, I go a short distance from the intersection and then have a Stop bar so that I can make a right turn and enter the highway. Properly, after making a right turn at the new intersections, the short distance is called an acceleration lane to reach highway speeds so that I can then merge into the highway. After making a right turn from the intersection, there should be a merge lane to enter the highway. // Cross Point Blvd The map says I-69 EB Exit ramp but I think it should say I-69 WB Exit ramp. Presently, WB Exit ramp is one lane that merges non-stop onto the highway. Proposed, two lanes with traffic signal so everybody has to always stop. Maybe the proposed I-69 WB Exit ramp could keep one lane for non-stop merging WB traffic, and the other WB Exit lane only would incorporate the traffic signal for the WB traffic that wants to turn left onto Cross Point Blvd because only that traffic has to cross both WB Lloyd Expressway lanes for the displaced turn. NB and SB Cross Point right turning traffic movements should be merge lanes onto the highway. // Burkhardt Rd NB and SB Burkhardt Rd right turning traffic movements should be merge lanes onto the highway. // Stockwell Rd SB Stockwell Rd right turning traffic movements should be merge lanes onto the highway. // Barker Avenue/Igleheart Avenue really good // Corbierre Avenue really good // Red Bank Rd NB and SB Red Bank Rd right turning traffic movements should be merge lanes onto the highway // Boehne Camp Rd NB and SB Boehne Camp Rd right turning traffic movements should be merge lanes onto highway // NB Vann Ave right turn needs an acceleration lane to merge with highway traffic	Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. Your comments have been shared with the Project Team for review and consideration. When using a boulevard left turn, drivers proceed through the main intersection and make a U-turn, followed by a right turn. The far outside lane after making that U-turn allows drivers the space to safely accelerate and then slow to complete the right turn. Learn more about boulevard left turns and other innovative intersections under consideration at TheLloyd4U.com.
3/29/2022	Yes	4/12/2022	P	John Kuhn	Multiple times a day	Left turns	I urge you to reconsider left turn closures on northbound Vann Ave. It is a heavy commuter corridor and no viable alternative exists. The intersection's safety can be improved by warning signals over Boeke overpass, closing southbound access (and connecting access rd to Boeke Rd), AND closing left turns FROM the Lloyd. This would decrease light cycle times greatly, mitigate safety + rear end accidents and minimize inconvenience. BUT you have to do them ALL.	Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. Your comments about Vann Avenue and Boeke have been shared with the Project Team for review and consideration. If you're not already, consider following the project on social media and signing up for text and/or email alerts from the project at TheLloyd4U.com.
3/29/2022	Yes	4/12/2022	P	Dale Fatland	3-5 times per week	Name change	I was glad to see all these projects for the future (2-20 years) but my main point TODAY and suggestion is change the name of the Lloyd to the Lloyd Highway - not expressway - because it is NOT an expressway.	Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. Your comments have been shared with the Project Team for review and consideration.
3/29/2022	Yes	4/12/2022	P	Carolyn James	Daily	Left turns	It was nice to see larger pictures and talk with engineers/designers. Concerns: Barker Ave Eastbound ramp doesn't look improved. Already a triangle and cars in each others' view. Barker N/S Combo: left turns for S Barker hindered when traffic backed up to go east on Penn Ave.	Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. Your comments about Barker Avenue have been shared with the Project Team for review and consideration.
3/29/2022	Yes	4/12/2022	P	Steve Shappard	Multiple times a day	Stoplights	Hate it- adding more stoplights. Poorly designed. Spend more money to fund a design that eliminates all traffic lights from I-69 to west side. If the state can provide funding for Keystone Ave to Carmel and eliminate all the stoplights w/ overpasses and roundabouts they can certainly do more in Eville. build/consolidated in between Stockwell and Vann to service both and eliminate stoplights.	Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. Your comments have been shared with the Project Team for review and consideration. While there are some intersections that will use additional stoplights, alternative intersections like the displaced left turn reduce conflict points and move more traffic than a traditional intersection. Visit TheLloyd4U.com for informational videos about intersection designs.

3/29/2022			P	Randy Eades	Multiple times a day	Left turns	I think it is very poorly planned, it looks good on paper but the neighborhoods and Green River Road, Boeke, Weinbach cannot handle the amount of increased westbound traffic that will be generated by closing Vann to left turns on Lloyd. I work there and know how much traffic goes through there. Westbound on Lloyd to Vann handles the ball fields and soccer fields so where does all that traffic go?	To your question about the ball fields – drivers accessing Vann Avenue via the westbound Lloyd Expressway will need to identify an alternative route along the grid south of the Lloyd.
3/29/2022	Yes	4/12/2022	P	Stacy Stevens	Multiple times a day	Left turns	The turn lanes from Vann Ave to west Lloyd should be left there. The neighborhood cannot take on all the traffic that will be sent on to the side streets. Boeke Rd is not sufficient to funnel all the traffic from Vann onto the Lloyd Expressway. PLEASE take this into consideration before you finalize this plan.	Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. Your comments about Vann and Boeke have been shared with the Project Team for review and consideration.
3/29/2022	Yes	4/12/2022	P	Mychelle Christian	3-5 times per week	Additional components	Will include any components of the complete street elements in your plans?	Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. Your comments have been shared with the Project Team for review and consideration. The Lloyd improvements are focused solely on the mainline expressway with minor upgrades where we intersect with the Lloyd. Accommodations for crossing the Lloyd that are in place today will be maintained including a reconstruction of the pedestrian crossing near Mead Johnson.
3/29/2022	Yes	4/12/2022	P	Lorie Van Hook	Multiple times a day	Additional components	Do the improvements planned include improved mobility/safety + accessibility to adjacent neighborhoods + important places along the corridor? Information regarding the improvements featuring connections for active transportation is important to local community members.	Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. Your comments have been shared with the Project Team for review and consideration. The Lloyd improvements are focused solely on the mainline expressway with minor upgrades where we intersect with the Lloyd. Accommodations for crossing the Lloyd that are in place today will be maintained including a reconstruction of the pedestrian crossing near Mead Johnson. The Lloyd improvements are focused solely on the mainline expressway with minor upgrades where we intersect with the Lloyd.
3/29/2022			P	None given	Daily	Appreciation	Very informative, thank you!	We appreciate your attendance.
3/29/2022			P	None given	Daily	Noise	Worried about drainage on south side of Lloyd by Tekoppel Ave. We already have a problem with flooding. Sound barriers, is it going to get louder being taller?	We will not be introducing additional water to the south side, it will be captured with mainline drainage measures. A noise study is being completed as part of the environmental document. There has not been a determination on this matter yet.
3/31/2022	Yes	4/12/2022	V	Eddie Knapp		Interchanges	I put a chat question on about why we can't get interchanges / overpasses like they have up north? I think lots of people would like to hear your answers during this meeting. Thanks	Thank you for your feedback we have shared it with the project team.
3/31/2022	Yes	4/12/2022	V	Eddie Knapp		Interchanges	I was asked to put my question here. I saw the videos of Fort Wayne and Fishers with the legitimate interchanges / overpasses. We deserve those too. I heard her say this isn't going to happen. My response is to that is to save my money. This is a joke. All you are going to do is back up traffic for 3 years and throw away a bunch of money. Sorry. I suspect if you asked local residents they would agree with me.	Thanks for sharing your feedback regarding TheLloyd4U and for attending the virtual public meeting. Your comments have been shared with the Project Team for review and consideration. Adding interchange overpasses is costly – an average of between \$30 and \$50 million an intersection. Additionally, adding overpasses/interchanges requires a significant amount of space that would be a detriment to businesses along the Lloyd Expressway. The designs planned along the Lloyd will increase safety and mobility for drivers while maintaining accessibility to businesses and homes.

3/31/2022	Yes	4/12/2022	V	Ronald Unfried	Left turns	Why can't we close the left hand turn at Fielding Rd as well as Brentwood Dr? It would help traffic flow coming off of I-69	The left turn movements at Fielding and Brentwood are low volume movements which are receiving minimal signal phasing time. Preliminary studies do not indicate they are creating a time delay issue or safety concern.	
3/31/2022	Yes	4/12/2022	V	Ronald Unfried	Left turns	Couldn't we just close Stockwell and let the traffic headed towards the North exit onto Greenriver Rd and then they can funnel through the lanes exiting Greenriver Rd?	The volumes of Stockwell Road along with the current geometry and volumes utilizing Green River Road preclude us from implementing a similar improvement at Stockwell Road.	
3/31/2022	Yes	4/12/2022	V	Ronald Unfried	Stoplights	Do you have any ideas how many cars are held up at St Joe Ave and Wabash Ave at peak times? It is hundreds and your signal modifications will do very little to expedite traffic flow. You are allocating \$100k and quite honestly, I see little improvement for money spent. This (and our utilities) is why people are discussing relocating and business is having 2nd thoughts for expanding and bring their employees to southern Indiana	Thanks for sharing your feedback regarding TheLloyd4U. Your comments have been shared with the Project Team for review and consideration.	
3/31/2022	Yes	4/12/2022	V	Eddie Knapp	New lanes	The extra 2 lanes on the west side are great - but why not take them to Boehne Camp - it is always backed up to there.	Thanks for sharing your feedback regarding TheLloyd4U. Your comments have been shared with the Project Team for review and consideration.	
3/31/2022	Yes	4/12/2022	V	Eddie Knapp	N/A	I would be happy to talk to you about this offline.	We appreciate your attendance.	
3/31/2022	Yes	4/12/2022	V	Eddie Knapp	Stoplights	The wasted gas from all the cars stopped at the stoplights would pay for the full interchange in 5 years.	Thanks for sharing your feedback regarding TheLloyd4U. Your comments have been shared with the Project Team for review and consideration.	
3/31/2022	Yes	4/12/2022	V	Thomas Vennard	Land loss	Our specific questions relate to the far Westside. If our property adjacent to the Lloyd is affected when will we be notified if we are losing yard?	Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. By the end of 2022 we should know how much additional right of way, if any, will be needed for planned improvements.	
3/31/2022	Yes	4/12/2022	V	David Folz	Project phases	what is expected beginning of phase 2	Live answer	
3/31/2022	Yes	4/12/2022	V	David Folz	Project phases	when?	Live answer	
3/31/2022	Yes	3/31/2022	V	Edward Wells	Appreciation	Thanks to all for being here tonight and hosting this meeting. It was a great presentation.	Live answer	
3/31/2022	Yes	4/12/2022	V	Donald Nichols	New lanes	Lloyd needs to be three lanes to/from USI- very heavy fast moving traffic during school. Being repaved. Consider widening	Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. Your comments about the area around USI has been shared with the Project Team for review and consideration.	
3/31/2022	Yes	3/31/2022	V	David Folz	Appreciation	thank you for info	Absolutely!	
3/31/2022	Yes	3/31/2022	V	Edward Wells	Appreciation	You are Welcome.	Thanks for joining us, Edward. Appreciate it.	
3/31/2022	Yes	3/31/2022	V	B C	Intersection	Can you tell me when input on the far west side can be given? Specifically the McDowell Rd intersection. Will that be in the fall?	Live answer	
3/31/2022	Yes		V	Thomas Vennard	Noise, stoplights	Are any sound barriers planned for residential portions? Only my two cents, but we do not want any traffic lights on the far west side intersections. Perhaps just small designated turning lane with stop signs. It is wonderful that it gets dark out here and seems rural. We are concerned about it turning city. Traffic is not heavy after 9 or 10pm. I do like the plans for the East side, hopefully residents will learn to go on green lights so the timing of lights works out. Thank you.	A noise study is being completed as part of the environmental document. There has not been a determination on this matter yet.	
4/14/2022			P	John Scheer	Multiple times a day	Stoplights	Ideally, I would prefer the Lloyd to be a full fledged expressway. But, since that does not seem possible, any improvement in traffic flow over what we have now would be great. I do not like the idea of adding a traffic light to the I-69-Lloyd interchange, but realize it may be necessary.	Thanks for sharing your feedback regarding TheLloyd4U and for attending the public meeting. Your comments have been passed along to the Project Team. While there are some intersections that will use additional stoplights, alternative intersections like the displaced left turn reduce conflict points and move more traffic than a traditional intersection. Visit TheLloyd4U.com for informational videos about intersection designs.

Media Coverage

TheLloyd4U October Media Coverage

Summary

Total Mentions: 26

Total Reach: 558.5K

Total Publicity Value: \$18.3K



Top Articles

Top Articles

DATE	HEADLINES	OUTLET	REACH
10/14/2020	INDOT, local officials say major upgrades coming to Lloyd Expressway	Evansville Courier & Press Online	86,001
10/15/2020	INDOT invests \$100 million for Lloyd Expressway improvements	WFIE-TV Online	55,622
10/14/2020	\$100 million in Lloyd Expressway improvements getting underway	WFIE-TV Online	55,622
10/14/2020	\$100M project announced to redesign the Lloyd Expressway	WTVW-TV Online	50,003
10/15/2020	Major Improvements Coming to the Lloyd Expressway	99.5 WKDQ	
10/15/2020	Planning to Begin on Lloyd Improvements	WJCT-TV - Online	47,365
10/14/2020	INDOT: \$100 million in Lloyd projects coming; Greater efficiency, safety aim of	Evansville Courier & Press	34,543
10/14/2020	14 News at 6	WFIE-TV	32,465
10/14/2020	Eyewitness News at 5pm	WEHT-TV	25,432
10/14/2020	14 News at 5	WFIE-TV	25,275
10/14/2020	14 News at 4:00PM	WFIE-TV	20,103
10/14/2020	14 News at 10	WFIE-TV	18,499
10/14/2020	Eyewitness News at 9pm	WTVW-TV	14,949
10/14/2020	Eyewitness News First at 4pm	WEHT-TV	10,903
10/14/2020	Eyewitness News at 10pm	WEHT-TV	9,798
10/14/2020	Eyewitness News Daybreak	WEHT-TV	8,839
10/14/2020	14 News at Sunrise	WFIE-TV	8,086
10/14/2020	14 News at Sunrise	WFIE-TV	8,086

Top Outlets

OUTLET	NUMBER OF CLIPS	REACH	PUBLICITY VALUE
WFIE-TV	9	127,760	\$9,163.60
WEHT-TV	5	58,553	\$4,099.03
WTVW-TV	5	42,486	\$3,110.34
WFIE-TV Online	2	111,244	\$25.59
Evansville Courier & Press Online	1	86,001	\$39.56
WTVW-TV Online	1	50,003	\$11.50
WJCT-TV - Online	1	47,365	\$10.89
106.1 Kiss FM - Online	1	500	\$0.12
Evansville Courier & Press	1	34,543	\$1,811.57

April TheLloyd4U Media Coverage

Summary

Total Mentions: 31

Total Reach: 615.4K

Total Publicity Value: \$13.9K



Top Articles

Top Articles

DATE	HEADLINES	OUTLET	REACH
4/21/2021	How to learn more about intersection improvements planned for Lloyd Expressway	Evansville Courier & Press Online	86,001
4/21/2021	INDOT road construction picking up with several projects planned this spring	WFIE-TV Online	55,622
4/5/2021	Public meetings set for Lloyd Expressway improvement plans	WFIE-TV Online	55,622
4/21/2021	Public meeting held on Lloyd4U project	WTVW-TV Online	50,003
4/5/2021	TheLloyd4U virtual, public meetings to introduce project and improvements	WEHT-TV (TriState)	50,003
4/23/202	INDOT: Traffic flow upgrades coming to Lloyd	Evansville Courier & Press (Print)	34,543
4/21/2021	14 News at 6	WFIE-TV	26,135
4/21/2021	14 News at 5	WFIE-TV	20,175
4/21/2021	14 News at 10	WFIE-TV	17,369
4/21/2021	14 News at 10	WFIE-TV	17,369
4/21/2021	14 News at Sunrise	WFIE-TV	10,811
4/21/2021	14 News at Sunrise	WFIE-TV	10,811
4/21/2021	14 News at Sunrise	WFIE-TV	9,931
4/21/2021	14 News at Sunrise	WFIE-TV	9,312
4/21/2021	14 News at 11:00AM	WFIE-TV	9,031
4/21/2021	TheLloyd4U Project Gives Public First Look at Design Concepts	WEVV (44 News)	3,270

Top Outlets

OUTLET	NUMBER OF CLIPS	REACH	PUBLICITY VALUE
WFIE-TV	12	147,242	\$10,418.25
WEVV-TV	7	22,910	\$2,184.62
WFIE-TV Online	4	222,488	\$51.17
WEVV2-TV	4	2,253	\$127.65
WTVW-TV Online	2	100,006	\$23.00
Evansville Courier & Press Online	1	86,001	\$39.56
Evansville Courier & Press	1	34,543	\$1,047.43

TheLloyd4U June Media Coverage

Summary

Total Mentions: 19

Total Reach: 221.4K

Total Publicity Value: \$6.8K



Top Articles

Top Articles

DATES	HEADLINES	OUTLET	REACH
6/21/2021	'The Lloyd4U' project looking for your feedback	WFIE-TV Online	55,622
6/21/2021	TheLloyd4U Project asks for feedback on permanent road closures	WEHT	50,003
6/20/2021	Lloyd 4U Project Team Presenting Questionnaire Allowing Public Input	44 News	26,293
6/21/2021	14 News at 6	WFIE-TV	19,598
6/21/2021	14 News at 6	WFIE-TV	19,598
6/21/2021	14 News at 10	WFIE-TV	13,594
6/21/2021	44News at 10	WEVV-TV	7,546
6/21/2021	14 News at 11:00AM	WFIE-TV	6,963
6/21/2021	14 news at noon	WFIE-TV	5,084
6/22/2021	44News at 6	WEVV-TV	4,459
6/22/2021	44News at Noon	WEVV-TV	4,408
6/22/2021	44News at 5	WEVV-TV	3,397
6/21/2021	44News This Morning at 6	WEVV-TV	1,521
6/23/2021	Indiana Department of Transportation Seeking Public Input on Lloyd Expressway Safety	106.1 Kiss FM - Online	500

Top Outlets

OUTLET	NUMBER OF CLIPS	REACH	PUBLICITY VALUE
WFIE-TV	5	64,837	\$4,745.58
WEVV-TV	5	21,331	\$1,840.75
WEVV2-TV	4	2,289	\$139.35
WSON Radio	1	500	\$0.12
44 News	1	26,293	\$6.05
WTVW-TV Online	1	50,003	\$11.50
106.1 Kiss FM - Online	1	500	\$0.12
WFIE-TV Online	1	55,622	\$12.79

TheLloyd4U July Media Coverage

Summary

Total Mentions: 1

Total Reach: 500



Top Articles

Top Articles

DATE	HEADLINES	OUTLET	REACH
7/19/2021	Reminder: Lloyd4U Questionnaire Available Through July 30	WSON Radio	500

Top Outlets

OUTLET	NUMBER OF CLIPS	REACH	PUBLICITY VALUE
WSON Radio	1	500	\$0.12

TheLloyd4U August Media Coverage

Summary

Total Mentions: 7

Total Reach: 84.1K

Publicity Value: \$5K



Top Articles

Top Articles

DATES	HEADLINES	OUTLET	REACH
8/25/2021	Design process underway for potential closures along the Lloyd Expressway	WEHT Online	34,543
8/16/2021	Eyewitness News at 9pm	WTVW-TV	15,609
8/2/2021	Eyewitness News at 5pm	WEHT-TV	15,022
8/9/2021	Eyewitness News Daybreak Extra	WTVW-TV	7,522
8/9/2021	Eyewitness News Daybreak Extra	WTVW-TV	5,787
8/16/2021	Eyewitness News Daybreak	WTVW-TV	2,821
8/16/2021	Eyewitness News Daybreak	WTVW-TV	2,821

Top Outlets

OUTLET	NUMBER OF CLIPS	REACH	PUBLICITY VALUE
WTVW-TV	5	34,560	\$2,971.02
WEHT-TV	1	15,022	\$1,129.88
WEHT Online	1	15,022	\$1,129.88

TheLloyd4U March Media Coverage

Summary

Total Mentions: 21

Total Reach: 474.7K

Total Publicity Value: \$6.3K



Top Articles

Top Articles

DATES	HEADLINES	OUTLET	REACH
3/30/2022	Here's how several intersections could change Evansville traffic	Courier & Press	86,000
3/8/2022	Lloyd4U project hosting upcoming virtual, in-person meetings	WFIE-TV Online	55,622
3/29/2022	TheLloyd4U meeting set for Tuesday	WFIE-TV Online	55,622
3/30/2022	Public meeting held Tuesday for TheLloyd4U project	WFIE-TV Online	55,622
3/29/2022	INDOT giving public their say in Lloyd plans	WTVW-TV Online	50,003
3/28/2022	14 News at 6	WFIE-TV	28,542
3/9/2022	Two Public Meetings Planned for The Lloyd4U Project this Month	44 News	26,293
3/30/2022	Community Shares Concerns On Lloyd4U Project Designs	44 News	26,293
3/29/2022	Community Shares Thoughts On Lloyd4U Project	44 News	26,293
3/28/2022	44News at 10	WEVV-TV	8,472
3/8/2022	14 news at noon	WFIE-TV	8,286
3/29/2022	44News at 10	WEVV-TV	8,086
3/29/2022	14 News at 11:00AM	WFIE-TV	7,439
3/29/2022	14 News Sunrise at 4:30	WFIE-TV	5,008
3/26/2022	44News at 10	WEVV-TV	4,354
3/8/2022	44News at 6	WEVV-TV	3,928
3/29/2022	44News at 5	WEVV-TV	3,436

Top Outlets

OUTLET	NUMBER OF CLIPS	REACH	PUBLICITY VALUE
WEVV-TV	9	33,696	\$3,474.68
WFIE-TV	4	49,275	\$2,351.42
WFIE-TV Online	3	166,866	\$38.38
44 News	3	78,879	\$18.14
WTVW-TV Online	1	50,003	\$11.50
Courier & Press	1	86,000	\$40.00

TheLloyd4U April Media Coverage

Summary

Total Mentions: 3

Total Reach: 47.7K

Total Publicity Value: \$6.4K



Top Articles

Top Articles

DATES	HEADLINES	OUTLET	REACH
4/3/2022	Construction coming for Lloyd Expressway; Work to include more than 12 projects at a cost of	(Print) Evansville Courier &	34,543
4/3/2022	Construction coming for Lloyd Expressway; Work to include more than 12 projects at a cost of	(Print) Gleaner, The	5,656
4/6/2022	Brad Byrd inDEPTH: The Lloyd is getting a new look	WEHT-TV	7,458

Top Outlets

OUTLET	NUMBER OF CLIPS	REACH	PUBLICITY VALUE
The Gleaner	1	5,656	\$948.00
Evansville Courier & Press	1	34,543	\$4,711.56
WEHT-TV	1	7,458	\$677.00

TheLloyd4U April Media Coverage

Summary

Total Mentions: 5

Total Reach: 87.8K

Total Publicity Value: \$1.4K



Top Articles

Top Articles

DATES	HEADLINES	OUTLET	REACH
4/5/2023	‘TheLloyd4U’ project coming to Evansville	WFIE-TV Online	55,622
4/5/2023	14 News at 4:00PM	WFIE-TV	18,583
4/6/2023	14 news at noon	WFIE-TV	9,039
4/6/2023	Mayor Winnecke’s “State of the City” Address Made at the Rotary Club	City-County Observer	4,056
4/5/2023	Mayor Winnecke delivers final State of the City Address on Tuesday	44 News	500

Top Outlets

OUTLET	NUMBER OF CLIPS	REACH	PUBLICITY VALUE
WFIE-TV	2	27,622	\$1,375.69
WFIE-TV Online	1	111,244	\$25.59
City-County Observer	1	4,056	\$0.93
44 News	1	500	\$0.12

Public Hearing

Stakeholder Mailing List

Legal Notice

Affidavit of Publication

Sign-In Sheets

Hearing Materials

Comment & Response Summary

Public Comments

Stakeholder Mailing List
Public Notices sent on February 22, 2023

Business/organization	Point of Contact	Address
Arby's	Rachel Carpenter - GM	6100 E Lloyd Expressway, Evansville IN 47715
AT&T	Max Belloat - Manager	330 N Burkhardt Rd, Evansville IN 47715
Banana Republic	Heather Judd	6501 E Lloyd Expy SUITE 13, Evansville, IN 47715
Banfield Pet Hospital	Lesa Scheler	215 N Burkhardt Rd, Evansville IN 47715
Batteries Plus Bulbs/ We Fix It Phone Repair	Jeff Rohr - Manager	300 N Burkhardt Rd, Evansville IN 47715
Best Buy	No name given	6300 E Lloyd Expressway, Evansville IN 47715
Biaggi's Ristorante Italiano	Managing Partner - Suzanne Jerger Erin Mullins - Manager	6401 E Lloyd Expressway,#3 Evansville IN 47715
Bishops	Jessica Schock	6401 E Lloyd Expressway, #11 Evansville IN 47715
Bonefish Grill	Kristen Nolcox	6401 E Lloyd Expressway, Evansville IN 47715
Charles Schwab	Joe Helfrich - Branch Leader	236 N Burkhardt Rd, Evansville IN 47715
Chico's	Sara Stewart	6401 E Lloyd Expressway, #14 Evansville IN 47715
Cost Cutters	Laura Dixon	6401 E Lloyd Expressway, #10 Evansville IN 47715
Dick's Sporting Goods	Jeremy Eades	6200 E Lloyd Expressway, Evansville IN 47715
DSW Designer Shoe Warehouse	Taylor Wade	6401 E Lloyd Expressway, Evansville IN 47715
DXL Men's Clothing Store	Amanda Smith - Asst. Manager	127 N Burkhardt Rd, Evansville IN 47715
Fielding Court Apartments	Alice and Don Teague	3 Brentwood Drive, Evansville IN 47715
Guitar Center	Aaron Hinds	6220 E Lloyd Expressway, Evansville IN 47715
Hallmark	Kati Love & Cindy Richardt	6140 E Lloyd Expressway, Evansville IN 47715
Homegoods	Jennifer Myers	6601 E Lloyd Expy, Evansville, IN 47715
Kimber Green Apartments	Allyson Trail - Manager	200 Kimber Ln, Evansville IN 47715
Kohl's	Robert Tinch	201 N Burkhardt Rd, Evansville IN 47715
LOFT Outlet	Barb Velmer - Manager	6501 E Lloyd Expy, Evansville, IN 47715
Mainstream Boutique	Amy Neighbors	6401 E Lloyd Expressway, #13 Evansville IN 47715
Massage Envy	Ashley Bailey - Clinnic Administrator	6501 E Lloyd Expy Ste 16, Evansville, IN 47715
McDonald's	Joseph "Chip" Kenworth	49 N Burkhardt Rd, Evansville IN 47715
Men's Wearhouse	Adriana Davis - Shift Manager (not store manager)	163 N Burkhardt Rd, Evansville IN 47715
Michael's	Margarette Kersey	6212 E Lloyd Expressway, Evansville IN 47715
MOD Pizza	Doug Shreve	6401 E Lloyd Expressway, Evansville IN 47715
Moe's Southwest Grill	Khaled Abutaqa - GM	6401 E Lloyd Expressway, Evansville IN 47715
Moto Mart	No name given	500 N Burkhardt Rd, Evansville IN 47715
Moto Mart	Amy Moore	6328 E Lloyd Expressway, Evansville IN 47715
Nail Artists	Vinne	244 N Burkhardt Rd, Evansville IN 47715
Panera Bread	Amber Johnston	220 N Burkhardt Rd, Evansville IN 47715
Party City	Mike Coones	311 N Burkhardt Rd, Evansville IN 47715
Pavilion Lakes Apartments	Lauren Pinkerton	100 Williamsburg Dr, Evansville IN 47715
Penn Station East Coast Subs	Trey A Layne - GM, Jeff kelsey - Ownwer	137 N Burkhardt Rd, Evansville IN 47715
Pep Boys Auto Service and Tire	Daniel Garrett - Service Manager	101 Metro Ave, Evansville IN 47715
PetSmart	Chris Swancutt	215 N Burkhardt Rd, Evansville IN 47715
Pure Barre	Jamie and Cindy Reidford	6501 E Lloyd Expy Suite 21, Evansville, IN 47715
Red Robin	Ken Grisham	6636 E Lloyd Expressway, Evansville IN 47715
Sally's Beauty	Rita Jeffries	131 N Burkhardt Rd, Evansville IN 47715
Simply Mac Electronics Store	Annie Baumburger	6401 E Lloyd Expressway, #17 Evansville IN 47715
Specialty Home Healthcare	Jeff Claycomb - GM	331 Kimber Ln, Evansville IN 47715
Staples	Debra Reynolds	235 N Burkhardt Rd, Evansville IN 47715
Starbucks	Britney Hendrick, Megan Mahooty	6401 E Lloyd Expressway, Evansville IN 47715
Sunshine Juice Co. (*Soon to be Purple Cup Co	--	6225 E Virginia St, Evansville IN 47715
Target	--	6625 E Lloyd Expy, Evansville, IN 47715
The Fresh Market	Store Manager - Kyle Swinney	6401 E Lloyd Expressway, Evansville IN 47715
The Home Depot	Patrick Linville	333 N Burkhardt Rd, Evansville IN 47715
The Wine Vault	Tony Justak - Owner	230 N Burkhardt Rd, Evansville IN 47715
Ulta Beauty	Traci Brown	6601 E Lloyd Expy, Evansville, IN 47715

Email, phone numbers, and personal addresses intentionally omitted.

Business/organization	Point of Contact	Address
Versona Accessories	Kelly Runau	6601 E Lloyd Expy, Evansville, IN 47715
Wendy's	No name given	400 N Burkhardt Rd, Evansville IN 47715
Woodforest National Bank	LaKeesha March	401 N Burkhardt Rd, Evansville IN 47715
Auto Now	Tom Mulherin - GM	125 Metro Ave., Evansville, IN 47715
Town and County Ford	Mary Horn - Administrative Manager	7720 E Division St, Evansville IN 47715-2780
Romain Cross Pointe Auto Park	Scot Sanderson - General Manager	7600 E Division St, Evansville IN 47715
Banterra Bank	Amy Allen - Manager Lauren Singleton - Assist. Manager	133 Cross Pointe Blvd, Evansville IN 47715
Golden Corral Buffet & Grill	Rick Riddle - Owner	130 N Cross Pointe Blvd, Evansville IN 47715-2799
Chick-Fil-A	Rich Stierwalt - Restaurant Operator Allison Clark - Marketing Director Brittany Davis- Manager Brandy Hardin - Corporate assest Manager	7101 E Indiana St, Evansville IN 47715
Outback Steakhouse	William Branson - Managing Partner	7201 E Indiana St, Evansville IN 47715
O'Charley's	Tim Holtz - General Manager	7301 E Indiana St, Evansville IN 47715
Drury Inn & Suites	John Noback - General Manager	100 Cross Pointe Blvd, Evansville IN 47715
Wayback Burger	Phil Dzienciol- Manager	115 Cross Pointe Blvd, Suite 4, Evansville IN 47715
High Spirits	Paul Padda - Manager	115 Cross Pointe Blvd, Evansville IN 47715
Kightlinger & Gray, LLP	Jenny Ellis - Firm Administrator	7220 Eagle Crest Boulevard, Evansville IN 47715
Indiana Members Credit Union	Branch Manager - See email	7312 Eagle Crest Boulevard, Evansville IN 47715
Foreman Watson Holtrey Land Title LLC	James Pinkston - Head Attorney	7321 Eagle Crest Blvd, Suite A, Evansville IN 47715
Vineyard Financial	Bradley Ford - President	7412 Eagle Crest Blvd, Evansville IN 47715
Transamerica Agency Network	Thomas Coy - Managing Director	7516 Eagle Crest Blvd, Evansville IN 47715
Center for Congregations	Sofia Cook - Administrative Assistant	7516 Eagle Crest Blvd, Evansville IN 47715
First Bank	Morgan Hargis - Branch Manager	7500 Eagle Crest Boulevard, Evansville IN 47715
Compass Financial Group - Ameriprise Financial	Shelly Spain - Financial Advisor	7517 Eagle Crest Blvd, Evansville IN 47715
Deaconess Womens Hospital: Center for Health	Melanie Fairchild	7409 Eagle Crest Blvd Suite G, Evansville IN 47715
United Companies	Meagan Brien	3700 Margan Avenue, Evansville, Indiana 47715
Shell Station	Murat Tokad	101 Cross Point Blvd, Evansville, IN 47715
Vikki Brasel State Farm Insurance	Randy Eades - Financial Servies Rep.	11 Vann Ave. Evansville, IN 47714
Within Sight	Julie Bellamy - LCSW Caron Leader -LCSW	15 Vann Ave. Evansville, IN 47714
Southwestern Behavioral Healthcare, Inc.	James Groves - Addiction Services Director Corey Minnette - Facility Director	4001 John Street Evansville, IN 47714
Buffalo Trace Council	John Harding - Scout Executive	3501 E Lloyd Expy, Evansville, IN 47714
Evansville Red Cross	Brandan Garrison - Office/Facility Manager Courtney Vanjelgerhuis - Chief Operating Officer	29 Stockwell Rd, Evansville, IN 47714
Evansville State Hospital	Jeff Wedding - Director of Operations	3400 Lincoln Ave. Evansville, IN 47714
Kenny Kent Chevrolet	Michael Jarman - General Sales Manager	4600 Division St Evasville, IN 47715
Evansville Mazda	William Ginn - Sales Manager	4500 Division St Evansville, IN 47715
Evansville Hyundai	Joe Marshall	4400 Division St Evansville, IN 47715
D-Patrick Honda	Aaron Coulter - General Sales Manager Mike O'Daniel - Owner	4300 E. Division St Evansville, IN 47715
D-Patrick Nissan	Scott Grammer - General Sales Manager Ray Farabaugh - Owner	4200 E Division St Evasville, IN 47715
Evansville Kia	Amish Patel - Owner	4000 E Division St Evansville, IN 47715
National Guard Armory	Derek Hayward - Chief	3300 E Division St Evansville, IN 47715
Torian Insurance	Andy Dillow	3000 E Division St Evansville, IN 47711
Wesselman Woods	Robin Johnston Deem - Director	551 N Boeke Evansville, IN 47711
Mission Viejo Apartments	Janet Sandleven - Property Manager	5630 Calle de Oro Evansville, IN 47712
Fairfield Inn	Sarah Haynes - General Manager Dotty Huff - Sales Director	5400 Weston Rd. Evansville, IN 47712

Business/organization	Point of Contact	Address
Lowe's	Nich Pariman - Assist. Store Manager	103 S Red Bank rd. Evansville, IN 47712
hhgregg Appliance Factory	Andrew Jones - Sales Manager	5320 Weston Rd. Evansville, IN 47712
Denny's	Mark Laxton - District Manager Paul Hoskins - General Manager	5212 Weston Rd. Evansville, IN 47712
CVS Pharmacy	Robin Selby - Manager	5120 Weston rd. Evansville, IN 47712
Marathon Gas	Hugh Clayton - Owner	
Tracy Zeller Jewelry	Tracy Zeller - Owner	111 S Red Bank Rd. Evansville, IN 47712
Harmony Eye Care	Corinne Martin - Patient Care Coordinator	111 S Red Bank Rd. Evansville, IN 47712
First Bank	Brandee Brinker - Branch Manager	111 S Red Bank Rd. Evansville, IN 47712
Kohl's	Dave Ahlstedt - General Manager	4200 Houge Rd. Evansville, IN 47712
Bob's Gym - West	Jeremy Hawkins - Manager	200 North Rosenberger Ave. Evansville, IN 47712
Salon Wow		146 Rosenberger Ave. Evansville, IN 47712
MiAmor Salon	Jeffery Kingery - Owner	4599 University Dr. Evansville, IN 47712
Treasure Hunt	Jeffery Kingery - Owner	4619 University Dr. Evansville, IN 47712
Studio of Hair	Kathy Shreve - Manager	4857 University Dr. Evansville, IN 47712
Mark's Mattress Outlet	Cris brunsen - General Manager Patrick Markham - Store Manager	4853 W Lloyd Expy Evansville, IN 47712
First Federal Bank	Shelby Head - Retail Banker Associate	4615 University Dr. Evansville, IN 47712
Diamond Valley Federal Credit Union	Kirsten Dietz - Branch Manager	5020 University Dr. Evansville, IN 47712
United Fidelity Bank	Susie West - General Manager	4801 W Lloyd Expy Evansville, IN 47712
Shine On Carwash	Nathan Swanson - Manager	4600 University Dr. Evansville, IN 47712
Discount Tire	Randy Racine - Manager Don Bozich - Owner	4540 University Dr. Evansville, IN 47712
Thorntons Convenience Store		114 Rosenberger Ave. Evansville, IN 47712
Office Depot	Laurie - General Manager	206 Rosenberger Ave. Evansville, IN 47712
Spankey's Una Pizza	Ryan Huck - Owner	4404 W Lloyd Expy. Evansville, IN 47712
H&R Block	Christopher Dewitt - District Manager	4408 W Lloyd Expy. Evansville, IN 47712
Lovely Nails	Brian Phan - Owner	4416 W Lloyd Expy. Evansville, IN 47712
Great Clips	Olivia Gass - Manager	4424 W Lloyd Expy. Evansville, IN 47712
Schnucks Grocery	Jenny Mitchell - CPM	4500 W Lloyd Expy. Evansville, IN 47712
First Podiatry	David Reynolds - Practice Owner	4640 W Lloyd Expy. Evansville, IN 47712
Sherwin-Williams	Shalea Schriver - Manager	4650 W Lloyd Expy. Evansville, IN 47712
Deaconess Pain Center	Ashley Robb - Manager	4600 W Lloyd Expy. Evansville, IN 47712
Purple Cup Coffee Company	Bruno Dravenieks - President	4502 W Lloyd Expy. Evansville, IN 47712
Taco Bell	Brian Neff - Area Coach	4422 W Lloyd Expy. Evansville, IN 47712
Chick-fil-a	Debbie Dean - Owner Hunter Wallace - Manager	4400 W Lloyd Expy. Evansville, IN 47712
Papa John's Pizza	Jessica Cremeens - Manager	4814 W Lloyd Expy. Evansville, IN 47712
AT&T Store	Andrew Alexander - Manager	5020 W Lloyd Expy. Evansville, IN 47712
Zeller's master Tire	Bryan Zeller - Owner	4951 W Lloyd Expy. Evansville, IN 47712
Arby's	Kathy Grosheart - Manager	4650 University Dr. Evansville, IN 47712
McDonalds	Chris Hamlet	115 Rosenberger Ave. Evansville, IN 47712
GD Ritzzy's	Dan Grunow - Manager	4810 University Dr. Evansville, IN 47712
Sally Beauty Supply	Shelley Krueger - Manager	222 Red Bank Red. Ste C Evansville, IN 47712
Anytime Fitness	Reed Oliver - Manager	222 S Red Bank Rd. Evansville, IN 47712
Noble Roman's Craft Pizza & Pub	Scot Hettenback - Owner	222 S Red Bank Rd. Evansville, IN 47712
Culver's	Collette Crow - Owner	4850 W Lloyd Expy. Evansville, IN 47712
Starbucks	Taylor Mohr - Manager	4700 W Lloyd Expy. Evansville, IN 47712
Raben Tire and Auto	Brian Rich	5911 Pearl Dr, Evansville, IN 47712
Orthopedic Associates West Evansville	Cherylin Bogan	5828 Pearl Drive, Evansville, In 47712
Deaconess Clinic West	Corey Chapman	545 S Boehne Camp Rd, Evansville, IN 47712
Copper Creek Apartments	Kathy Raney - Resident Manager	5650 Copper Canyon, Evansville, IN 47712
Holiday Inn	Melissa Fore - Asst. GM	5737 Pear Drive, Evansville, IN 47712
Holiday Inn	George Otterson - GM	5737 Pear Drive, Evansville, IN 47712
Applebees	Stacey Allen - GM	5727 Pearl Drive, Evansville, IN 47712

Business/organization	Point of Contact	Address
Logans Roadhouse	Patrick Davis	5645 Pearl Drive, Evansville, IN 47712
Tristate orthopedics	Lauren Kaiser	5625 Pearl Drive, Suite 101, Evansville, IN 47712
Full Moon Grill and Bar	Ryan Matt	5625 Pearl Dr. G, Evansville, IN 47712
Freddy's	Christie Glaeser	5501 Pearl Drive, Evansville, IN 47712
Buffalo Wild Wings	Taylor Quakenbush	5405 Pearl Drive, Evansville, IN 47712
Eye Mart	Evan (No Last Name Given)	5405 Pearl Dr. #4, Evansville, IN 47112
Palm Beach Tan	Jessica Chapman	5435 Pearl Dr. #1, Evansville, IN 47712
Heritage Federal Credit Union	Dana Gubler	5343 Pearl Drive, Evansville, IN 47712
Profile	Tammy Morris - Manager	5301 Pearl Drive, Suite 200, Evansville, IN 47712
Davita Kidney Care	Kelly Thomas - Facility Administrator	5301 Pearl Drive, Suite 300, Evansville, IN 47712
** Property Owner**	Kent Johnson - 5301 Strip Owner	--
Azzip pizza	Derek Lappe - GM	5225 Pearl Drive, Evansville, IN 47712
Azzip pizza	Kenzie Campbell - Office manager	
State Farm	Brian K Southern	5225 Pearl Dr. Suite F2, Evansville, IN 47712
Panera	Brandon Mcquinn	5201 Pearl Drive, Evansville, IN 47712
O'Charleys	Brian Siebers	5125 Pearl Drive, Evansville, IN 47712
Old National Bank	Scott M Wunderlich	5124 Pearl Drive, Evansville, IN 47712
Walmart	Lucia Perez	335 S Red Bank Rd, Evansville, In 47712
5/3 Bank	Katie Syers	5344 Pearl Drive, Evansville, IN 47712
Hacienda	Joy Johnson - Manager	5440 Pearl Drive, Evansville, IN 47712
Hacienda	Falisha M. Pierce - GM	5440 Pearl Drive, Evansville, IN 47712
** Schutte**		
Eagle Village Apartments	Heather Walters, Ross Malmgren	814 Schutte Rd, Evansville, IN 47712
West Terrace Church	Austin Crowe (Pastor)	715 Schutte Rd, Evansville, IN, 47712
Koch and Sons	Josh Gilberg	10 S. Eleventh Ave, Evansville, IN, 47712
Mead Johnson	Danny Caroll - EHS Manager	2400 W Lloyd Expy, Evansville, IN 47712
RB/Mead Johnson	Scott Fisher - ESC Site Director	2400 W Lloyd Expy, Evansville, IN 47712
Cook Portable Warehouses	Eric Boreup	2329 W Lloyd Expy, Evansville, IN 47712
Cross-Eyed Cricket	Fernando Tudela	2101 W Lloyd Expy, Evansville, IN 47712
Cross-Eyed Cricket	Fernando Tudela	2229 W Pennsylvania, Evansville, IN 47712
Control Specialists INC	John Wandling	2021 W Lloyd Expy, Evansville, IN 47712
Auto Now	Kyle Johnson	2001 W Lloyd Expy, Evansville, IN 47712
Empire Tattoo	Sean Compall	2107 W Lloyd Expy, Evansville, IN 47712
Commerical Property Owner	Brian Southern	--
Koch Air	Andy Cook	1900 W Lloyd Expy, Evansville, IN, 47712
Gif LLC		
City of Evansville	Ben Trockman, City Councilor Ward 1	639 Plaza Drive, Evansville, IN 47715
City of Evansville	Lloyd Winnecke, Mayor	Civic Center Complex, Rm. 302, 1 NW Martin Luther King Boulevard, Evansville, IN 47708
City of Evansville	Annette Ussery, administrative assistant	
City of Evansville	Noah Stubbs, director of communications	
City of Evansville	Karen Barnhill, City Engineer-Stormwater coordinator-MS4	Civic Center Complex, Rm. 321, 1 NW Martin Luther King Boulevard, Evansville, IN 47708
City of Evansville	Todd Robertson, Transportation Executive Director	Civic Center Complex, Rm. 321, 1 NW Martin Luther King Boulevard, Evansville, IN 47708
City of Evansville	Brent Schmitt, City Engineer	Civic Center Complex, Rm. 321, 1 NW Martin Luther King Boulevard, Evansville, IN 47708
City of Evansville	Zac Heronemus, City Councilor, Ward 3	521 S. Villa Drive, Evansville, IN 47714
Evansville Convention and Visitors Bureau Con	Joey Kiefer, Board President	401 SE Riverside Drive, Evansville, IN 47713
Evansville Fire Department Administration	Mike Connelly, Fire Chief	550 SE 8th Street, Evansville, IN 47713
Evansville Metropolitan Planning Organization	Seyed Shokouhzadeh, Executive Director	Civic Center Complex, Rm. 316, 1 NW Martin Luther King Boulevard, Evansville, IN 47708-1833
Evansville Police Department	Billy Bolin, Police Chief	15 NW Martin Luther King Boulevard, Evansville, IN 47708
Evansville State Hospital	Hospital Administrator	3400 Lincoln Ave, Evansville, IN 47714
Evansville Vanderburgh School Corporation	Amy Dressel, Superintendent	951 Walnut Street, Evansville, IN 47713

Business/organization	Point of Contact	Address
Evansville Vanderburgh School Corporation	Michael Mentzel, Bus Transportation	951 Walnut Street, Evansville, IN 47713
Evansville Parks and Recreation Department	Parks Director	Civic Center Complex, Rm. 325, 1 NW Martin Luther King Boulevard, Evansville, IN 47708
Federal Highway Administration	Kari Carmany-George, Federal Office Building	575 N. Pennsylvania Street, Rm. 254, Indianapolis, IN 46204
Harper Elementary School	Superintendent	21 South Alvord Boulevard, Evansville, IN 47714
Harrison High School	Superintendent	211 Fielding Road, Evansville, IN 47715
IDEM	Website Submittal	Website submittal
IGWS	Website Submittal	https://igws.indiana.edu/eAssessment
Indiana Department of Natural Resources	Christie Stanifer, Division of Fish and Wildlife	402 W. Washington Street, Rm. W273, Indianapolis, IN 46204
Indiana Department of Transportation	Ryan Falls, Vincennes District Office	3650 S US Highway 41, Vincennes, IN 47591
Indiana Department of Transportation	Brian Malone, Vincennes District Office	3650 S US Highway 41, Vincennes, IN 47591
Indiana Department of Transportation	Julian Courtade, Office of Aviation	100 N. Senate Avenue, Rm. 955, Indianapolis, IN 46204
Indiana Department of Transportation	Sam Anderson, Utilities and Rail Office	100 N Senate, ICGN 758- UT/RR, Indianapolis, IN 46204
National Park Service	Regional Environmental Officer, Midwest Regional Office	601 Riverfront Drive, Omaha, Nebraska 68102
University of Evansville	Administrator	1800 Lincoln Avenue, Evansville, IN 47722
US Department of Housing & Urban Development	Field Environmental Officer, Chicago Regional Office	77 W. Jackson Boulevard, Rm. 2401, Chicago, IL 60604
USACE	Deborah Snyder,	Louisville District, Indianapolis Regulatory Office, Indianapolis, IN 46216
Vanderburgh County	Jeff Hatfield, County Commission - President	Civic Center Complex, Rm. 305, 1 NW Martin Luther King Boulevard, Evansville, IN 47708
Vanderburgh County	Tom Shetler, Jr - County Council - President	Civic Center Complex, Rm. 303, 1 NW Martin Luther King Boulevard, Evansville, IN 47708
Vanderburgh County	John Monstrastelle - County Council - Personnel Chair	Civic Center Complex, Rm. 303, 1 NW Martin Luther King Boulevard, Evansville, IN 47708
Vanderburgh County	Scot Wichser - Highway Superintendent	5105 N. Saint Joseph Avenue, Evansville, IN 47720
Vanderburgh County	Linda Freeman - County Surveyor	Civic Center Complex, Rm. 325, 1 NW Martin Luther King Boulevard, Evansville, IN 47708
Vanderburgh County	Dave Ballew - Building Commissioner, Local Floodplain Administrator	Civic Center Complex, Rm. 310, 1 NW Martin Luther King Boulevard, Evansville, IN 47708
Vanderburgh County	Ben Shoulders, County Commissioner	
Vanderburgh County	Cheryl Musgrave, County Commissioner	
Vanderburgh County Health Department	Kenneth Spear, health officer	420 Mulberry Street, Evansville, IN 47713
Vanderburgh County Health Department	Health Administrator	420 Mulberry Street, Evansville, IN 47713
Ascension St. Vincent Evansville	Administrator	3700 Washington Avenue, Evansville, IN 47714
Deaconess Gateway Hospital		4011 Gateway Blvd, Newburgh, IN 47630
Catholic Diocese of Evansville	Daryl Hagan - Superintendent	P.O. Box 4169, Evansville, IN 47724-0169
Harper Elementary School	Superintendent	21 South Alvord Boulevard, Evansville, IN 47714
Harrison High School	Superintendent	211 Fielding Road, Evansville, IN 47715
Ascension St. Vincent Evansville	Administrator	3700 Washington Avenue, Evansville, IN 47714
Metropolitan Evansville Transit System		601 John Street, Evansville, IN 47713
City of Evansville	Missy Mosby, Council Member	
City of Evansville	Alex Burton, Council Member	
City of Evansville	Justin Elpers, Council Member	
City of Evansville	Jim Brinkmeyer, Council Member	
City of Evansville	Ron Beane, Council Member	
City of Evansville	Kaitlin Moore, Council Member	
City of Evansville	Jonathan Weaver, Council Member	
Rotary Club of Evansville	Julie Spratt, Executive Assistant	
YMCA	Erika Taylor, CEO	
For Evansville	Ross Chapman, president and executive director	

Business/organization	Point of Contact	Address
HOLA Evansville	Alfonso Vidal, board of directors	
Evansville Black Chamber of Commerce		
Embrace Church	David Huff, Lead Pastor	
Aldersgate United Methodist Church	Jim Clark, Lead Pastor	
Olivet Community Church	Kristen Watson, Administrative Pastor	
Grace and Peace Lutheran Church	Roberta Meyer, Pastor	
Rhythm Church	Steve Clark, Executive Pastor	
Unitarian Universalist Church of Evansville	Katie Brown, Administrative Office Assistant	
Evansville Bible Church	Secretary	
Westwood Church	Dave Teruel, senior pastor	
Eagle's View Church	Mike Pyle, pastor	
Evansville Grace Church of the Nazarene	Brett Doniger, senior pastor	
Landmark Baptist Church	Sam Robinson, pastor	
Catalyst Church	David Whitmore, pastor	
Vineyard Evansville	Troy Smith, pastor	
West Side Christian Church & Family Life Center	Jerry Wright, pastor	
Forest Hills Wesleyan Church	Ray Austin, pastor	
St. Paul's United Church of Christ	Mary Hurley, pastor	
City Church of Evansville	Jeff Kinkade, lead pastor	
Encounter Church	Stew Armstrong, lead pastor	
The Gathering Church	Ray Brown, lead pastor	
Central United Methodist Church	Dewey Miller, pastor	
Hope City Church	Mike Gerner, administrative director	
GracePoint Church	Luke Smith, pastor	
St. Lucas United Church of Christ	Laura Callender, pastor	
St. Paul's Lutheran Church	Chad Eckels, associate pastor	
Evansville Trinity UMC	Todd Gile, pastor	
Grace Baptist Church	Betty Crawley, office manager	
Arena of Faith Church	Earl Carter, pastor	
Memorial Baptist Church	Adrian Brooks, senior pastor	
Line Street Church of Christ	Geno Merriweather, minister	
First Baptist Church	Steven Claspell, senior pastor	
New Hope Missionary Baptist Church	Ryan Jackson, senior pastor	
First Presbyterian Church	Rev. John Vanderzee	
Evansville EPA		
Metropolitan Evansville Transit System	Jonathan Siebeking, director	
Metropolitan Evansville Transit System	Robin Robertson, officer manager	
Evansville Vanderburgh School Corporation	David Smith, superintendent	
Evansville Vanderburgh School Corporation	Jason Woebkenberg, chief communications officer	
Catholic Diocese of Evansville Schools	Michelle Prior, assistant superintendent	
Catholic Diocese of Evansville Schools	Rhonda Weissmann, administrative superintendent	
University of Evansville	Holly Smith, Senior Director of Marketing and Communications	
University of Southern Indiana	John Farless, Director of University Communications	
Evansville Housing Authority	Rick Moore, Executive Director	
Evansville Housing Authority	Gayle Rice, receptionist	
Hope of Evansville	Josh Calhoun, executive director	
Pavilion Lakes Apartments	Laura Pinkerton, manager	
Fielding Court Apartments	Alice + Don Teague	
Kimber Green Apartments	Allyson Trail, manager	
Evansville-Vanderburgh County Human Relations	Diana Clements, executive director	
Latino Collaboration Table		
Potters Wheel Ministries	Chris Fleming, executive director	
Community Action Program of Evansville	Alice Weathers, chief executive officer	
Community Action Program of Evansville	Cheryl Thomas, minority health coordinator	
Community Action Program of Evansville	RaShawnda Bonds, public health coordinator	



INDIANA DEPARTMENT OF TRANSPORTATION

LEGAL NOTICE OF PUBLIC HEARING - DES. # 1900268, 2000217, 1900292, and 1900317

SR 66/Lloyd Expressway Intersections Improvements at Vann Avenue, Stockwell Road, Burkhardt Road and Cross Pointe Boulevard, Vanderburgh County

The Indiana Department of Transportation (INDOT) will host a public hearing on Tuesday, March 7, 2023 at Crescent Room at Milestones at 621 S Cullen Avenue, Evansville, IN 47715. The hearing will begin at 6:00

p.m. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans and the environmental document for the State Road (SR 66) / Lloyd Expressway Intersection Improvement Projects in Vanderburgh County. Doors will open at 5:30 p.m. and project team members will be available before and following the formal hearing procedure.

The projects are located in the City of Evansville along SR 66/Lloyd Expressway from approximately 1.8 miles east of US 41 to the I-69 interchange. The purpose of the project at the intersections of SR 66/Lloyd Expressway and Vann Avenue and Stockwell Road is to reduce the rate of crashes at both intersections and improve traffic flow at SR66/Lloyd Expressway and Stockwell Road. The purpose of the improvement project at the intersections of SR 66/Lloyd Expressway and Burkhardt Road and Cross Pointe Boulevard is to reduce the rate of crashes at both intersections and to improve traffic flow.

The SR 66/Lloyd Expressway and Vann Avenue intersection is signalized. There are dedicated left-turn and right-turn lanes onto Vann Avenue in both directions. The SR 66/Lloyd Expressway and Stockwell Road intersection is also signalized. SR 66/Lloyd Expressway has dedicated right-turn slip lanes onto Stockwell Road, as well as left-turn lanes in each direction. The preferred alternative will reconfigure both intersections to remove left turns. At SR 66/Lloyd Expressway and Vann Avenue, the preferred alternative will remove the traffic signals and convert the intersection to a right-in/right-out intersection. The preferred alternative at Stockwell Road will convert the traditional signalized intersection to a hybrid displaced left-turn intersection that includes both a displaced left-turn and a boulevard left-turn.

The SR 66/Lloyd Expressway and Burkhardt Road intersection is signalized. At this intersection, SR 66/Lloyd Expressway has three through lanes, one right-turn and two left-turn lanes. The SR 66/Lloyd Expressway and Cross Pointe Boulevard intersection is signalized. At this intersection, SR 66/Lloyd Expressway has three through lanes, one right-turn and one left-turn lane in each direction. East of this intersection, the southbound I-69 off ramp merges with westbound SR 66/Lloyd Expressway as a free-flowing auxiliary lane that becomes the right-turn slip lane for Cross Pointe Boulevard. Also, the southbound I-69 on ramp begins 835 feet east of Cross Pointe Boulevard and diverts traffic from eastbound SR 66/Lloyd Expressway to southbound I-69. There are no signals associated with these ramps. The preferred alternative will reconfigure both intersections to modify the existing left-turns and reconfigure the I-69 southbound on and off ramps. At the intersection of SR 66/Lloyd Expressway and Burkhardt Road, the project will convert the signalized intersection to a displaced left-turn intersection with bypass right-turn lanes. This design will maintain all existing movements through the intersection. The preferred alternative will also modify the southbound I-69 off ramp from a free-flowing intersection to a signalized intersection. A traffic signal will be added to control westbound SR 66/Lloyd Expressway traffic and the off-ramp traffic. The existing ramp will be reconstructed approximately 600 feet east and will be tapered to become a two-lane ramp at the SR 66/Lloyd Expressway intersection. Additionally, the eastbound SR 66/Lloyd Expressway to southbound I-69 on ramp will be reconstructed approximately 700 feet east.

Construction is anticipated to begin in the summer of 2024. The proposed maintenance of traffic plans include phased construction that will allow at least two lanes of eastbound and westbound traffic along SR 66/Lloyd Expressway to remain open at all times. Maintenance of traffic details will be presented during the public hearing. INDOT will coordinate with emergency services, public transit, local school corporation officials, and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible.

At the SR 66/Lloyd Expressway and Vann Avenue intersection, the preferred alternative will permanently alter the traffic patterns by removing the traffic signals and left turns; and installing a median along SR 66/Lloyd Expressway

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through the intersection. The preferred alternative for the improvements at SR 66/Lloyd at Vann Avenue and Stockwell Road will also impact approximately 2.57 acres of terrestrial habitat, including up to 0.5 acre of tree clearing, and 0.080 acre of wetlands. The project will not impact historical or other cultural resources. This project will occur mostly within existing right-of-way. It requires a total of 0.6 acre of additional permanent right-of-way, consisting of strips from previously developed commercial properties. No temporary right-of-way is proposed.

The preferred alternative for the intersections of SR 66/Lloyd Expressway at Burkhardt Road and Cross Pointe Boulevard will impact approximately 3 linear feet of an unnamed stream, and approximately 0.65 acre of wetlands. Additionally, approximately 8.5 acres of terrestrial habitat will be disturbed by this project; less than 0.5 acre of this area will involve tree clearing. The project will not impact historical or other cultural resources. This project will require approximately 0.77 acre of permanent right-of-way and approximately 0.05 acre of temporary right-of-way.

Federal and state funds are proposed to be used for construction of these projects. INDOT and FHWA have agreed that these projects pose minimal impacts to the natural environment. Categorical Exclusion (CE) environmental documents have been prepared for the projects. The public hearing serves as the opportunity for the public to comment on both the environmental documents. All comments collected before, during, and after the hearing through March 22, 2023 will be taken into consideration.

The environmental documentation and preliminary design information is available to view at the following locations:

1. McCollough Library, 5115 Washington Avenue, Evansville, 47715
2. Lochmueller Group, 6200 Vogel Road, Evansville, 47715
3. INDOT Vincennes District Office: 3650 South U.S. Highway 41, Vincennes, IN 47591
4. Project Website: <https://thelloyd4u.com>
5. Project documents can be mailed upon request. Contact Juliet Port, Parsons, (317) 616-4693, Troy Arnold, INDOT, (812) 890-9047 or INDOT at 855-INDOT4U (463-6848).

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to: David Goffinet, Lochmueller Group, 6200 Vogel Road or email dgoffinet@lochgroup.com. **INDOT requests comments be postmarked by Wednesday, 22, March, 2023, to be included as part of the public hearing record.**

With 7 (seven) days advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearing's process including services for the hearing impaired, services for the sight impaired, and other services as needed. In addition, INDOT will provide accommodations for persons with Limited English Proficiency (LEP) including language interpretation services and document conversion. To request accommodation, please contact David Goffinet, Lochmueller Group, 6200 Vogel Road, Evansville 47715 or email dgoffinet@lochgroup.com.

In the event of inclement weather resulting in hazardous driving conditions, please contact Juliet Port, Parsons, at (317) 616-4693, email: juliet.port@parsons.com, or Troy Arnold, INDOT Project Manager, Vincennes District Office, email: TArnold1@indot.IN.gov, to learn of any postponement of the public hearing. If the public hearing is postponed due to inclement weather, it will be rescheduled, and the public comment period would be extended.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The 2021 INDOT Project Development Public Involvement Procedures Manual approved by the FHWA.

Courier & Press

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Affidavit of Publication

PROOF OF PUBLICATION OF LEGAL ADVERTISEMENT

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This is not an invoice

I, being sworn, am an employee of the **Evansville Courier Company**, publisher of **The Evansville Courier**, a daily newspaper published in the city of Evansville, in said county and state and that the legal advertisement, of which the attached is a true copy, was printed in its issues of:

EC-Evansville Courier & Press

The issues dated: 02/21/2023
The issues dated: 02/28/2023



2-28-23

Signed _____

Date _____



Notary Public

Notary is Resident of Brown County, State of Wisconsin

My Commission expires: 5-15-23

NANCY HEYRMAN
Notary Public
State of Wisconsin

LEGAL NOTICE OF PUBLIC HEARING - DES. # 1900268, 2000217, 1900292, and 1900317 SR 66/Lloyd Expressway Intersections Improvements at Vann Avenue, Stockwell Road, Burkhardt Road and Cross Pointe Boulevard, Vanderburgh County

The Indiana Department of Transportation (INDOT) will host a public hearing on Tuesday, March 7, 2023, at Crescent Room at Milestones at 621 S Cullen Avenue, Evansville, IN 47715. The hearing will begin at 6:00 p.m. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans and the environmental document for the State Road (SR 66) / Lloyd Expressway Intersection Improvement Projects in Vanderburgh County. Doors will open at 5:30 p.m. and project team members will be available before and following the formal hearing procedure.

The projects are located in the City of Evansville along SR 66/Lloyd Expressway from approximately 1.8 miles east of US 41 to the I-69 interchange. The purpose of the project at the intersections of SR 66/Lloyd Expressway and Vann Avenue and Stockwell Road is to reduce the rate of crashes at both intersections and improve traffic flow at SR 66/Lloyd Expressway and Stockwell Road. The purpose of the improvement project at the intersections of SR 66/Lloyd Expressway and Burkhardt Road and Cross Pointe Boulevard is to reduce the rate of crashes at both intersections and to improve traffic flow.

The SR 66/Lloyd Expressway and Vann Avenue Intersection is signalized. There are dedicated left-turn and right-turn lanes onto Vann Avenue in both directions. The SR 66/Lloyd Expressway and Stockwell Road intersection is also signalized. SR 66/Lloyd Expressway has dedicated right-turn slip lanes onto Stockwell Road, as well as left-turn lanes in each direction. The preferred alternative will reconfigure both intersections to remove left turns. At SR 66/Lloyd Expressway and Vann Avenue, the preferred alternative will remove the traffic signals and convert the intersection to a right-in/right-out intersection. The preferred alternative at Stockwell Road will convert the traditional signalized intersection to a hybrid displaced left-turn intersection that includes both a displaced left-turn and a boulevard left-turn.

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Construction is anticipated to begin in the summer of 2024. The proposed maintenance of traffic plans include phased construction that will allow at least two lanes of eastbound and westbound traffic along SR 66/Lloyd Expressway to remain open at all times. Maintenance of traffic details will be presented during the public hearing. INDOT will coordinate with emergency services, public transit, local school corporation officials, and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible.

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The preferred alternative for the intersections of SR 66/Lloyd Expressway at Burkhardt Road and Cross Pointe Boulevard will impact approximately 3 linear feet of an unnamed stream, and approximately 0.65 acre of wetlands. Additionally, approximately 8.5 acres of terrestrial habitat will be disturbed by this project; less than 0.5 acre of this area will involve tree clearing. The project will not impact historical or other cultural resources. This project will require approximately 0.77 acre of permanent right-of-way and approximately 0.05 acre of temporary right-of-way.

Federal and state funds are proposed to be used for construction of these projects. INDOT and FHWA have agreed that these projects pose minimal impacts to the natural environment. Categorical Exclusion (CE) environmental documents have been prepared for the projects. The public hearing serves as the opportunity for the public to comment on both the environmental documents. All comments collected before, during, and after the hearing through March 22, 2023

will be taken into consideration.

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2. Lochmueller Group, 6200 Vogel Road, Evansville, 47715
3. INDOT Vincennes District Office: 3650 South U.S. Highway 41, Vincennes, IN 47591
4. Project Website: <https://thelloyd4u.com>
5. Project documents can be mailed upon request. Contact Juliet Port, Parsons, (317) 616-4693, Troy Arnold, INDOT, (812) 890-9047 or INDOT at 855-INDOT4U (463-6848).

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Courier & Press Feb. 21, 28, 2023 hspaxlp



March 7, 2023 | Eastside Improvements Public Hearing
 Crescent Room at Milestones
 Sign-In Sheet

Name	Address	Telephone <small>Include mobile number for text alerts</small>	Email	Text Alert Opt-In (check)	Email
Christine Hale				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Jacob Warner				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wolffie Reeborn				<input type="checkbox"/>	<input checked="" type="checkbox"/>
John Martin				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Alexis Berggren				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Jessica Bolba				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lee Russell				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Rick Martin				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Joan Harance				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Richard Osman				<input type="checkbox"/>	<input checked="" type="checkbox"/>

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



March 7, 2023 | Eastside Improvements Public Hearing
 Crescent Room at Milestones
 Sign-In Sheet

Name	Address	Telephone <i>Include mobile number for text alerts</i>	Email	Text Email Alert Opt-In (check)
Ryan Williams				<input type="checkbox"/> <input checked="" type="checkbox"/>
Tim Dasil				<input type="checkbox"/> <input type="checkbox"/>
Al McMahon				<input type="checkbox"/> <input type="checkbox"/>
Mike Hammond				<input type="checkbox"/> <input type="checkbox"/>
Patrick [unclear]				<input type="checkbox"/> <input type="checkbox"/>
Millhove Marc + Betty				<input type="checkbox"/> <input checked="" type="checkbox"/>
Stacy Stevens				<input type="checkbox"/> <input checked="" type="checkbox"/>
Randy Esckes				<input type="checkbox"/> <input checked="" type="checkbox"/>
Troy Deitz				<input type="checkbox"/> <input checked="" type="checkbox"/>
Sam Conner				<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>

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March 7, 2023 | Eastside Improvements Public Hearing
 Crescent Room at Milestones
 Sign-In Sheet

Name	Address	Telephone <small>Include mobile number for text alerts</small>	Email	Text Alert Opt-In (check)	Email
RICK CAMERON				<input type="checkbox"/>	<input checked="" type="checkbox"/>
RUSSELL LLOYD SR.				<input type="checkbox"/>	<input type="checkbox"/>
Jackson Treadway Kahn, Dees, Donovan, Kahn				<input type="checkbox"/>	<input checked="" type="checkbox"/>
Rich Sherman				<input type="checkbox"/>	<input type="checkbox"/>
Patrick Higgins				<input type="checkbox"/>	<input type="checkbox"/>
Terry Stoflet				<input type="checkbox"/>	<input checked="" type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>

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



March 7, 2023 | Eastside Improvements Public Hearing
 Crescent Room at Milestones
 Elected Officials Sign-In Sheet

Name	Address	Telephone <i>Include mobile number for text alerts</i>	Email	Text Alert Opt-In (check)	Email
BEUTROCIKMAN				<input checked="" type="checkbox"/>	<input type="checkbox"/>
Zac Heronemus				<input type="checkbox"/>	<input checked="" type="checkbox"/>
MIKE LABITZKE				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
				<input type="checkbox"/>	<input type="checkbox"/>
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				<input type="checkbox"/>	<input type="checkbox"/>

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



INDIANA DEPARTMENT OF TRANSPORTATION

Tuesday, March 7, 2023

Welcome to the Indiana Department of Transportation (INDOT) public hearing regarding SR 66/Lloyd Expressway Intersections Improvements at Vann Avenue, Stockwell Road, Burkhardt Road and Cross Pointe Boulevard (DES. Numbers 1900268, 2000217, 1900292, and 1900317) in Vanderburgh County.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans and the environmental document for this project.

There are several ways your comments may be presented this evening and following tonight's public hearing. You may submit comments in the following manner:

1. **Complete** a comment form and return it to the comment box or an INDOT or project team representative attending the public hearing. Comment forms are available at the sign-in table and are also included in your information packet.
2. **Participate** as a speaker during the comment session following tonight's presentation.
3. **E-mail** comments to dgoffinet@lochgroup.com.
4. **Mail** comments to David Goffinet, Lochmueller Group, 6200 Vogel Road, Evansville, IN 47715.
5. **Visit** <https://thelloyd4u.com> to learn more about this project.
6. **Submit** comments (or have comments postmarked by) **March 22, 2023**. Comments will be reviewed and considered as part of INDOT's decision-making process.
7. **Questions?** Contact INDOT Customer Service at 1-855-INDOT-4-U (1-855-463-6848).

The purpose of the project at the intersections of SR 66/Lloyd Expressway and Vann Avenue and Stockwell Road is to reduce the rate of crashes at both intersections and improve traffic flow at SR 66/Lloyd Expressway and Stockwell Road. The purpose of the improvement projects at the intersections of SR 66/Lloyd Expressway and Burkhardt Road and Cross Pointe Boulevard is to reduce the rate of crashes at both intersections and to improve traffic flow.

The projects are located in the City of Evansville along SR 66/Lloyd Expressway from approximately 1.8 miles east of US 41 to the I-69 interchange.

The SR 66/Lloyd Expressway and Vann Avenue intersection is signalized. There are dedicated left-turn and right-turn lanes onto Vann Avenue in both directions. The SR 66/Lloyd Expressway and Stockwell Road intersection is also signalized. SR 66/Lloyd Expressway has dedicated right-turn lanes onto Stockwell Road, as well as left-turn lanes in each direction. The preferred alternative will reconfigure both intersections. At SR 66/Lloyd Expressway and Vann Avenue, the preferred alternative will remove the traffic signals and convert the intersection to a right-in/right-out intersection. The preferred alternative at Stockwell Road will convert the traditional signalized intersection to a hybrid displaced left-turn intersection that includes both a displaced left-turn and a boulevard left-turn.

The SR 66/Lloyd Expressway and Burkhardt Road intersection is signalized. At this intersection, SR 66/Lloyd Expressway has three through lanes, one right-turn and two left-turn lanes. The SR 66/Lloyd Expressway and Cross Pointe Boulevard intersection is signalized. At this intersection, SR 66/Lloyd Expressway has three through lanes, one right-turn and one left-turn lane in each direction. East of this intersection, the southbound I-69 off ramp merges with westbound SR 66/Lloyd Expressway as a free-flowing auxiliary lane that becomes the right-turn slip lane for Cross Pointe Boulevard. Also, the southbound I-69 on ramp begins 835 feet east of Cross Pointe Boulevard and diverts traffic from eastbound SR 66/Lloyd Expressway to southbound I-69. There are no signals associated with these ramps. The preferred alternative will reconfigure

both intersections to modify the existing left-turns and reconfigure the I-69 southbound on and off ramps. At the intersection of SR 66/Lloyd Expressway and Burkhardt Road, the project will convert the signalized intersection to a displaced left-turn intersection with bypass right-turn lanes. This design will maintain all existing movements through the intersection. At the intersection of SR66/Lloyd Expressway and Cross Pointe Boulevard, the project will convert the signalized intersection to a displaced left-turn intersection with bypass right turn lanes. The design will maintain all existing movements through the intersection. The preferred alternative will also modify the southbound I-69 off ramp from a free-flowing intersection to a signalized intersection. A traffic signal will be added to control westbound SR 66/Lloyd Expressway traffic and the off-ramp traffic. The existing ramp will be reconstructed approximately 600 feet east and will be tapered to become a two-lane ramp at the SR 66/Lloyd Expressway intersection. Additionally, the eastbound SR 66/Lloyd Expressway to southbound I-69 on ramp will be reconstructed approximately 700 feet east.

Construction is anticipated to begin in the summer of 2024. The proposed maintenance of traffic plans include phased construction that will allow at least two lanes of eastbound and westbound traffic along SR 66/Lloyd Expressway to remain open at all times. Maintenance of traffic details will be presented during the public hearing. INDOT will coordinate with emergency services, public transit, local school corporation officials, and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible.

At the SR 66/Lloyd Expressway and Vann Avenue intersection, the preferred alternative will permanently alter the traffic patterns by removing the traffic signals and left turns and installing a median along SR 66/Lloyd Expressway through the intersection. The preferred alternative for the improvements at SR 66/Lloyd at Vann Avenue and Stockwell Road will also impact approximately 2.57 acres of terrestrial habitat, including up to 0.5 acre of tree clearing, and 0.080 acre of wetlands. The project will not impact historical or other cultural resources. This project will occur mostly within existing right-of-way. It requires a total of 0.6 acre of additional permanent right-of-way, consisting of strips from previously developed commercial properties. No temporary right-of-way is proposed.

The preferred alternative for the intersections of SR 66/Lloyd Expressway at Burkhardt Road and Cross Pointe Boulevard will impact approximately 3 linear feet of an unnamed stream and approximately 0.65 acre of wetlands. Additionally, approximately 8.5 acres of terrestrial habitat will be disturbed by this project; less than 0.5 acre of this area will involve tree clearing. The project will not impact historical or other cultural resources. This project will require approximately 0.77 acre of permanent right-of-way and approximately 0.05 acre of temporary right-of-way.

Public Hearing Agenda

5:30 p.m. – Doors open and project team is available for questions

6:00 p.m. – Formal presentation, followed immediately by the public comment session

7:30 p.m. – Hearing adjourns, team members will be available afterward to answer questions

All substantive comments received prior to, during and following the public hearing will be evaluated and responded to in writing within subsequent project documentation. The documentation will address concerns presented during the public hearing process and describe project decisions reached following careful consideration of the views and concerns of the public. Comment must be submitted by March 22, 2023.

The project team will be available in the display area to explain project details and address questions prior to and following the public hearing.

The environmental documentation and preliminary design information is available to view at the following locations:

1. McCollough Library, 5115 Washington Avenue, Evansville, 47715
2. Lochmueller Group, 6200 Vogel Road, Evansville, 47715
3. INDOT Vincennes District Office: 3650 South U.S. Highway 41, Vincennes, IN 47591
4. Project Website: <https://thelloyd4u.com>

Project documents can be mailed upon request. Contact Juliet Port, Parsons, (317) 616-4693; Troy Arnold, INDOT, (812) 890-9047; or INDOT at 855-INDOT4U (463-6848).

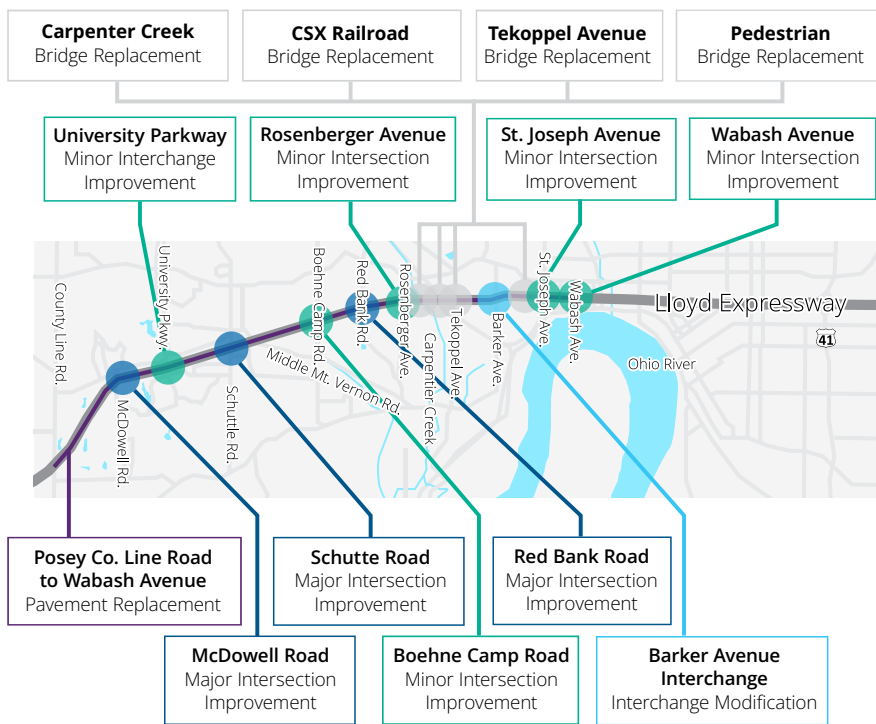
Thank you for attending tonight's public hearing.

TheLloyd4U includes more than a dozen improvement projects along the Lloyd Expressway, from Posey County Line Road to Cross Pointe Boulevard. The Indiana Department of Transportation plans to invest more than \$150 million in improvements to make the Lloyd Expressway more efficient and safer for motorists to navigate.

The work will include **intersection improvements, bridge replacements, pavement replacement** and more.

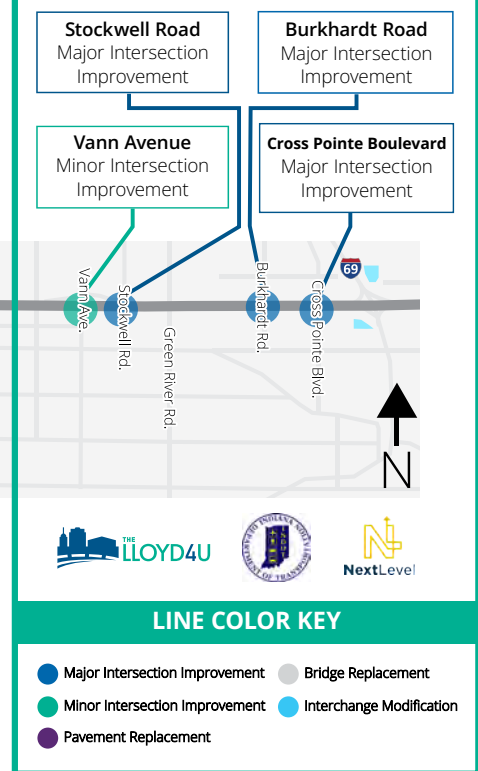
(For discussion in the future)

WESTSIDE IMPROVEMENTS



(For discussion March 7, 2023)

EASTSIDE IMPROVEMENTS



IMPROVEMENTS: INNOVATIVE INTERSECTIONS

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

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

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

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

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

EASTSIDE IMPROVEMENTS

CROSS POINTE BLVD.



Displaced left turns, New I-69 Signal

BURKHARDT RD.



Displaced left turns

STOCKWELL RD.



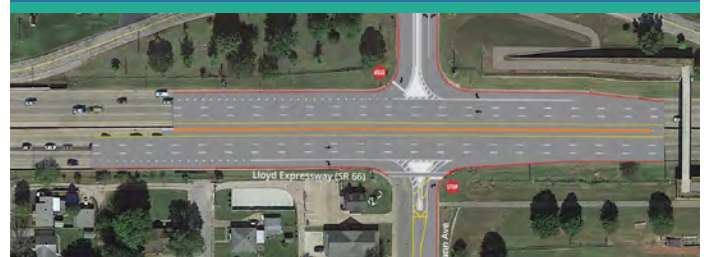
Displaced left turn with boulevard u-turn

ANTICIPATED SCHEDULE:

Westside Public Meeting:
Spring 2023

Construction Begins Spring 2024

VANN AVE.



Convert to right-in, right-out

FOLLOW OUR PROGRESS



TheLloyd4U.com



Sign up for e-mail updates
at TheLloyd4U.com



TheLloyd4U



Text "INDOT Lloyd" to 468311
for text updates

SHARE YOUR FEEDBACK



David Goffinet
Lochmueller Group
6200 Vogel Road
Evansville IN 47715

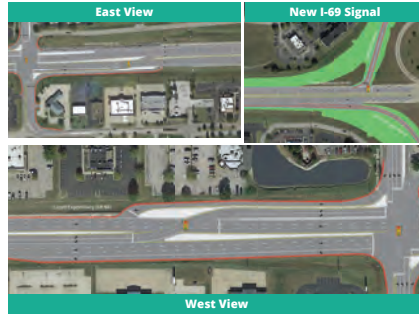


Dgoffinet@lochgroup.com





CROSS POINTE BOULEVARD: MAJOR INTERSECTION IMPROVEMENT



Dual Displaced Lefts

Challenges:

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



BURKHARDT ROAD: MAJOR INTERSECTION IMPROVEMENT



Dual Displaced Left Turns

Considerations:

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



STOCKWELL ROAD: MAJOR INTERSECTION IMPROVEMENT



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

Considerations:

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



VANN AVENUE: MINOR INTERSECTION IMPROVEMENT



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

Considerations:

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

Public Hearing Presentation



Public Hearing

DES. # 1900268, 2000217, 1900292, and 1900317
SR 66/Lloyd Expressway Intersections Improvements at Vann Avenue, Stockwell Road, Burkhardt Road and Cross Pointe Boulevard, Vanderburgh County

March 7, 2023



FORMAL COMMENT PERIOD

30-Day Public Comment Period

- Started **February 21** with hearing notice
- Continues through **March 22, 2023**
- Several ways to provide comments
- Tonight's formal comment period is only one **opportunity**
- All comments are considered equally; regardless of comment channel
- Final **environmental documents** will address comments received

PRESENTERS



Troy Arnold
INDOT
Project Manager



Ed Green
C2
Public Involvement



Jeff Whitaker
Lochmueller Group
Project Manager



Toby Randolph
Parsons Transportation Group
Lead Designer



FORMAL COMMENT PERIOD

Comment Channels

- Verbal comments tonight
- Written comments
- Place in comment box tonight
- By mail
- By email
- Call INDOT customer service



Please mention "Lloyd4U" and the intersection / cross street in your correspondence
1-855-INDOT4U (463-6848)
INDOT4U.com
INDOT@indot.in.gov

Comments must be submitted by **March 22, 2023** to be included in the public hearing record.

AGENDA

- 1) Introductions and Hearing Overview
- 2) Project Overview
- 3) Proposed Improvements
- 4) Next Steps
- 5) Public Hearing



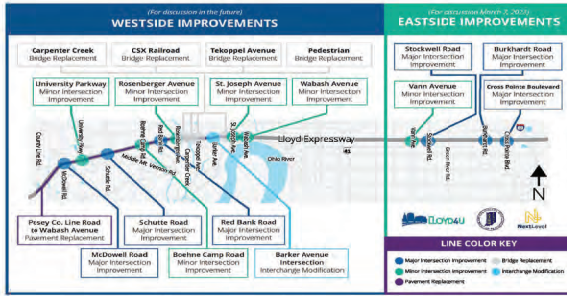
PUBLIC HEARING AND FORMAL COMMENTS

- Sign up to share formal comments
- Verbal comment period follows the presentation
- Speakers will be called in the order they signed up
- Please be respectful of everyone's time; limit your comments

THE LLOYD4U OVERVIEW

- Includes more than a dozen improvement projects
- INDOT plans to invest more than \$150 million
- Projects extend across Vanderburgh County, from Posey County Line Road to Cross Pointe Boulevard
- Projects include intersection improvements, bridge replacements, pavement replacement and more
- Today's Hearing is for Intersection Improvements at Vann Ave., Stockwell Rd., Burkhardt Rd. and Cross Pointe Blvd.

IMPROVEMENT LOCATIONS



NATIONAL ENVIRONMENTAL POLICY ACT (1969)

Federal Process

- Requires that **federal agencies** consider the effects of their actions on surrounding natural, cultural, and social environments
- Requires **public** be provided the opportunity to be involved and comment
- Requires impacts be described in an **environmental document**



EAST SIDE IMPROVEMENTS: AN OVERVIEW

Two Projects:

Intersection Improvements at Vann Avenue and Stockwell Road

Intersection Improvements at Burkhardt Road and Cross Pointe Boulevard

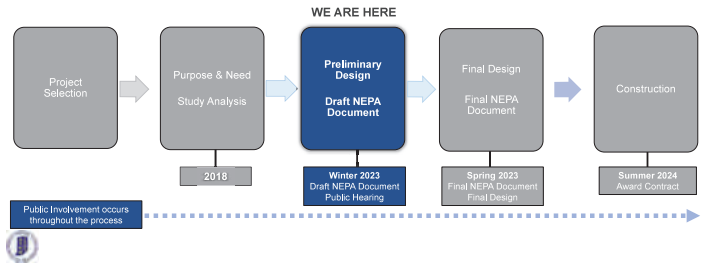
- Separate environmental documents

Please mention the intersection / cross street in your comments

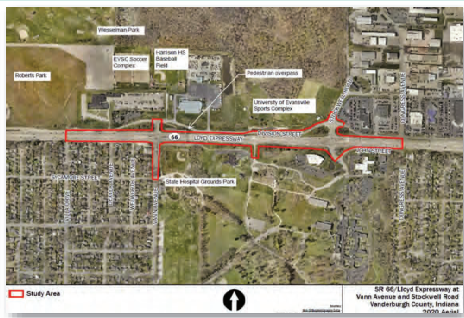


PROJECT DEVELOPMENT PROCESS

Environmental Documents – Categorical Exclusion Level 4 (CE-4)



STUDY AREA: VANN AND STOCKWELL



PURPOSE AND NEED

Needs:

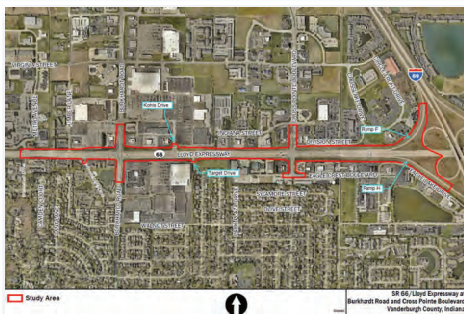
- Congestion
- High rate of crashes

Purpose:

- Reduce** the rate of crashes
- Improve **traffic flow**



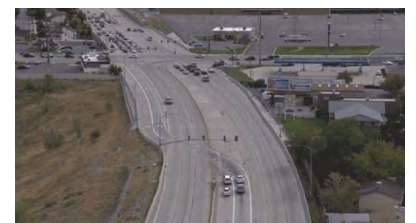
STUDY AREA: BURKHARDT AND CROSS POINTE



INNOVATIVE INTERSECTIONS

Displaced Left Turns

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



Displaced Left Turn

INNOVATIVE INTERSECTIONS

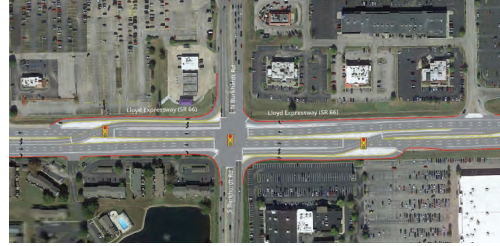
Median U-Turn

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



Median U-Turn

BURKHARDT ROAD



Intersection Improvements

- Dual displaced left turns with bypass right-turn lanes.
- Maintains existing movements

PREFERRED ALTERNATIVES

CROSS POINTE BOULEVARD



Intersection Improvements

- Dual displaced left turns
- Reconstructs SB I-69 off-ramp to WB Lloyd Expressway
- Added traffic signal for WB Lloyd Expressway traffic and the I-69 exit-ramp traffic
- EB Lloyd Expressway on-ramp to SB I-69 will be reconstructed 700 feet east
- Maintains existing movements

VANN AVENUE



Intersection Improvements

- Right-in, right-out (restricted turn movements)
- Removes traffic signals
- Removes left turns
- Adds stop signs for right turns
- Improved pedestrian crossing for Vann Ave (south side)

MAINTENANCE OF TRAFFIC (MOT): OVERVIEW

The MOT will have 3 phases

- **Lloyd Expressway** will have two lanes in each direction throughout construction.
- Left turn lanes at **Vann Avenue** will be eliminated.
- Some turning movements from/to private drives (e.g., shopping plazas) will be temporarily closed, access will be provided via side roads.
- Right turning movements from Lloyd Expressway **onto Burkhardt Road and Cross Pointe Boulevard** will be restricted temporarily in Phases 1 and 3
- Existing **I-69 Ramps** will be closed temporarily in Phase 2 while new ramps are constructed

STOCKWELL ROAD

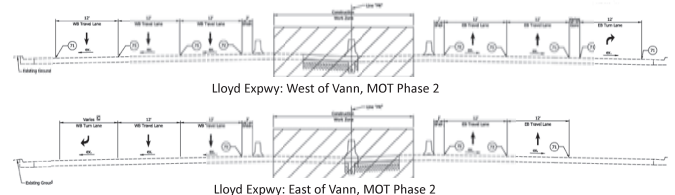


Intersection Improvements

- Hybrid solution displaced left-turn intersection
- EB displaced left turn
- WB median u-turn
- Maintains existing movements

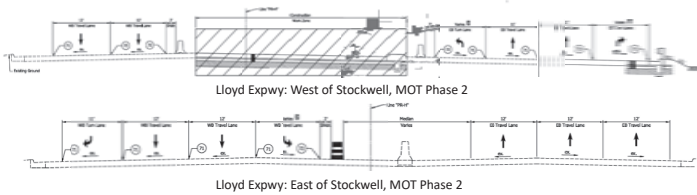
MOT: VANN AVENUE

- Left turns at **Lloyd Expressway and Vann Avenue** will be closed
- Right turns from EB and WB Lloyd Expressway onto Vann Avenue will be open
- Vann Avenue will have right turn lanes onto EB and WB Lloyd Expressway

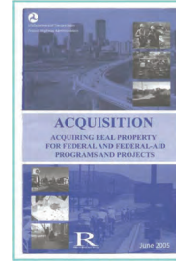


MOT: STOCKWELL ROAD

- Lloyd Expressway will have right and left turn lanes onto Stockwell Road
- No traffic pattern changes to Stockwell Road north
- Stockwell Road south will have left and right turn lanes onto Lloyd Expwy



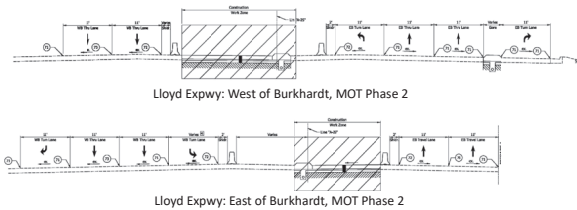
REAL ESTATE ACQUISITION



PICK UP A COPY IN BACK OF ROOM
www.fhwa.dot.gov/real_estate/uniform_act/aquisition/real_property.cfm

MOT: BURKHARDT ROAD

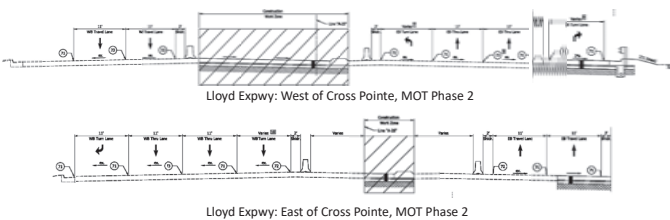
- Lloyd Expressway will have right and left turn lanes onto Burkhardt Road
- Burkhardt Road north will have left and right turn lanes onto Lloyd Expwy.
- Burkhardt Road south will have left and right turn lanes onto Lloyd Expwy.



PUBLIC HEARING

MOT: CROSS POINTE BOULEVARD

- Lloyd Expwy will have right and left turn lanes onto Cross Pointe Boulevard
- Cross Pointe Boulevard will have left and right turn lanes onto Lloyd Expwy



PUBLIC HEARING AND FORMAL COMMENTS

- Speakers will be called in the order they signed up
- Be respectful of time and keep your comments concise
- Please add your name to the list if you have decided to speak

PROJECT IMPACTS

Type	Impact
Relocations	0
Permanent Right-of-Way (ROW)	0.6 acre
Traffic Pattern: Intersection of Vann Avenue	Permanent Alteration
Water/Wetlands	0.080 acre
Terrestrial Habitat	2.57 acres
Cultural Resources (Section 106)	0
Threatened & Endangered Species	< 0.5 acre
Community impacts, public services, noise, environmental justice populations, air quality, hazardous materials	0

PROJECT INFORMATION

The environmental documents and preliminary design information are available to view at the following locations:

1. McCollough Library 5115 Washington Avenue, Evansville, 47715
2. Lochmueller Group 6200 Vogel Road, Evansville, 47715
3. INDOT Vincennes District Office: 3650 South U.S. Highway 41, Vincennes, IN 47591
4. Project Website: <https://thelloyd4u.com>
5. Project documents can be mailed upon request. Contact Juliet Port, Parsons, (317) 616-4693, Troy Arnold, INDOT, (812) 890-9047 or INDOT at 855-INDOT4U (463-6848).



PROJECT INFORMATION



www.TheLloyd4U.com



TheLloyd4U



@TheLloyd4U



INDOT CUSTOMER SERVICE:
www.INDOT4U.com
INDOT@indot.in.gov
(855) 463-6848



INDOT PROJECT MANAGER:
Troy Arnold
TArnold1@indot.IN.gov



THANK YOU



Public Hearing Comment Summary and Responses

Date	Theme	Comment	Response
3/7/2023	Vann Avenue, access to business / MOT	I represent Huck's Market, which operates convenience store at Cross Pointe Blvd & Lloyd. Concern is access from southbound Cross Pointe Blvd. with the media across from the current Cross Pointe Blvd entrance planning to be closed, southbound Cross Pointe Blvd. traffic will not be able to access our store.	The preferred alternative for Lloyd Expressway and Cross Point Boulevard (Des. 1900317) provides access to Huck's from NB Cross Pointe. The SB left-turn movement has been eliminated to facilitate traffic flow through the Lloyd Expressway/Cross Pointe Intersection. Providing left-turn access, within the SB left turn lane, will create a hazard for SB motorists on Cross Pointe. The displaced left-turns will maintain all movements at the intersection of Lloyd Expressway and Crosspointe Boulevard, including one SB and one northbound (NB) through lane for Crosspoint Boulevard.
3/7/2023	Vann Avenue, Local roads/grid	The need for lights on Lincoln and Fielding / Baker and Walnut to handle traffic from Vann west-right turn. Side roads need updating. Overpass on Vann to turn west.	The intersections of Lincoln Avenue and Fielding Road / Boeke Road are local roads that are outside the project area (Des. Nos. 1900268 and 2000217). There is on-going planning and coordination for these projects with local transportation officials from the Evansville Metropolitan Planning Organization (EMPO), City of Evansville, and Vanderburgh County. An overpass to provide left-turns at the intersection of Lloyd Expressway and Vann Avenue (Des. 1900268) would likely require additional right-of-way, a relocation (State Farm Insurance building), and/or Section 4(f) impacts to a trail and park, compared to the preferred alternative; therefore, it was dismissed from further consideration.
3/7/2023	Vann Avenue	I travel Vann to the Lloyd frequently. Vann carries 2 left turn lanes that carry significant travel. Right turns are currently facilitated by the right turn which should not be heavily impacted. Moving the left turn Vann traffic to other routes is not very practical. You are involved with greater schools etc. which are not as suited for this increased re-routed traffic. Why could the Vann left turn traffic be facilitated by a simple bridge just carrying left turn travel over the Lloyd and a merge into Lloyd westbound.	At the intersection of Lloyd and Vann Avenue (Des. 1900268), a bridge to provide left-turns would likely require additional right-of-way, a relocation (State Farm Insurance building), and/or Section 4(f) impacts to a trail and park, compared to the preferred alternative; therefore, it was dismissed from further consideration. The network grid of local streets south of this intersection has multiple options for motorists to access westbound (WB) Lloyd Expressway depending on the desired destination. There is ongoing coordination with local school transportation officials.
3/7/2023	Vann Avenue	Concern about Vann Avenue minor intersection improvements. Limit ability of motorists south of Lloyd Expressway in southeast side of Evansville to access Lloyd Expressway to go west. Improvements greatly limit access from south to go west.	The network of local streets south of Lloyd Expressway and Vann Avenue (Des. 1900268) has multiple options for motorists traveling WB Lloyd Expressway. For example, they could travel WB along Walnut Street or Sycamore Street, approximately 0.5 mile west to Boeke Road where they can use the existing interchange.
3/7/2023	Vann Avenue	The proposed cutting off of the Vann Avenue intersection, restricting West Bound access on Highway 66 is a grave mistake. As we all know when this project was originally built, there should have been more overpasses installed. I have been driving on this road, since the day it opened in 1983. The Vann Avenue intersection is quite a dangerous one, I think we can all agree on that. For any dollars that are spent on this intersection, they should be spent to improve traffic flow and access rather than cutting off a major portion of the city. Between Green River Road and Vann Ave. is only the Stockwell Avenue intersection, on both sides are two lane roads. The south side of that is mostly residential streets, the north side is access to Morgan Ave., Eastland Mall, many car dealerships and businesses. Cutting off being able to turn Left at the Vann Avenue Intersection, would leave only two other access points to the Expressway - Weinbach and Boeke. Thousands of residents who live and work in this area, would be greatly restricted. The Boeke Overpass on the southside is fed by a very short section allowing only 2-3 cars being allowed in that space under the Expressway. It is mostly a residential area, the waiting space feeding into this probably only has space for 5 or 6 additional cars. The Weinbach Overpass is similar, allowing only 2-3 cars under the Expressway at a time. This area is close to the University of Evansville, so there is a lot of foot traffic from pedestrians also. Adding the extra traffic to these intersections will just move the amount of traffic accidents from Vann and increase them at these two. So you might suggest that traffic will just take roads like Walnut, Lincoln, Bellemeade or Washington to head west. Depending on your destination, these might be the best routes; but these intersections also have their problems. Walnut and Lincoln both run by the University of Evansville. Lincoln Avenue also runs by Memorial High School. Again, lots of foot traffic from pedestrians, and these are considered School Zones so the speed limit is reduced. Bellemeade is crooked street on both sides of Highway 41, it is one lane in certain sections. Washington Avenue runs next to Bosse High School and Washington Middle School and in the morning and afternoons there are lots of students walking in these areas. The proposed pedestrian overpass still has not been installed and there are still lots of accidents at 41 and Washington. Cutting off access to the Expressway at Vann will only add to the traffic on all of these roads and make them more dangerous. While I have lived in Evansville for 20 years, I am from Newburgh originally, most of my family still lives in Newburgh. Coming back from the Eastside of Evansville, which is our city's main shopping destination and that continues to grow. Cutting off Vann will add traffic to Green River Road South as people have to then take that road to Lincoln Avenue or other points south just to return home. I realize that there are major problems with the Vann Avenue intersection, the solutions offered are not a proper fix. Ideally this should have been an Overpass when it was built. That would probably be the safest solution, but I also realize that it is too costly to be done at this time. It's not going to get any cheaper in the future. So let me propose a different idea. Cut off the left turn heading to Vann - get rid of that left turn signal. Instead use the East Division Street access road as an exit making it one way from Artillery Road to Vann. Weaver Trail would become a right turn only. The access to Torian Insurance could still be a two way street with the stop sign as it is now. This would make the crossing at the Expressway safer, as no Left Turn from the East would be made. The pedestrian cross bridge would not have to be moved either. Two of the biggest problems now at this intersection are the left hand turns and the sun. The left hand turn lane turning to Vann is way too short for the amount of traffic that turns there. And depending on the time of day the sun can be blinding to drivers, as are many East West intersections.	The preferred alternative for the intersection of Lloyd and Vann Avenue (Des. 1900268) will improve safety and traffic flow by reducing the rate of crashes and improving the level of service. South of Lloyd Expressway near Vann Avenue and Stockwell Avenue (Des. 1900268 and 2000217), the network of local streets will maintain access for residents to who live and work in the area, including use of the Weinbach Avenue, Green River Road, and Boeke Road. There will be no changes to the existing pedestrian facilities. Regarding the nearby city streets and intersections, those areas are outside the proposed projects and project stakeholders are working with local transportation officials, including public schools, regarding these projects. Creating an overpass at the intersection of Lloyd and Vann Avenue (Des. 1900268) would not only increase costs compared to the preferred alternative, but it would likely require additional right-of-way, a relocation, and/or impacts to a park and trail; therefore, it was dismissed. Regarding using Division Street as an access road for Vann Avenue (Des. 1900268), this would require more right-of-way and greater impacts compared to the preferred alternative; therefore it was dismissed from further consideration. The preferred alternative will eliminate the left turn lanes along Lloyd Expressway, which will improve traffic flow.
3/23/2023	Vann Ave	Overpass at Vann Rd, maybe extra lanes. -Overpass at Burkhardt and rework the lanes between Walmart and Best Buy. Thnx.	At the intersection of Lloyd Expressway and Vann Avenue (Des. 1900268), an overpass structure would likely require additional right-of-way, a relocation (State Farm Insurance building), and/or Section 4(f) impacts to a trail and park, compared to the preferred alternative; therefore, it was dismissed from further consideration. At the intersection of Lloyd Expressway and Burkhardt Road (Des. 1900292), an overpass structure would likely require additional right-of-way, possible relocations, and more environmental impacts compared to the preferred alternative; therefore, it was dismissed from further consideration.
3/17/2023	Three travel lanes in both directions for Lloyd Expressway, Vann Avenue, Stockwell Road, local roads	Can we get a 3 way lane on both West and East bound lanes all the way to USI? The traffic from USI students added with people traveling to and from Mt. Vernon work, heavily congest the highway with bumper to bumper traffic. the roads are out dated! Also, the lights being removed at Vann and only being an entering and exiting intersection is a great idea, but why not at Stockwell, Fielding and Brentwood Drive? We need all 3 intersections there to have the same correction just like Vann. Create better and longer side roads at stockwell and Green River Road intersections to keep motorists off the Lloyd Expressway. DO NOT add more lights to the Lloyd there! Can you please have my comments added and come up with more alternates then adding more lights to the Lloyd! Thank you.	The proposed projects are specifically for improvements to the Lloyd Expressway intersections with Vann Avenue, Stockwell Road, Burkhardt Road and Cross Pointe Boulevard. INDOT and the Evansville Metropolitan Planning Organization conducted a Corridor Study, which analyzed the problems and potential improvements along the Lloyd Expressway between St. Phillips Road in Posey County and SR 261 in Warrick County. The Fielding Road and Brentwood Drive intersections were included in this study. The Corridor Study determined that the Fielding Road intersection has a high rate of crashes, predominantly rear-end crashes along the Lloyd Expressway. William Henry Harrison High School is located in the southwest quadrant of the intersection, which impacts the feasible improvements at this location. After initial analysis, intersection improvement options included adding signal warning signs with flashing beacons and near-side signals and converting the intersection to a right-in/right-out. However, the right-in/right-out option was rejected due to the presence of William Henry Harrison High School in the southwest quadrant. At the Brentwood Drive intersection, it was determined that single green arrows signals would improve traffic operations at this location. The reconfiguration of the Stockwell Road intersection provides access to WB Lloyd Expressway.

Date	Theme	Comment	Response
3/14/2023	Safety, Vann Av	<p>Thank you for hosting the public hearing in Evansville earlier in March 2023. As is Federally required, I am apprehensive and skeptical of the weight of any community member's comments on the project plan. Having said that, I will not sit in silence while dollars are spent resulting in confusion and increased traffic hazards for the community. I appreciate all community service positions as we try to serve our communities in one field or another. As a Healthcare Provider, it would be no secret that in my field, my concern weighs heavily on safety as I am sure we have that in common. Displaced left turns in any place on the Lloyd will be a problem of confusion, frustration, and increased accidents. It does not improve traffic flow as there are still signalized stops. For the safety of the community, we would all be grateful if the project team would strongly consider an alteration of plans. As well as for upcoming W Lloyd Projects. Vann Ave- No concern for project plans. Appears as said right in-right out as long as turning traffic can merge onto HWY obviously. Continues flow of traffic. Stockwell Rd. - BLVD L turn/Displaced Lturn or Hybrid turn is not going to markedly improve traffic flow. This seems like a wasteful way to spend dollars overall. There's no better way to say that. Stockwell is not a big problem. If you want to do something, make it an overpass. The Lloyd was originally blueprinted to be an overpass. Burkhard Rd. - Displaced L turns are not going to markedly improve traffic flow. CrossPoint Blvd - Displaced L turns are not going to markedly improve traffic flow. Please do not signalize I-69 ramps. Please do not add more signaling with Displaced L turns on the Lloyd. It is already known as "stoplight" city when it was originally supposed to have been an overpass. This side of the Lloyd flows smoothly overall as is. Money can be better spent on the W. Lloyd. I believe the same official comments came in this night as well.</p>	<p>Safety is INDOT's top priority for all users of both our system and the local roadway systems in Indiana. We work every day to reduce the frequency and severity of crash-related injuries and fatalities, make the roads more efficient and reduce travel time and congestion, and support Indiana's economy with a robust transportation system for passenger and commercial vehicles, as well as non-motorized modes of travel. Innovative intersection treatments that reduce vehicle conflicts, while new to many of our users, provide both safety, mobility, and efficiency benefits to the traveling public. INDOT has been installing innovative intersections for more than a decade with measurable safety and mobility benefits that accrue from opening day. Some of the first innovative intersections in the state were installed east of Evansville on US 231 in Spencer County several years ago, to reduce crashes involving crossing movements. Other states, namely Michigan, have had boulevard left intersection treatments and corridors for decades with good safety and traffic operational performance. Regarding specific comments on the four locations of Vann Avenue, Stockwell Road, Burkhardt Road, Cross Pointe Boulevard: The right-in, right-out treatment for Vann Avenue will eliminate left turn and minor road through movements, the traffic signal, while implementing pedestrian crossing improvements on the south leg, thereby reducing conflicts and enhancing safety and traffic operations. The hybrid displaced left turn intersection (DLT) at Stockwell Road, which removes mainline left turns at the primary intersection, will also remove the conflict points for those movements reducing both crash severity and frequency, as well as providing traffic operation benefits. Stockwell Road serves numerous commercial, residential, and other properties on both sides of Lloyd Expressway, as well as Division Street to the north. Removing access to these places by building an overpass structure would impact, inconvenience, and negatively affect the nearby properties, as well as adding cost, additional right of way acquisition, and time to the project, in addition to increased maintenance responsibilities. Similarly, the dual DLTs at Burkhardt Road and at Cross Pointe Boulevard will enhance safety and traffic operations by reducing conflict points as well as number and severity of crashes, similar to Stockwell Road. There will be additional traffic signals at these locations and at the west side I-69 ramp terminals as noted; however, these signals will be interconnected and coordinated for maximum efficiency and traffic throughput and monitored on a regular basis by Vincennes District Traffic and Traffic Management. Each of these locations will have new signing and pavement markings built to current INDOT and federal standards.</p>
3/14/2023	Safety, Vann Avenue, Traffic Signals	<p>Available metadata indicates there are 552 vehicles per day that travel the following route: 1. Vann Avenue north to, 2. Lloyd Expressway east to, 3. Stockwell Road north. My concern is the safety issues with this amount of traffic maintaining their current path after construction. Without a red light stopping eastbound traffic, NB right turning traffic will depend on EB traffic gaps. With 800 feet less of merging and weaving length (from Vann to the Stockwell Road left turn lane), I am afraid this movement will become the new source of accidents at the intersection. Please let me know if you need any clarification. Thanks.</p>	<p>Safety is INDOT's top priority for all users of both our system and the local roadway systems in Indiana. We work every day to reduce the frequency and severity of crash-related injuries and fatalities, make the roads more efficient and reduce travel time and congestion, and support Indiana's economy with a robust transportation system for passenger and commercial vehicles, as well as non-motorized modes of travel. Innovative intersection treatments that reduce vehicle conflicts, while new to many of our users, provide both safety, mobility, and efficiency benefits to the traveling public.</p>
2/24/2023	Safety, Vann Avenue, Traffic Signals, Local Roads	<p>A recent article in the local paper stated INDOT is planning a public hearing on March 7 for proposed changes to the intersections at Vann Avenue, Stockwell Road, Burkhardt Road and Cross Pointe Boulevard. I am elderly and will not be able to attend that evening meeting. I do regularly use the left turns on the Lloyd at Vann and Stockwell to access my shopping. I am asking you to please read my comments and present these concerns to INDOT. When the Lloyd Expressway was built years ago, a big error was made by lowering it to ground level between Boeke Road and Green River Road. Now with the rapidly developing commercial area surrounding Vogel Road on the east side of town, there is an increased flow of traffic to access Vogel Road from the west or south. Heading northward from the Lloyd on Green River Road or Burkhardt Road to the eastern Vogel or Oak Grove Road area will only increase the traffic problems on those busy northbound roads.</p> <p>An earlier article in the local paper had stated that INDOT was proposing the elimination of traffic signals on the Lloyd at Vann Avenue and Stockwell Road, and to also extend the center barriers to prevent left turn lanes at those intersections. The article said vehicles traveling on Vann could have access to Stockwell by (1) turning right onto the Lloyd and (2) moving to the left lane of traffic, then (3) making a U-turn and (4) entering the right lane of traffic to make a right turn onto Stockwell and (5) make a right turn onto Vogel Road. Those first four changes would create very dangerous conditions.</p> <p>(1) Without the benefit of a traffic signal to stop eastbound traffic, it is difficult to safely enter the Lloyd.</p> <p>(2) Without the benefit of a traffic signal to stop eastbound traffic, moving from the right lane to the left lane in a relatively short distance in rapidly moving eastbound traffic usually would be very dangerous.</p> <p>(3) Making a quick U-turn into westbound traffic would be difficult without traffic stopped by a signal.</p> <p>(4) Moving into the right lane quickly after the U-turn again would usually be very dangerous.</p> <p>That earlier article said the Lloyd westbound traffic should use the Boeke Road exit to go south. A trip southward on Boeke can show that it is not equipped to handle the traffic volume that now currently uses Vann Avenue to head to points between the Lloyd and Pollack Avenue. In fact, the westbound left turn lane needs to be longer to handle the volume of traffic most times of the day. It is quite clear that INDOT has given no consideration to the effect of their proposed changes on either the safety or convenience of citizens who live in areas serviced by Vann Avenue – or those who might be involved in wrecks caused by their suggested traffic patterns. I had talked to you earlier this year and at that time you said you were unaware of the INDOT proposal for the changes described above. By now I am sure you have seen their proposed plan. Since you are an employee of the city charged with the viability and safety of our streets, I ask that you point out the flaws in the state's plan and perhaps present a better one for the citizens of Evansville.</p>	<p>The Vann Avenue intersection will be reconfigured to be a right-in and right-out intersection. The existing signals will be removed and the median will be closed along the Lloyd Expressway with permanent concrete barrier walls, eliminating the left turn lanes along Lloyd Expressway and Vann Avenue. The Stockwell Road intersection will have a crossover in advance of it in the EB direction to displace the left-turn lanes along the Lloyd Expressway to be on the opposite side of the through traffic. Improvements at the Stockwell Road intersection include a bypass right-turn lane for movements from SB Stockwell Road to WB SR 66/Lloyd Expressway, two proposed signals at the crossover to control the left-turn movements and the bypass right-turn lane, a boulevard left-turn in the WB direction, one proposed signal, and a bump-out for turning movements (also known as a "truck loon") at the boulevard left-turn. There will also be modifications to the existing signals to accommodate updated traffic movements and proposed concrete splitter islands to separate opposing directions of traffic.</p> <p>Safety is INDOT's top priority for all users of both our system and the local roadway systems in Indiana. We work every day to reduce the frequency and severity of crash-related injuries and fatalities, make the roads more efficient and reduce travel time and congestion, and support Indiana's economy with a robust transportation system for passenger and commercial vehicles, as well as non-motorized modes of travel. Innovative intersection treatments that reduce vehicle conflicts, while new to many of our users, provide both safety, mobility, and efficiency benefits to the traveling public. INDOT has been installing innovative intersections for more than a decade with measurable safety and mobility benefits that accrue from opening day.</p>
3/7/2023	MOT	<p>My question is, when you get this down to two lanes, how long a time is the East Side going to be two lanes? Do you have any for Burkhardt Road? And, you know, we're from the Harrison area, and we have so much traffic in there, I'm just concerned that how long do you think it'll take, that it'll be two lanes on the East Side for all these?</p>	<p>The proposed maintenance of traffic plan includes phased construction that will allow at least two lanes of EB and WB traffic along the Lloyd Expressway to remain open at all times during construction. Construction is anticipated to last approximately two years.</p>
3/7/2023	Safety, Traffic Signals, Local Roads	<p>My office is at the corner of Vann and Lloyd, been there for 34 years. So when you close down Vann going westbound and Lloyd going southbound, 3:00 on, an average of 34 cars in the two left turn lanes on the light, trying to go westbound on Lloyd, they'll be all the way past the pedestrian intersection coming down Lloyd, turning on Vann, going southbound. So they've talked I've told them that, it's all in writing. This is for the people here. You can't really go to Green River Road, it's two lanes into one, merge onto Lloyd. There's only room for eight cars there. You can't absorb it into Bakey, it's only a single lane going underneath the overpass, and then three behind it to merge on. They've admitted they don't want to send the people to Weinbach because, now, you have people trying to merge onto Lloyd at the same time you're having people trying to exit off to get on Highway 41 going northbound. So somewhere this traffic has to go. You know, they're going on Lloyd Expressway now, on a light. If it gets absorbed in, there is no light, it's a racetrack to try to get on and merge and get into the flow of traffic. Last year's meeting, I checked the police records, there's been a whopping total of two accidents. You can pick any intersection in town, there's two or more accidents at any intersection. If you're worried about the flow of traffic, then Highway 41 has stop lights everywhere. We're not taking any stop lights out there. There's far more wrecks on Highway 41 than going down Lloyd. So for the people that play soccer there -- there's four baseball fields, eight soccer fields. State Hospital Park where people walk in and take their dogs. I just don't know where the people are going to go. And the speed of traffic, and to try to run all these people through a residential neighborhood, I just don't see where it's going to work out and decrease accidents without running a lot of people through residential neighborhoods and not being able to get them moved out.</p>	<p>Green River Road provides an opportunity to access WB Lloyd Expressway.</p> <p>Safety is INDOT's top priority for all users of both our system and the local roadway systems in Indiana. We work every day to reduce the frequency and severity of crash-related injuries and fatalities, make the roads more efficient and reduce travel time and congestion, and support Indiana's economy with a robust transportation system for passenger and commercial vehicles, as well as non-motorized modes of travel. Innovative intersection treatments that reduce vehicle conflicts, while new to many of our users, provide both safety, mobility, and efficiency benefits to the traveling public. INDOT has been installing innovative intersections for more than a decade with measurable safety and mobility benefits that accrue from opening day.</p>

Date	Theme	Comment	Response
3/7/2023	Safety, Traffic Signals, Local Roads	<p>I appreciate the opportunity to be able to speak tonight. I think this is my, either third or fourth meeting. And up until now, we could only speak to the engineers after the meeting instead of having a public comment. Which was fine, but the engineers that I talked to didn't live in Evansville. One of the guys that I asked -- and I have the same concern about Vann. Some of the same concerns Randy shared, is -- that, where is all that traffic going to go? And -- and I didn't -- I'm sorry, I don't have his name, but I don't think it was Toby. But somebody else who worked on Vann, they presented it when you guys did it at the Cityview (phonetic), and he said I asked him, and I said, you know, "There's thousands of people who" go -- "use Vann to go west and to go onto the Lloyd." And he -- his comment -- was, "That's beyond" our -- "my scope of work." I -- "I don't know." You -- you -- "you need to probably talk to city council." At that time, I talked to one of the city engineers, and they said, "Oh, gosh," that is -- "I can see that is a concern." So you know, Randy already has addressed it, nobody's going to want to go -- anybody who's south of the state hospital, or even the other way, they don't want to go to Green River Road to -- you know, they're not going to go east to go north to go west, when they're, you know, used to going west. And my concern is all of that traffic. I mean there's tons of it. And I -- I travel, probably, in the city limits -- and -- and without exaggerating, probably 15,000 to 18,000 miles a year. The -- I sell real estate, I'm all over the place all the time, so that -- I see all that traffic. So I'm concerned that they're going to -- that people are people, and they're going to find the path of least resistance to go down all of the little side streets, and then they're going to get to Bakey [Boeke], and then there's probably not going to be anywhere for them to go. And I -- I think it's great that we have a \$150 million to spend, but I feel like we're going to create more problems with the \$150 million. For example, I know it's not on your schedule tonight, but Wabash Avenue of the Flags, you're not taking the light out there. If you're going to really improve traffic and -- and less wrecks, you would take the light out there and leave the light at Vann. I -- I work downtown, I live downtown. This summer, I got on the Lloyd at Main Street, and I was all the way to Sharon Road in 12 minutes, and I thought, you know, this -- "There's not a problem here." There's not -- there really isn't. I mean, the -- the Lloyd really does flow, and we're going to spend \$150 million to create a nightmare for the people who live on the East Side, south of the -- of Vann. Let's see if I said everything I wanted to say. The -- the EPA [NEPA] -- and I didn't know that this was part of the process. But the natural, cultural, and social impacts, I feel like there's going to be a huge social impact for these -- these residents -- and -- and, again, I'm just talking about East Side, but I've almost been killed at avenue -- Wabash Avenue of the Flags, sitting at a light and seeing a -- a coal truck, or a rock truck, come over and -- just, you know, like, barely not hit my car. So those are -- those are my -- my comments. I don't think it will reduce crashes to -- to change that to Vann. And, you know, again, I'm happy that we get to spend the money, but I feel like we need to make better choices with it, so thank you.</p>	<p>Green River Road provides an opportunity to access WB Lloyd Expressway.</p> <p>Safety is INDOT's top priority for all users of both our system and the local roadway systems in Indiana. We work every day to reduce the frequency and severity of crash-related injuries and fatalities, make the roads more efficient and reduce travel time and congestion, and support Indiana's economy with a robust transportation system for passenger and commercial vehicles, as well as non-motorized modes of travel. Innovative intersection treatments that reduce vehicle conflicts, while new to many of our users, provide both safety, mobility, and efficiency benefits to the traveling public. INDOT has been installing innovative intersections for more than a decade with measurable safety and mobility benefits that accrue from opening day.</p>
3/7/2023	Sidewalks and Bike Lanes	<p>I actually serve as the president and CEO of Visit Evansville, which is the local convention and visitors bureau. We know that -- through various means of data collection, that the East Side of Evansville is the most frequently visited area of our entire region. In fact, last year alone, 53.6 percent of all visitors to a four [Evansville/Newburg/Hendrix] (phonetic) county area were on the East Side for retail purposes. So from -- from that standpoint -- from that perspective, the East Side represents, really, the experience of our city that visitors have. In many ways, it is the door step to our city. So through that lens, I'm deeply concerned that the plan does not currently include sidewalks or bike lanes. Selfishly, speaking as somebody that is trying to drive tourism and economic development, I feel like there's a real lack of vision there in planning ahead for some connectivity. It -- it feels to make the entry to a very critical point into our community rather inhospitable. So I would ask that -- that we -- we reconsider that.</p>	<p>During the project development process, INDOT coordinated with local officials from the City of Evansville and Vanderburgh County about impacts to pedestrian facilities. The existing sidewalk and curb ramps along the south approach of Vann Avenue will remain in place and undisturbed, as well as the curb ramp at the southeast corner of Vann Avenue and Division Street. A pedestrian refuge is proposed for the southern splitter island. It will be reconstructed to current design standards including Americans with Disabilities Act (ADA) accessible standards. The legacy northeast and southeast curb ramps and northeast sidewalk will be removed because the existing pedestrian overpass is now utilized for this movement. There will be no impacts to the adjoining park, trails, and pedestrian overpass. The current Evansville Bicycle and Pedestrian Connectivity Master Plan shows proposed shared paths going through both the Burkhardt Road and Cross Pointe Boulevard intersections with the Lloyd Expressway. However, since that time, the pedestrian overpasses that were designed to replace and eliminate SR 66/Lloyd Expressway at-grade pedestrian crossings have been constructed. A meeting was held with local officials from the City of Evansville and Vanderburgh County on February 25, 2021 regarding the preferred alternative's proposed impacts to pedestrian facilities. The existing sidewalk along the west side of Cross Pointe Boulevard, north of SR 66/Lloyd Expressway will be shortened by approximately 50 feet to accommodate the widened intersection. There were no concerns expressed regarding this impact during the meeting. During the meeting it was decided that since there are currently no crosswalks within the project area, pedestrian facilities will not be constructed by this project.</p>
3/7/2023	Vann Avenue, Traffic Signals, Local Roads	<p>I generally support making improvements to the Lloyd Expressway to make it more like a real expressway. Generally, I think the plan is good, that it tries not to impact businesses next to the expressway. While the traffic light off I-69 appears to be necessary, it does give me pause to have a traffic light on a road called an expressway. I am concerned that not enough thought has been given to where traffic that now turns west on the Lloyd from northbound Vann will go to head west on the Lloyd. Will it go to Boeke, and if it does, is that interchange capable of handling the increased traffic?</p>	<p>Green River Road provides an opportunity to access WB Lloyd Expressway.</p>
3/7/2023	Safety, Vann Avenue, Local Roads	<p>Hi, my name is Patrick Higgs -- the last name's H-I-G-G-S -- and I live on Mulberry, basically at the corner of Lincoln and Vann. I grew up in Newburgh. Coming to Evansville, before the Lloyd was the division street -- Slaughters. Well, didn't have any issues with trying to get to Vann or -- or getting back to Newburgh. My family still lives in Newburgh, so I -- I go that way. I would be able to turn right and go to Newburgh, but getting back is an issue. My partner works at USI. Every morning, he goes down Vann to USI. So if you -- if you cut off this intersection there, you're shifting all the traffic -- what someone said earlier -- to Walnut and Lincoln and Washington. Walnut is basically cut off at U of E, to go straight to 41, because of the university. Lincoln, you have Memorial, and you have University Avenue on the other side. And Washington Avenue, you have the middle school and Bosse High School. So you're shifting all of this traffic; it's going to make it dangerous. You see kids these days, and -- and adults, they're on their phones. You add all this extra traffic, people are going to get killed. I realize that Vann and the Lloyd is a very dangerous intersection, and I've been looking at this ever since you started releasing the designs, and I've always wondered why they couldn't take and leave the -- the left hand -- the West Side turn open, but take and cut off the -- the left hand turn heading west to Vann, and shift that around to, like, where the armory is. Shift the traffic pattern to, like, an exit around where the pedestrian bridge is to give it a longer area. Every time I ever come in, there is longer traffic than what is allotted there. So I -- I know you're trying to fix this. I know you're trying to make it safer, but the plan you've got, it -- it isn't going to make it safer, and I would hope that you would reconsider and -- and look deeper into this before you spend more money, so thank you.</p>	<p>Safety is INDOT's top priority for all users of both our system and the local roadway systems in Indiana. We work every day to reduce the frequency and severity of crash-related injuries and fatalities, make the roads more efficient and reduce travel time and congestion, and support Indiana's economy with a robust transportation system for passenger and commercial vehicles, as well as non-motorized modes of travel. Innovative intersection treatments that reduce vehicle conflicts, while new to many of our users, provide both safety, mobility, and efficiency benefits to the traveling public. INDOT has been installing innovative intersections for more than a decade with measurable safety and mobility benefits that accrue from opening day. Some of the first innovative intersections in the state were installed east of Evansville on US 231 in Spencer County several years ago, to reduce crashes involving crossing movements. Other states, namely Michigan, have had boulevard left intersection treatments and corridors for decades with good safety and traffic operational performance. Regarding specific comments at Vann Avenue, the right-in, right-out treatment for Vann Avenue will eliminate left turn and minor road through movements, the traffic signal, while implementing pedestrian crossing improvements on the south leg, thereby reducing conflicts and enhancing safety and traffic operations.</p>

Date	Theme	Comment	Response
3/7/2023	Safety, Local Roads, Sidewalks and Bike Lanes	<p>Zachary Heronemus. Zachary, Z-A-C-H-A-R-Y. Heronemus, H-E-R-O-N-E-M-U-S. I -- I am not only a resident of -- within proximity of all of these projects, but I am a city councilman in the 3rd Ward that, you know, represents constituents that effectively will be impacted by the Vann Avenue, the Stockwell, and -- and then, effectively, the Burkhardt, by proximity. So I want to kind of just make a few comments, because it's -- it's taken me a little while to really come to this particular position. And you know, there's a lot of folks that are going to be impacted that, myself, living at 521 South Villa, are not necessarily going to be impacted. My -- my day-to-day, in and out -- except for the past few months with this Walnut Street project -- has always been Bakery to the Lloyd, going west, right? Going east, it's always been Vann. So for me to say that that's going to be difficult for me is -- would not be the truth. Right? But for a lot of folks in my neighborhood, within -- and residents within the 3rd Ward, it is going to be a tremendous impact. And you know, to our -- our director of Visit Evansville's point, you know, while I've been a longtime resident of this city and -- and my neighborhood, I actually went to high school in Madisonville, Kentucky. And I can attest that the East Side of Evansville is -- is a tremendous hub of -- of commerce, of tourism, and -- and dollars that are flowing into our community from as far away as Madisonville, as far away as Mount Vernon, Illinois, and more. And I think -- when I look at this particular project, I'm not necessarily convinced that every component makes sense, whether it's Vann or whether it's even the idea of displaced left turns. And I say that because, in the past, you know, ten years, the city of Evansville has really made a -- a more -- you know, a concentrated effort on doing road diets in our community. And one of those that -- that was done, earlier on, was Lincoln Avenue. And Lincoln Avenue went from two lanes going each direction to two lane -- you know, two lanes this way, two lanes that way, to one lane, one lane with a turn lane. And I can tell you that it's hard to change people's habits, and it's charged -- and so much so, when my oldest son was, you know, maybe 18 months old, I was almost hit head-on trying to turn into South Villa, in the turn lane, because a person behind the car that was making a turn onto the same road thought it was -- a -- I guess, a passing lane rather than just a -- a turn lane. I -- I -- I bring this up for -- for a couple of reasons. One, is displaced left turns are going to be a very difficult learning curve for a lot of folks, most especially the people coming into our community. And I say that because this is the highest trafficked area. And the economic impact that these individuals -- myself, when I was in high school, coming to this city to, you know, go to restaurants, take my girlfriend out on a date, go to movies because the 4-Plex in Madisonville only had a G-rated, you know, cinema theater. You know, the -- let alone the mall and everything else that Evansville had to offer. I think about, not only the difficulties that this can come -- they bring about, but the -- the tangible, unpleasant experience that people visiting our community may come about. And -- and I don't say this lightly -- because I understand that something needs to be done and there's a tremendous amount of funding available -- but when I think about the Lloyd and the history of what it's done to this particular city, is -- it's really split our community between a north and a south. And when we had a vibrant, you know, North Main, you know, many decades ago, and the Lloyd came through and split it up pretty drastically. We've seen, you know, what happens in a lot of communities when highways cut through the heart of urban areas, and so, what I really wish that would be considered is, you know, how can we do this in a way that actually improves our community rather than aids to, you know, a lot of frustration and heartache? Not one bit, in this particular plan, is there the idea of connectivity, walkability, or bike ability, from the South Side of the Lloyd to the North Side of the Lloyd. And when we look at the history of -- of -- of pedestrian crossings in the city of Evansville, with the Lloyd, we have two coming east of -- of 41 that have been there for the longest time with not much attention paid to it. Recently, we've had a new crossing that has been put there, which has been a vast improvement, but there doesn't even seem to be room for display -- with displaced left turns, to even have consideration of our Iroquois Garden neighborhood or our Harrison Hill or, you know, our plaza neighborhoods, or anything moving, really, throughout the effected impacted area where these developments will be made. So as a city councilor, as a resident, as a father who has kids that I would love to see, you know, be connected more to the great opportunity that -- of development that we have there on the -- the East Side, north of the Lloyd. Now, I -- I really -- I hope -- I hope that some strong consideration will be considered to improving this project and potentially changing it in some -- some matter that it makes a little bit more sense for our city. Thank you.</p>	<p>Safety is INDOT's top priority for all users of both our system and the local roadway systems in Indiana. We work every day to reduce the frequency and severity of crash-related injuries and fatalities, make the roads more efficient and reduce travel time and congestion, and support Indiana's economy with a robust transportation system for passenger and commercial vehicles, as well as non-motorized modes of travel. Innovative intersection treatments that reduce vehicle conflicts, while new to many of our users, provide both safety, mobility, and efficiency benefits to the traveling public. INDOT has been installing innovative intersections for more than a decade with measurable safety and mobility benefits that accrue from opening day. Some of the first innovative intersections in the state were installed east of Evansville on US 231 in Spencer County several years ago, to reduce crashes involving crossing movements. Other states, namely Michigan, have had boulevard left intersection treatments and corridors for decades with good safety and traffic operational performance. Regarding specific comments on the four locations of Vann Avenue, Stockwell Road, Burkhardt Road, Cross Pointe Boulevard: The right-in, right-out treatment for Vann Avenue will eliminate left turn and minor road through movements, the traffic signal, while implementing pedestrian crossing improvements on the south leg, thereby reducing conflicts and enhancing safety and traffic operations.</p>
3/7/2023	Safety, Traffic Signals, Sidewalks and Bike Lanes	<p>I'm getting all kinds of attention here tonight. Ben Trockman. B-E-N, T-R-O-C-K-M-A-N. I'm a 1st Ward City Councilman here in Evansville. Thank you, (Inaudible). I'll be brief. Kind of echoing what Zac shared earlier, in terms of when residents -- or -- outsiders, more specifically, actually come into Evansville, the thought that a stop light right off of the Lloyd Expressway -- or I'm sorry, off of 69 onto the Lloyd Expressway, is just a little -- I understand why you're proposing it. It seems a little strange for people welcoming -- for welcoming people to our city. As an East Side person, knowing that the East Side has always been called "The Entrance to Evansville", I echo the concerns of Councilor Heronemus about a little bit of confusion. Sometimes we take a little look -- a little longer -- to learn new habits around town, so the -- the -- the stoplight is just a little strange to me. But I want to echo -- I'm being redundant, so I apologize. But I want to echo Alexis's comment as well, because if there is -- whatever is done -- and I'm sure it will be spectacular when you get done with it -- to have a little bit of vision to moving people, not only in their vehicles, providing opportunity for bikers, walkers, and wheelchair users to make it across what I know is a very dangerous and very -- heavily trafficked area. But the state could lead by example, with a significant project like this, by saying that this is something that's important, and I can guarantee you that the city of Evansville would follow suit. And so, again, I just -- just -- sharing a couple of comments, so thanks.</p>	<p>Safety is INDOT's top priority for all users of both our system and the local roadway systems in Indiana. We work every day to reduce the frequency and severity of crash-related injuries and fatalities, make the roads more efficient and reduce travel time and congestion, and support Indiana's economy with a robust transportation system for passenger and commercial vehicles, as well as non-motorized modes of travel. Innovative intersection treatments that reduce vehicle conflicts, while new to many of our users, provide both safety, mobility, and efficiency benefits to the traveling public. INDOT has been installing innovative intersections for more than a decade with measurable safety and mobility benefits that accrue from opening day. Some of the first innovative intersections in the state were installed east of Evansville on US 231 in Spencer County several years ago, to reduce crashes involving crossing movements. Other states, namely Michigan, have had boulevard left intersection treatments and corridors for decades with good safety and traffic operational performance. Regarding specific comments on the four locations of Vann Avenue, Stockwell Road, Burkhardt Road, Cross Pointe Boulevard: The right-in, right-out treatment for Vann Avenue will eliminate left turn and minor road through movements, the traffic signal, while implementing pedestrian crossing improvements on the south leg, thereby reducing conflicts and enhancing safety and traffic operations. The hybrid displaced left turn intersection (DLT) at Stockwell Road, which removes mainline left turns at the primary intersection, will also remove the conflict points for those movements reducing both crash severity and frequency, as well as providing traffic operation benefits. Stockwell Road serves numerous commercial, residential, and other properties on both sides of Lloyd Expressway, as well as Division Street to the north. Removing access to these places by building an overpass structure would impact, inconvenience, and negatively affect the nearby properties, as well as adding cost, additional right of way acquisition, and time to the project, in addition to increased maintenance responsibilities. Similarly, the dual DLTs at Burkhardt Road and at Cross Pointe Boulevard will enhance safety and traffic operations by reducing conflict points as well as number and severity of crashes, similar to Stockwell Road. There will be additional traffic signals at these locations and at the west side I-69 ramp terminals as noted; however, these signals will be interconnected and coordinated for maximum efficiency and traffic throughput and monitored on a regular basis by Vincennes District Traffic and Traffic Management. Each of these locations will have new signing and pavement markings built to current INDOT and federal standards.</p>

The proposed cutting off of the Vann Avenue intersection, restricting West Bound access on Highway 66 is a grave mistake.

As we all know when this project was originally built, there should have been more overpasses installed. I have been driving on this road, since the day it opened in 1983.

The Vann Avenue intersection is quite a dangerous one, I think we can all agree on that. For any dollars that are spent on this intersection, they should be spent to improve traffic flow and access rather than cutting off a major portion of the city.

Between Green River Road and Vann Ave, is only the Stockwell Avenue intersection, on both sides are two lane roads. The south side of that is mostly residential streets, the north side is access to Morgan Ave, Eastland Mall, many car dealerships and businesses.

Cutting off being able to turn Left at the Vann Avenue Intersection, would leave only two other access points to the Expressway - Weinbach and Boeke. Thousands of residents who live and work in this area, would be greatly restricted..

The Boeke Overpass on the southside is fed by a very short section allowing only 2-3 cars being allowed in that space under the Expressway. It is mostly a residential area, the waiting space feeding into this probably only has space for 5 or 6 additional cars. The Weinbach Overpass is similar, allowing only 2-3 cars under the Expressway at a time. This area is close to the University of Evansville, so there is a lot of foot traffic from pedestrians also. Adding the extra traffic to these intersections will just move the amount of traffic accidents from Vann and increase them at these two.

So you might suggest that traffic will just take roads like Walnut, Lincoln, Bellemeade or Washington to head west. Depending on your destination, these might be the best routes; but these intersections also have their problems. Walnut and Lincoln both run by the University of Evansville. Lincoln Avenue also runs by Memorial High School. Again, lots of foot traffic from pedestrians, and these are considered School Zones so the speed limit is reduced. Bellemeade is crooked street on both sides of Highway 41, it is one lane in certain sections. Washington Avenue runs next to Bosse High School and Washington Middle School and in the morning and afternoons there are lots of students walking in these areas. The proposed pedestrian overpass still has not been installed and there are still lots of accidents at 41 and Washington. Cutting off access to the Expressway at Vann will only add to the traffic on all of these roads and make them more dangerous.

While I have lived in Evansville for 20 years, I am from Newburgh originally, most of my family still lives in Newburgh. Coming back from the Eastside of Evansville, which is our city's main shopping destination and that continues to grow. Cutting off Vann will add traffic to Green River Road South as people have to then take that road to Lincoln Avenue or other points south just to return home.

I realize that there are major problems with the Vann Avenue intersection, the solutions offered are not a proper fix. Ideally this should have been an Overpass when it was built. That would probably be the safest solution, but I also realize that it is too costly to be done at this time. It's not going to get any cheaper in the future.

So let me propose a different idea. Cut off the left turn heading to Vann - get rid of that left turn signal. Instead use the East Division Street access road as an exit making it one way from Artillery Road to Vann. Weaver Trail would become a right turn only. The access to Torian Insurance could still be a two way street with the stop sign as it is now. This would make the crossing at the Expressway safer, as no Left Turn from the East would be made. The pedestrian cross bridge would not have to be moved either

Two of the biggest problems now at this intersection are the left hand turns and the sun. The left hand turn lane turning to Vann is way too short for the amount of traffic that turns there. And depending on the time of day the sun can be blinding to drivers, as are many East West intersections.

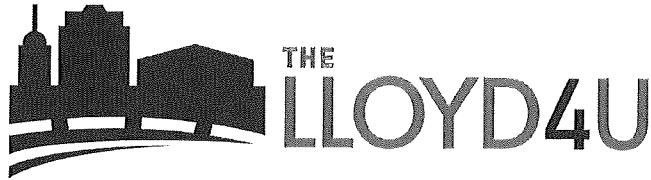
March 7 5:30

From: Terri Bartlett <
Sent: Thursday, March 23, 2023 9:37 AM
To: David Goffinet <dgoffinnet@lochgroup.com>
Subject: Lloyd project

EXTERNAL

- Overpass at Vann Rd, maybe extra lanes.
- Overpass at Burkhardt and rework the lanes between Walmart and Best Buy.

Thx



PUBLIC HEARING COMMENT FORM

LET US KNOW WHAT YOU THINK

I Represent Huck's Market, which operates Convenience Store at Cross Pointe Blvd + Lloyd.

Concern is Access from Southbound Cross Pointe Blvd. ~~with~~ with The Median across from our current Cross Pointe Blvd entrance planning to be closed, Southbound Cross Pointe Blvd Traffic will not be able to access our store.

Name: Troy Deitz ^{Huck's Market} Address: Cross Pointe Blvd
E-mail: [redacted] Phone number: [redacted]

Please check all that apply:

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

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

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



Place comment form in box or mail to:
David Goffinet, Lochmueller Group
6200 Vogel Road Evansville, IN 47715



From: Labitzke, Mike D. <mdlabitze@evansville.in.gov>
Sent: Friday, February 24, 2023 4:43 PM
To: David Goffinet <DGoffinet@lochgroup.com>
Subject: FW: Lloyd Expressway changes at Vann and Stockwell

EXTERNAL

David,

Please consider this email forward as a submission of public comments from Ms. Dunn below and its contents included in the public hearing record.
Thank you.

Michael D. Labitzke, P.E.
City Engineer
Evansville, Indiana

812.436.4970 Off.
812.480.0903 Mob.

From: JE Dunn
Sent: Friday, February 24, 2023 3:51 PM

To: Labitzke, Mike D. <mdlabitze@evansville.in.gov>
Subject: Lloyd Expressway changes at Vann and Stockwell

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

To: Mike Labitzke, City Engineer

Dear Mr. Labitzke:

A recent article in the local paper stated INDOT is planning a public hearing on March 7 for proposed changes to the intersections at Vann Avenue, Stockwell Road, Burkhardt Road and Cross Pointe Boulevard. I am elderly and will not be able to attend that evening meeting. I do regularly use the left turns on the Lloyd at Vann and Stockwell to access my shopping. I am asking you to please read my comments and present these concerns to INDOT.

When the Lloyd Expressway was built years ago, a big error was made by lowering it to ground level between Boeke Road and Green River Road. Now with the rapidly developing commercial area surrounding Vogel Road on the east side of town, there is an increased flow of traffic to access Vogel Road from the west or south. Heading northward from the Lloyd on Green River Road or Burkhardt

Road to the eastern Vogel or Oak Grove Road area will only increase the traffic problems on those busy northbound roads.

An earlier article in the local paper had stated that INDOT was proposing the elimination of traffic signals on the Lloyd at Vann Avenue and Stockwell Road, and to also extend the center barriers to prevent left turn lanes at those intersections. The article said vehicles traveling on Vann could have access to Stockwell by (1) turning right onto the Lloyd and (2) moving to the left lane of traffic, then (3) making a U-turn and (4) entering the right lane of traffic to make a right turn onto Stockwell and (5) make a right turn onto Vogel Road. Those first four changes would create very dangerous conditions.

- (1) Without the benefit of a traffic signal to stop eastbound traffic, it is difficult to safely enter the Lloyd.
- (2) Without the benefit of a traffic signal to stop eastbound traffic, moving from the right lane to the left lane in a relatively short distance in rapidly moving eastbound traffic usually would be very dangerous.
- (3) Making a quick U-turn into westbound traffic would be difficult without traffic stopped by a signal.
- (4) Moving into the right lane quickly after the U-turn again would usually be very dangerous.

That earlier article said the Lloyd westbound traffic should use the Boeke Road exit to go south. A trip southward on Boeke can show that it is not equipped to handle the traffic volume that now currently uses Vann Avenue to head to points between the Lloyd and Pollack Avenue. In fact, the westbound left turn lane needs to be longer to handle the volume of traffic most times of the day.

It is quite clear that INDOT has given no consideration to the effect of their proposed changes on either the safety or convenience of citizens who live in areas serviced by Vann Avenue – or those who might be involved in wrecks caused by their suggested traffic patterns.

I had talked to you earlier this year and at that time you said you were unaware of the INDOT proposal for the changes described above. By now I am sure you have seen their proposed plan. Since you are an employee of the city charged with the viability and safety of our streets, I ask that you point out the flaws in the state's plan and perhaps present a better one for the citizens of Evansville.

Sincerely,

Janet Dunn

From: Christine Hale
Date: March 14, 2023 at 1:07:01 PM EDT

To: David Goffinet <DGoffinet@lochgroup.com>

Cc:

Subject: The Lloyd East side projects. Troy Arnold PM.

EXTERNAL

I hope this email finds you well.

Thank you for hosting the public hearing in Evansville earlier in March 2023.

As is Federally required, I am apprehensive and skeptical of the weight of any community member's comments on the project plan. Having said that, I will not sit in silence while dollars are spent resulting in confusion and increased traffic hazards for the community.

I appreciate all community service positions as we try to serve our communities in one field or another. As a Healthcare Provider, It would be no secret that in my field, my concern weighs heavily on safety as I am sure we have that in common.

Displaced left turns in any place on the Lloyd will be a problem of confusion, frustration, and increased accidents. It does not improve traffic flow as there are still signalized stops. For the safety of the

community, we would all be grateful if the project team would strongly consider an alteration of plans. As well as for upcoming W Lloyd Projects.

Vann Ave- No concern for project plans. Appears as said right in-right out as long as turning traffic can merge onto HWY obviously. Continues flow of traffic.

Stockwell rd. - BLVD L turn/Displaced L turn or Hybrid turn is not going to markedly improve traffic flow. This seems like a wasteful way to spend dollars overall. There's no better way to say that. Stockwell is not a big problem. If you want to do something, make it an overpass. The Lloyd was originally blueprinted to be an overpass.

Burkhard rd - Displaced L turns are not going to markedly improve traffic flow.

CrossPoint Blvd - Displaced L turns are not going to markedly improve traffic flow.

Please do not signalize 1-69 ramps. Please do not add more signaling with Displaced L turns on the Lloyd. It is already known as "stoplight" city when it was originally supposed to have been an overpass.

This side of the Lloyd flows smoothly overall as is. Money can be better spent on the W. Lloyd. I believe the same official comments came in this night as well.

Thanks,
Christine Hale MSN, NP-C, APRN

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From: "Labitzke, Mike D." <mdlalabitzke@evansville.in.gov>
Date: March 14, 2023 at 4:38:59 PM EDT

To:
Cc: David Goffinet <DGoffinet@lochgroup.com>
Subject: Vann Avenue Intersection Improvements

EXTERNAL

Jeff,
Pursuant to our conversation last week, I am emailing comments for the record for the above referenced project.
Available metadata indicates there are 552 vehicles per day that travel the following route:
1. Vann Avenue north to,
2. Lloyd Expressway east to,
3. Stockwell Road north.
My concern is the safety issues with this amount of traffic maintaining their current path after construction.
Without a red light stopping eastbound traffic, NB right turning traffic will depend on EB traffic gaps.
With 800 feet less of merging and weaving length (from Vann to the Stockwell Road left turn lane), I am afraid this movement will become the new source of accidents at the intersection. Please let me know if you need any clarification. Thanks.
Mike



PUBLIC HEARING COMMENT FORM

LET US KNOW WHAT YOU THINK

CONCERN ABOUT VANN AVENUE MINOR INTERSECTION
IMPROVEMENTS. LIMIT ABILITY OF MOTORISTS
SOUTH OF LLOYD EXPRESSWAY IN SOUTHEAST SIDE
OF EVANSVILLE TO ACCESS LLOYD EXPRESSWAY
TO GO WEST.
IMPROVEMENTS GREATLY LIMIT ACCESS FROM SOUTH TO
GO WEST

Name: RUSSELL G. LLOYD JR. Address: EVANSVILLE 47714
E-mail: _____ Phone number: _____

Please check all that apply:

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

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

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



Place comment form in box or mail to:
David Goffinet, Lochmueller Group
6200 Vogel Road Evansville, IN 47715



From: Danny Martin
Sent: Friday, March 17, 2023 10:20 AM

Martin

To: David Goffinet <dgoffinet@lochgroup.com>
Subject: The Lloyd For U Project Comments

EXTERNAL

David,

Can we get a 3 way lane on both West and East bound lanes all the way to USI? The traffic from USI students added with people traveling to and from Mt. Vernon work, heavily congest the highway with bumper to bumper traffic. the roads are out dated!

Also, the lights being removed at Vann and only being an entering and exiting intersection is a great idea, but why not at Stockwell, Fielding and Brentwood Drive? we need all 3 intersections there to have the same correction just like Vann. Create better and longer side roads at stockwell and Green River Road intersections to keep motorists off the Lloyd expressway. DO NOT add more lights to the Lloyd there!

Can you please have my comments added and come up with more alternates then adding more lights to the Lloyd!

Thank you.

Danny



PUBLIC HEARING COMMENT FORM

LET US KNOW WHAT YOU THINK

The need for lights on Vincennes / Fielding / Baker Walnut to handle
Traffic from VAWW West- Right Turn
Side Roads need updating
Over Pass on VAWW to turn West

Name: Betty Millhone Address: _____
E-mail: _____ Phone number: _____

Please check all that apply:

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Place comment form in box or mail to:
David Goffinet, Lochmueller Group
6200 Vogel Road Evansville, IN 47715





PUBLIC HEARING COMMENT FORM

LET US KNOW WHAT YOU THINK

I generally support making improvements to the Lloyd Expressway to make it more like a real expressway. Generally, I think the plan is good, that it tries not to impact businesses next to the expressway. While the traffic light off I-69 appears to be necessary, it does give me pause to have a traffic light on a road called an expressway. I am concerned that not enough thought has been given to where traffic that now turns west on the Lloyd from northbound Vann will go to head west on the Lloyd. Will it go to Boeke, and if it does, is that interchange capable of handling the increased traffic?

Name: John C. Scheer Address: _____
E-mail: _____ Phone number: _____

Please check all that apply:

- I own a business along the Lloyd Expressway
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Place comment form in box or mail to:
David Goffinet, Lochmueller Group
6200 Vogel Road Evansville, IN 47715





PUBLIC HEARING COMMENT FORM

LET US KNOW WHAT YOU THINK

I travel Vann to the Lloyd frequently. Vann carries 2 left turn lanes that carry significant travel. Right turns are currently facilitated by the right turn which should not be heavily impacted. Moving the left turn Vann traffic to other routes is not very practical. You are involved with greater schools etc which are not as suited for this increased re-routed traffic. Why could the Vann ~~right turn~~ left turn traffic be facilitated by a simple bridge just carrying left turn travel over the Lloyd and a merge into Lloyd west bound.

Name: Terence Stoffleth Address: _____
E-mail: _____ Phone number: _____

Please check all that apply:

- I own a business along the Lloyd Expressway
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David Goffinet, Lochmueller Group
6200 Vogel Road Evansville, IN 47715



1 lifting them up, and then Ed is sitting there as
2 well, so if you have any questions, or you think
3 your property is being -- some of the property is
4 being acquired, please talk with him and he can
5 share how that process works and where we're at in
6 the process of buying that property. So that's it
7 for the details.

8 ED GREEN: Thanks a lot, Toby. We're going to
9 go ahead and start the public hearing portion of the
10 meeting. So at this point, we'll ask that those who
11 signed up -- we'll call you up to make your public
12 comments. Anyone who wants to make comments, you can
13 go, during the speakers or before the speakers, over
14 to the table outside, and we'll get you in the order
15 that you signed up to make comments. Again, we ask
16 that you be respectful of the folks that are here.
17 We only have a couple of comments here, but be
18 respectful of everyone's time and -- and keep your
19 comments limited if you can. The first person on
20 our list is -- it looks like Betty? I can't read
21 the last name, I'm sorry. Millhone? Is that right?
22 And when you come, if you would state your name and
23 spell it for the court reporter, please.

24 BETTY MILLHONE: Okay. I'm Betty Millhone,
25 M-I-L-L-H-O-N-E. My question is, when you get this

1 down to two lanes, how long a time is the East Side
2 going to be two lanes? Do you have any -- I -- for
3 Burkhardt Road? And, you know, we're from the
4 Harrison area, and we have so much traffic in there,
5 I'm just concerned that -- how long do you think
6 it'll take, that it'll be two lanes on the East Side
7 for all these?

8 ED GREEN: Are we going to answer that
9 question?

10 JEFF WHITAKER: Not during comment.

11 TOBY RANDOLPH: Not during the hearing.

12 JEFF WHITAKER: Not during the hearing.

13 UNIDENTIFIED VOICE: (Inaudible) comment.

14 JEFF WHITAKER: So comment is for -- for now,
15 and then we will address all of the comments in the
16 -- in the -- in the environmental document. But if
17 you want to ask that question again, to one of us
18 after this, we'll be happy to answer it.

19 BETTY MILLHONE: Okay. Thank you.

20 JEFF WHITAKER: Yeah.

21 ED GREEN: Sorry about the confusion. There
22 again, the -- the speakers are limited to those
23 making public comment for the record. So the
24 engineers will be at the boards later to -- to
25 answer any of your specific questions. All right.

1 Randy, it looks like, Eades?

2 **RANDY EADES:** Randy Eades. R-A-N-D-Y,

3 E-A-D-E-S. My office is at the corner of Vann and
4 Lloyd, been there for 34 years. So when you close
5 down Vann going westbound and Lloyd going
6 southbound, 3:00 on, an average of 34 cars in the
7 two left turn lanes on the light, trying to go
8 westbound on Lloyd, they'll be all the way past the
9 pedestrian intersection coming down Lloyd, turning
10 on Vann, going southbound. So they've talked --
11 I've told them that, it's all in writing. This is
12 for the people here. You can't really go to Green
13 River Road, it's two lanes into one, merge onto
14 Lloyd. There's only room for eight cars there. You
15 can't absorb it into Bakey, it's only a single lane
16 going underneath the overpass, and then three behind
17 it to merge on. They've admitted they don't want to
18 send the people to Weinbach because, now, you have
19 people trying to merge onto Lloyd at the same time
20 you're having people trying to exit off to get on
21 Highway 41 going northbound. So somewhere this
22 traffic has to go. You know, they're going on Lloyd
23 Expressway now, on a light. If it gets absorbed in,
24 there is no light, it's a racetrack to try to get on
25 and merge and get into the flow of traffic. Last

1 year's meeting, I checked the police records,
2 there's been a whopping total of two accidents. You
3 can pick any intersection in town, there's two or
4 more accidents at any intersection. If you're
5 worried about the flow of traffic, then Highway 41
6 has stop lights everywhere. We're not taking any
7 stop lights out there. There's far more wrecks on
8 Highway 41 than going down Lloyd. So for the people
9 that play soccer there -- there's four baseball
10 fields, eight soccer fields. State Hospital Park,
11 where people walk in and take their dogs. I just
12 don't know where the people are going to go. And
13 the speed of traffic, and to try to run all these
14 people through a residential neighborhood, I just
15 don't see where it's going to work out and decrease
16 accidents without running a lot of people through
17 residential neighborhoods and not being able to get
18 them moved out.

19 ED GREEN: Randy, we appreciate your comments.
20 Thank you. Stacy Stevens?

21 STACY STEVENS: Thank you. My name is Stacy
22 Stevens -- S-T-A-C-Y, S-T-E-V-E-N-S -- and I
23 appreciate the opportunity to be able to speak
24 tonight. I think this is my, either third or fourth
25 meeting. And up until now, we could only speak to

1 the engineers after the meeting instead of having a
2 public comment. Which was fine, but the engineers
3 that I talked to didn't live in Evansville. One of
4 the guys that I asked -- and I have the same concern
5 about Vann. Some of the same concerns Randy shared,
6 is -- that, where is all that traffic going to go?
7 And -- and I didn't -- I'm sorry, I don't have his
8 name, but I don't think it was Toby. But somebody
9 else who worked on Vann, they presented it when you
10 guys did it at the Cityview (phonetic), and he said
11 -- I asked him, and I said, you know, "There's
12 thousands of people who" go -- "use Vann to go west
13 and to go onto the Lloyd." And he -- his comment
14 was, "That's beyond" our -- "my scope of work." I -
15 - "I don't know." You -- you -- "you need to
16 probably talk to city council." At that time, I
17 talked to one of the city engineers, and they said,
18 "Oh, gosh," that is -- "I can see that is a
19 concern." So you know, Randy already has addressed
20 it, nobody's going to want to go -- anybody who's
21 south of the state hospital, or even the other way,
22 they don't want to go to Green River Road to -- you
23 know, they're not going to go east to go north to go
24 west, when they're, you know, used to going west.
25 And my concern is all of that traffic. I mean,

1 there's tons of it. And I -- I travel, probably, in
2 the city limits -- and -- and without exaggerating,
3 probably 15,000 to 18,000 miles a year. The -- I
4 sell real estate, I'm all over the place all the
5 time, so that -- I see all that traffic. So I'm
6 concerned that they're going to -- that people are
7 people, and they're going to find the path of least
8 resistance to go down all of the little side
9 streets, and then they're going to get to Bakey, and
10 then there's probably not going to be anywhere for
11 them to go. And I -- I think it's great that we
12 have a \$150 million to spend, but I feel like we're
13 going to create more problems with the \$150 million.
14 For example, I know it's not on your schedule
15 tonight, but Wabash Avenue of the Flags, you're not
16 taking the light out there. If you're going to
17 really improve traffic and -- and less wrecks, you
18 would take the light out there and leave the light
19 at Vann. I -- I work downtown, I live downtown.
20 This summer, I got on the Lloyd at Main Street, and
21 I was all the way to Sharon Road in 12 minutes, and
22 I thought, you know, this -- "There's not a problem
23 here." There's not -- there really isn't. I mean,
24 the -- the Lloyd really does flow, and we're going
25 to spend \$150 million to create a nightmare for the

1 people who live on the East Side, south of the -- of
2 Vann. Let's see if I said everything I wanted to
3 say. The -- the EPA -- and I didn't know that this
4 was part of the process. But the natural, cultural,
5 and social impacts, I feel like there's going to be
6 a huge social impact for these -- these residents
7 and -- and, again, I'm just talking about East Side,
8 but I've almost been killed at avenue -- Wabash
9 Avenue of the Flags, sitting at a light and seeing a
10 -- a -- a coal truck, or a rock truck, come over and
11 just, you know, like, barely not hit my car. So
12 those are -- those are my -- my comments. I don't
13 think it will reduce crashes to -- to change that to
14 Vann. And, you know, again, I'm happy that we get
15 to spend the money, but I feel like we need to make
16 better choices with it, so thank you.

17 ED GREEN: Thank you, Stacy. Alexis Berggren,
18 I believe it is?

19 ALEXIS BERGGREN: Hi there. Yes, my name is
20 Alexis Berggren. I actually serve as the president
21 and CEO of Visit Evansville, which is the local
22 convention and visitors bureau. We know that --
23 through various means of data collection, that the
24 East Side of Evansville is the most frequently
25 visited area of our entire region. In fact, last

1 year alone, 53.6 percent of all visitors to a four
2 (phonetic) county area were on the East Side for
3 retail purposes. So from -- from that standpoint --
4 from that perspective, the East Side represents,
5 really, the experience of our city that visitors
6 have. In many ways, it is the door step to our
7 city. So through that lens, I'm deeply concerned
8 that the plan does not currently include sidewalks
9 or bike lanes. Selfishly, speaking as somebody that
10 is trying to drive tourism and economic development,
11 I feel like there's a real lack of vision there in
12 planning ahead for some connectivity. It -- it
13 feels to make the entry to a very critical point
14 into our community rather inhospitable. So I would
15 ask that -- that we -- we reconsider that.

16 ED GREEN: Thank you very much for your
17 perspective. Patrick Higgs?

18 PATRICK HIGGS: Hi, my name is Patrick Higgs --
19 the last name's H-I-G-G-S -- and I live on Mulberry,
20 basically at the corner of Lincoln and Vann. I grew
21 up in Newburgh. Coming to Evansville, before the
22 Lloyd was the division street -- Slaughters. Well,
23 didn't have any issues with trying to get to Vann or
24 -- or getting back to Newburgh. My family still
25 lives in Newburgh, so I -- I go that way. I would

1 be able to turn right and go to Newburgh, but
2 getting back is an issue. My partner works at USI.
3 Every morning, he goes down Vann to USI. So if you
4 -- if you cut off this intersection there, you're
5 shifting all the traffic -- what someone said
6 earlier -- to Walnut and Lincoln and Washington.
7 Walnut is basically cut off at U of E, to go
8 straight to 41, because of the university. Lincoln,
9 you have Memorial, and you have University Avenue on
10 the other side. And Washington Avenue, you have the
11 middle school and Bosse High School. So you're
12 shifting all of this traffic; it's going to make it
13 dangerous. You see kids these days, and -- and
14 adults, they're on their phones. You add all this
15 extra traffic, people are going to get killed. I
16 realize that Vann and the Lloyd is a very dangerous
17 intersection, and I've been looking at this ever
18 since you started releasing the designs, and I've
19 always wondered why they couldn't take and leave the
20 -- the left hand -- the West Side turn open, but
21 take and cut off the -- the left hand turn heading
22 west to Vann, and shift that around to, like, where
23 the armory is. Shift the traffic pattern to, like,
24 an exit around where the pedestrian bridge is to
25 give it a longer area. Every time I ever come in,

1 there is longer traffic than what is allotted there.
2 So I -- I know you're trying to fix this. I know
3 you're trying to make it safer, but the plan you've
4 got, it -- it isn't going to make it safer, and I
5 would hope that you would reconsider and -- and look
6 deeper into this before you spend more money, so
7 thank you.

8 ED GREEN: Thank you. Thank you for your
9 comments. We have an elected official who also
10 would like to speak. Zac...?

11 COUNCILMAN ZAC HERONEMUS: Heronemus.

12 ED GREEN: I didn't want to mess that up.

13 COUNCILMAN ZAC HERONEMUS: It's okay. It's --
14 I've had it messed up my whole life, it wouldn't
15 offend me in -- in the least, so...

16 ED GREEN: And if you could spell it for us?

17 COUNCILMAN ZAC HERONEMUS: I will, I will.

18 Zachary Heronemus. Zachary, Z-A-C-H-A-R-Y.
19 Heronemus, H-E-R-O-N-E-M-U-S. I -- I am not only a
20 resident of -- within proximity of all of these
21 projects, but I am a city councilman in the 3rd Ward
22 that, you know, represents constituents that
23 effectively will be impacted by the Vann Avenue, the
24 Stockwell, and -- and then, effectively, the
25 Burkhardt, by proximity. So I want to kind of just

1 make a few comments, because it's -- it's taken me a
2 little while to really come to this particular
3 position. And you know, there's a lot of folks that
4 are going to be impacted that, myself, living at 521
5 South Villa, are not necessarily going to be
6 impacted. My -- my day-to-day, in and out -- except
7 for the past few months with this Walnut Street
8 project -- has always been Bakey to the Lloyd, going
9 west, right? Going east, it's always been Vann. So
10 for me to say that that's going to be difficult for
11 me is -- would not be the truth. Right? But for a
12 lot of folks in my neighborhood, within -- and
13 residents within the 3rd Ward, it is going to be a
14 tremendous impact. And you know, to our -- our
15 director of Visit Evansville's point, you know,
16 while I've been a longtime resident of this city and
17 -- and my neighborhood, I actually went to high
18 school in Madisonville, Kentucky. And I can attest
19 that the East Side of Evansville is -- is a
20 tremendous hub of -- of commerce, of tourism, and --
21 and dollars that are flowing into our community from
22 as far away as Madisonville, as far away as Mount
23 Vernon, Illinois, and more. And I think -- when I
24 look at this particular project, I'm not necessarily
25 convinced that every component makes sense, whether

1 it's Vann or whether it's even the idea of displaced
2 left turns. And I say that because, in the past,
3 you know, ten years, the city of Evansville has
4 really made a -- a more -- you know, a concentrated
5 effort on doing road diets in our community. And one
6 of those that -- that was done, earlier on, was
7 Lincoln Avenue. And Lincoln Avenue went from two
8 lanes going each direction to two lane -- you know,
9 two lanes this way, two lanes that way, to one lane,
10 one lane with a turn lane. And I can tell you that
11 it's hard to change people's habits, and it's
12 charged -- and so much so, when my oldest son was,
13 you know, maybe 18 months old, I was almost hit
14 head-on trying to turn into South Villa, in the turn
15 lane, because a person behind the car that was
16 making a turn onto the same road thought it was a --
17 a -- I guess, a passing lane rather than just a -- a
18 turn lane. I -- I -- I bring this up for -- for a
19 couple of reasons. One, is displaced left turns are
20 going to be a very difficult learning curve for a
21 lot of folks, most especially the people coming into
22 our community. And I say that because this is the
23 highest trafficked area. And the economic impact
24 that these individuals -- myself, when I was in high
25 school, coming to this city to, you know, go to

1 restaurants, take my girlfriend out on a date, go to
2 movies because the 4-Plex in Madisonville only had a
3 G-rated, you know, cinema theater. You know, the --
4 let alone the mall and everything else that
5 Evansville had to offer. I think about, not only
6 the difficulties that this can come -- they bring
7 about, but the -- the tangible, unpleasant
8 experience that people visiting our community may
9 come about. And -- and I don't say this lightly --
10 because I understand that something needs to be done
11 and there's a tremendous amount of funding available
12 -- but when I think about the Lloyd and the history
13 of what it's done to this particular city, is --
14 it's really split our community between a north and
15 a south. And when we had a vibrant, you know, North
16 Main, you know, many decades ago, and the Lloyd came
17 through and split it up pretty drastically. We've
18 seen, you know, what happens in a lot of communities
19 when highways cut through the heart of urban areas,
20 and so, what I really wish that would be considered
21 is, you know, how can we do this in a way that
22 actually improves our community rather than aids to,
23 you know, a lot of frustration and heartache? Not
24 one bit, in this particular plan, is there the idea
25 of connectivity, walkability, or bike ability, from

1 the South Side of the Lloyd to the North Side of the
2 Lloyd. And when we look at the history of -- of --
3 of pedestrian crossings in the city of Evansville,
4 with the Lloyd, we have two coming east of -- of 41
5 that have been there for the longest time with not
6 much attention paid to it. Recently, we've had a new
7 crossing that has been put there, which has been a
8 vast improvement, but there doesn't even seem to be
9 room for display -- with displaced left turns, to
10 even have consideration of our Iroquois Garden
11 neighborhood or our Harrison Hill or, you know, our
12 plaza neighborhoods, or anything moving, really,
13 throughout the effected impacted area where these
14 developments will be made. So as a city councilor,
15 as a resident, as a father who has kids that I would
16 love to see, you know, be connected more to the
17 great opportunity that -- of development that we
18 have there on the -- the East Side, north of the
19 Lloyd. Now, I -- I really -- I hope -- I hope that
20 some strong consideration will be considered to
21 improving this project and potentially changing it
22 in some -- some matter that it makes a little bit
23 more sense for our city. Thank you.

24 ED GREEN: Thank you, Councilman. I appreciate
25 you being here tonight. Ben Trockman?

1 **COUNCILMAN BEN TROCKMAN:** Thank you very much.
2 I'm getting all kinds of attention here tonight.
3 Ben Trockman. B-E-N, T-R-O-C-K-M-A-N. I'm a 1st
4 Ward City Councilman here in Evansville. Thank you,
5 (Inaudible). I'll be brief. Kind of echoing what
6 Zac shared earlier, in terms of when residents -- or
7 outsiders, more specifically, actually come into
8 Evansville, the thought that a stop light right off
9 of the Lloyd Expressway -- or I'm sorry, off of 69
10 onto the Lloyd Expressway, is just a little -- I
11 understand why you're proposing it. It seems a
12 little strange for people welcoming -- for welcoming
13 people to our city. As an East Side person, knowing
14 that the East Side has always been called "The
15 Entrance to Evansville", I echo the concerns of
16 Councilor Heronemus about a little bit of confusion.
17 Sometimes we take a little look -- a little longer
18 to learn new habits around town, so the -- the --
19 the stoplight is just a little strange to me. But I
20 want to echo -- I'm being redundant, so I apologize.
21 But I want to echo Alexis's comment as well, because
22 if there is -- whatever is done -- and I'm sure it
23 will be spectacular when you get done with it -- to
24 have a little bit of vision to moving people, not
25 only in their vehicles, providing opportunity for

1 bikers, walkers, and wheelchair users to make it
2 across what I know is a very dangerous and very --
3 heavily trafficked area. But the state could lead
4 by example, with a significant project like this, by
5 saying that this is something that's important, and
6 I can guarantee you that the city of Evansville
7 would follow suit. And so, again, I just -- just
8 sharing a couple of comments, so thanks.

9 ED GREEN: Thank you very much. And that --
10 that was the -- all of the speakers who decided to
11 speak. Did anyone else want to -- to add their name
12 to the list and make a public comment? Okay. With
13 that, we'll -- we'll put an end to the public
14 hearing portion of this. As we mentioned, the --
15 the engineers and planners will be here for a little
16 while longer at the different stations to discuss
17 the design solutions. Again, we have a comment table
18 here to collect your forms. You can e-mail those in,
19 you can visit our project website to make comments.
20 And again, all of those will be considered equally.
21 The environmental documents, for review, of the
22 location is listed here. So if -- if you're unable
23 to -- to visit the project website, you can -- you
24 can visit them in person at these locations. And
25 again, if you have any questions about that, I can

Appendix H

Air Quality

Excerpt

**Table 4.4:
TIP Projects Listing Cont.**

Sponsor: Indiana Department of Transportation												
Route Des# Length: Description:	Project Limits Planning Reference Federal Funding Category		Amendment/ Modification Date	Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share
					2022	2023	2024	2025	2026			
Vanderburgh County												
US 41 1400005 0.105 mi. Contract 37845; Intersection improvement project	Intersection with Hillsdale Rd., 2.04 mi. N of SR 57 NHPP, STBG, HSIP	9/9/2021	PE RW CN		\$2,432						\$ - \$ - \$ 2,189	\$ - \$ - \$ 243
Project Total * \$2,864												
US 41 1601011 n/a Contract 39923; Intersection improvement with turn lanes	Intersection with Lynch Rd., 1.0 mi. N of SR 66 NHPP	10/21/2021	PE RW CN					\$1,337			\$ - \$ - \$ 1,070	\$ - \$ - \$ 267
Project Total * \$1,540												
US 41 1601066 2.0 mi. Contract 41410; Pavement Replacement;	From SR 66/SR 62 (Lloyd) to 0.02 mi S of N Jct SR 66 (Diamond) NHPP, ARPA (100% State)	10/21/21, 1/13/22	PE RW CN			\$950	\$28,117				\$ - \$ - \$ 13,372	\$ - \$ - \$ 15,696
Project Total * \$30,504												
US 41 2000638 n/a Contract 44156; Bridge Deck Overlay; includes Des# 1900782, 1901940	Over Pigeon Creek, 0.37 mi N of SR 66 STBG	1/13/2022	PE RW CN		\$560	\$3,195					\$ - \$ - \$ 3,004	\$ - \$ - \$ 751
Project Total * \$4,010												
US 41 1900273 n/a Contract 42185; Small Structure Replacement; includes Des# 1900275	1.80 mi N Jct SR-57 NHPP		PE RW CN			\$80	\$2,516				\$ - \$ - \$ 2,077	\$ - \$ - \$ 519
Project Total * \$2,596												
US 41 2000186 n/a Contract 43254; Intersection improvement, Median U-turn	0.87 mi S of SR 62/SR 66 (Washington Ave) NHPP	10/21/2021	PE RW CN								\$ - \$ - \$ -	\$ - \$ - \$ -
Project Total * -												
US 41 1900609 & 1900610 n/a Contract N/A; Inspection of northbound and southbound Ohio River bridges	Vietnam Gold Star Bridge over Ohio River NHPP		PE RW CN		\$150						\$ - \$ - \$ -	\$ 120 \$ - \$ -
Project Total * \$150												
US 41 1902704 & 1902705 n/a Contract N/A; Bridge Painting of northbound and southbound Ohio River bridges	Vietnam Gold Star Bridge over Ohio River NHPP		PE RW CN					\$10,600			\$ - \$ - \$ 8,480	\$ - \$ - \$ 2,120
Project Total * \$10,600												
SR 57 2001114 n/a Contract 42787; Pavement project	From S Jct. of I-69 to 0.8 mi N of S Jct. of I-69 NHPP		PE RW CN				\$340				\$ - \$ - \$ 272	\$ - \$ - \$ 68
Project Total * \$340												
SR 62 1900308 1.85 mi. Contract 42287; Road Reconstruction & Intersection Improvements at Schutte, Rosenberger, St Joe, Wabash, Vann, Stockwell, Burkhardt, & Cross Point; Bridge Replacements at CSX Railroad, Carpenter Creek & Tekoppel Ave, and the pedestrian bridge over SR 62 at St Joe. Includes Des# 1500041, 1600060, 1602258, 1702066, 1900263, 1900264, 1900268, 1900292, 1900317, 1900262, 2000187, 2000217, 2001917, 2100041	From 4.59 mi W (Rosenberger) to 2.72 mi W of S Jct US-41 (Wabash) NHPP	7/30/21, 10/21/21	PE RW CN		\$6,222	\$300	\$510				\$ - \$ - \$ 98,377	\$ - \$ - \$ 24,594
Project Total * \$139,338												
SR 62 2000701 n/a Contract 42725; Bridge Rehabilitation	Barker Ave. bridge over SR 62, 3.6 mi. W of US 41 NHPP		PE RW CN			\$520					\$ - \$ - \$ 416	\$ - \$ - \$ 104
Project Total * \$520												
SR 62 2001917 5 mi. Contract 43197; Road Reconstruction and Intersection Improvements at Schutte Rd, Stockwell Rd, and Wabash Ave; Includes Des# 1900262, 2000187, 2000217	From Posey / Vand. Co. Line to Rosenberger Rd NHPP	10/21/2021	PE RW CN								\$ - \$ - \$ -	\$ - \$ - \$ -
Project Total * -												
SR 62 1900258 Contract 43199; Intersection Improvement; Includes Des# 1900260	At Boehne Camp Rd and at Red Bank Rd NHPP		PE RW CN		\$1,030		\$20	\$7,168			\$ - \$ 16 \$ 5,734	\$ 206 \$ 4 \$ 1,434
Project Total * \$8,218												
I-64 1900099 n/a Contract 42187; Bridge Deck Replacement; Includes Des# 1900100, 2000767	Over Abandoned N & S Railroad, 0.82 mi E SR-65 NHPP		PE RW CN			\$20	\$3,485				\$ - \$ - \$ 3,155	\$ - \$ - \$ 351
Project Total * \$3,505												
SR 65 1800142 n/a Contract 41457; Bridge Replacement, Concrete	Over I-64 EB/WB lanes, 2.61 mi S of SR 68 STBG		PE RW CN			\$4,271					\$ - \$ - \$ 3,417	\$ - \$ - \$ 854
Project Total * \$4,217												
SR 66 & SR 237 1900300 n/a Contract 42199; Slide correction; Includes Des# 1900287, 1900291, 1900294, 1900295, 1900296, 2000129, 2001057	Various locations in the Vincennes District STBG	9/9/2021	PE RW CN		\$437	\$51		\$12,790			\$ - \$ 41 \$ 10,232	\$ 87 \$ 10 \$ 2,558
Project Total * \$14,476												

Source: http://www.evansvillempo.com/Docs/TIP/TIP_2022-2026/tip_2022-2026.pdf

Excerpt

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2022	2023	2024	2025	2026									
Indiana Department of Transportation	42287 / 1900308	M 23	SR 62	Road Reconstruction (3R/4R Standards)	Vincennes	1.84	NHPP		Mobility Consulting	PE	\$746,096.00	\$186,524.00	\$194,100.00	\$738,520.00												
									Mobility ROW	RW	\$132,000.00	\$33,000.00		\$125,000.00	\$40,000.00											
									Road ROW	RW	\$706,400.00	\$176,600.00		\$423,000.00	\$460,000.00											
									Safety Consulting	PE	\$476,000.00	\$119,000.00		\$595,000.00												
									Bridge ROW	RW	\$51,200.00	\$12,800.00		\$64,000.00												
									Road Consulting	PE	\$4,885,256.91	\$1,221,314.22	\$4,937,706.00	\$1,168,865.14												
									Road Construction	CN	\$66,606,872.80	\$16,651,718.20		\$49,777,145.00	\$33,481,446.00											
									Safety Construction	CN	\$6,180,866.40	\$1,545,216.60		\$1,666,011.00	\$6,060,072.00											
									Bridge Consulting	PE	\$56,240.00	\$14,060.00		\$70,300.00												
									Mobility Construction	CN	\$14,876,081.60	\$3,719,020.40		\$11,964,430.00	\$6,630,672.00											
Location: From Rosenberger Rd (4.59 mi W of S Jct US-41) to 2.72 mi W of S Jct US-41 (Wabash Ave)																										
Comments:Moved PE from FY2022 to FY2023. includes des numbers 1500041, 1600060, 1602258, 1702066, 1900262, 1900263, 1900264, 1900268, 1900292, 1900317,2000187,2000217, 2100041 and 2001917																										
Indiana Department of Transportation	42753 / 2000889	M 33	I 69	Concrete Pavement Restoration (CPR)	Vincennes	18.57	NHPP	\$14,314,332.30	American Rescue Plan Act	CN	\$10,986,305.40	\$1,220,700.60		\$11,867,006.00	\$340,000.00											
									Performance Measure Impacted: Pavement Condition																	
									Location: From 2.3 mi E of US 41 to I-64																	
Comments:increase in CN and Move from FY 23 to 24. Increase is due to adding a des to contract. Original is in Appendix C for EMPO. Increase is for \$340,000.																										
Indiana Department of Transportation	42876 / 1902709	M 18	US 41	New Bridge Construction	Vincennes	.07	NHPP		District Other Construction	CN	\$2,529,760.00	\$632,440.00		\$1,581,100.00	\$1,581,100.00											
									Safety Construction	CN	\$1,040,234.40	\$260,058.60		\$1,250,293.00	\$50,000.00											
									Local Funds	CN	\$799,040.00	\$199,760.00		\$499,400.00	\$499,400.00											
Performance Measure Impacted: Bridge Condition																										
Location: Pedestrian walk at US41 & Washington Ave																										
Indiana Department of Transportation	44508 / 2200649	M 25	US 41	Bridge Replacement	Vincennes	0	NHPP	\$5,778,404.00	Bridge Construction	CN	\$200,000.00	\$50,000.00						\$250,000.00								

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Appendix I

Additional Studies/ Reports

This report includes areas that are outside of the project study area and covered under separate environmental documents. Pertinent portions are highlighted.



Lloyd Expressway (SR 62/66) Corridor Study

Des. No. 1592406
October 1, 2018



Executive Summary

Introduction

The Lloyd Expressway (SR 62/SR 66) Corridor study was conducted by the Indiana Department of Transportation (INDOT) and the Evansville Metropolitan Planning Organization (EMPO). The study examines the need for and types of improvements necessary along the corridor, focusing on the area beginning in the west at St. Phillips Road in Posey County, passing through Vanderburgh County, and ending in the east at the SR 261 intersection in Warrick County. **Figure A** below provides an overview of the study area. Through a collaborative effort with the public, local government agencies, and the business community, this study will recommend a set of alternatives aimed at accommodating access in a responsible manner and will ultimately result in a plan that can be implemented to facilitate future access management opportunities.

The purpose of the study is to develop a plan to address current and projected traffic demands as well as safety concerns for both motorists and pedestrians to ensure future mobility along and around the corridor.

Activities performed included:

- Compiling an inventory of existing conditions
- Preparing a red flag summary, conducting traffic data counts
- Traffic forecasting (short-term 10-year forecasts as well as long-term, 20-year forecasts)
- Traffic simulation modeling
- Analyzing and proposing alternatives as well as cost estimates
- Conducting stakeholder involvement activities
- Producing a compilation of the findings

Figure A - Study Area



Existing Conditions

For the purpose of this study, the Lloyd Expressway Corridor has been categorized into four distinct sections based on the existing road and area conditions. The four sections include:

- Suburban Development from St. Phillips Road to Barker Avenue (5.5 miles)
- Downtown City Street from Barker Avenue to Fulton Avenue (1.5 miles)
- Expressway from Fulton Avenue to Vann Avenue (4.0 miles)
- Signalized Arterial from Vann Avenue to SR 261 (8.0 miles)

Several intersections have approach levels of service (LOS) of E or worse. These included Schutte Road, Rosenberger Avenue, Joseph Avenue, Burkhardt Road, Green River Road, and Cross Pointe Boulevard. The approaches where LOS values are less than desirable are mainly the side streets since they are typically penalized to keep the traffic flow on the Lloyd Expressway moving during the peak periods. No other intersections or segments are currently operating below LOS D. However, there are intersections operating at LOS D as well as specific movements that are at or below LOS D.

A three-year crash analysis was performed with crash data provided by the EMPO for the years 2014 through 2016. The data was viewed spatially in GIS, where crashes were attributed to appropriate intersections. Next, the crashes were separated in relation to various conditions, most importantly, by the following severity categories: fatal and incapacitating injury, injury, and property damage only. The data was analyzed with RoadHAT version 3.0, which produced an Index of Crash Frequency measure as well as an Index of Crash Severity measure. For intersections which exceeded a value of 1.00 for both measures, detailed crash diagrams were created for further analysis. After completion of the existing conditions inventory, the following intersections warranted further investigation based on their statistical crash analysis and/or LOS results:

- SR 62 / Schutte Road
- SR 62 / Boehne Camp Road
- SR 62 / Middle Mount Vernon Road
- SR 62 / Red Bank Road
- SR 62 / Rosenberger Avenue
- SR 62 / Igleheart Avenue Entrance Ramp
- SR 62 / Wabash Avenue
- SR 62 / St. Joseph Avenue
- SR 66 / Vann Avenue
- SR 66 / Stockwell Road
- SR 66 / Green River Road
- SR 66 / Fielding Road
- SR 66 / Brentwood Drive
- SR 66 / Burkhardt Road
- SR 66 / Cross Pointe Boulevard
- SR 66 / Epworth Road
- SR 66 / Country Place Drive
- SR 66 / Bell Road

University Parkway and Grimm Road were also investigated based on feedback in the initial stakeholder meetings. No roadway segments of SR 62 / 66 showed substandard crash or level of service performance warranting additional investigation.

Future Conditions

The EMPO Regional Travel Demand Model served as the basis for development of traffic forecasts and evaluation of alternatives. A set of microscopic traffic simulation models was developed for the purpose of evaluating the improvement alternatives. The TransModeler® traffic simulation software by Caliper® Corporation was used to examine AM and PM peak period traffic conditions for the following scenarios:

- Existing (year 2017) conditions
- Future (year 2025/2045) No Build conditions (where “No Build” means no additional projects beyond those that are already committed)
- Future (year 2025/2045) anticipated conditions associated with the various improvement alternatives that were considered

The EMPO Regional Travel Demand Model estimates two growth rates for the study area. The growth rates for both the Suburban Development and the Downtown City Street sections on the Lloyd Expressway were calculated to be 0.5% per year which represents lower growth portions of the corridor. The growth rates for both the Expressway and Signalized Arterial sections on the Lloyd Expressway were calculated to be 1.0% per year which represents higher growth portions of the corridor.

Recommendations

The Lloyd Expressway study resulted in several improvement alternatives recommended for future implementation. These improvement concepts focus on areas with existing safety concerns and other transportation deficiencies identified by the study team. The nature and likely causes of problems identified over the course of the study were examined through field reconnaissance, and improvement concepts were developed to address the identified problems. This study focused on short-term improvements (concepts that can be quickly and effectively implemented and that address current mobility and safety issues) and long-term improvements (concepts requiring more significant resources to implement or concepts that address future mobility issues). Improving safety throughout the corridor by providing greater visibility for left-turn vehicles, additional warning signage, providing pedestrian signals and a crosswalk at signalized intersections, eliminating weave movements, and alternative intersection design will improve both vehicular and pedestrian safety.

A range of concepts was developed based on the existing conditions analysis (i.e. traffic, crash history, and environmental overview) and input received from the study team and stakeholders/ local officials. It should be noted that these improvements are purely conceptual and that further details must be

examined in subsequent project phases. The various alternatives have not completed the full National Environmental Policy Act (NEPA) process. **Table A** below presents the short-term and long-term recommendations:

Table A – Short and Long-Term Recommendations

Intersection	Priority	Short Term (S) Long Term (L)	Recommendations	Crash Reduction Factor	2018 Estimated Cost
SR 62 / Schutte Rd	Medium	S	Signal Warning Signs/ Flashing Beacons	36.0%	\$65,000
SR 62 / Schutte Rd	Medium	L	Positive Offset Left Turn Lanes with Flashing Yellow Arrows	33.8%	\$910,000
SR 62 / Middle Mt. Vernon Rd	Low	S	Add Flashing Beacons	N/A	\$15,000
SR 62 / Middle Mt. Vernon Rd	Low	L	Right-in / Right-out	72.0%	\$200,000
SR 62 / Boehne Camp Rd	Medium	S	Signal Warning Signs/ Flashing Beacons	36.0%	\$65,000
SR 62 / Boehne Camp Rd	Medium	L	Positive Offset Left Turn Lanes with Flashing Yellow Arrows	33.8%	\$910,000
SR 62 / Red Bank Rd	Medium	S	Signal Warning Signs/ Flashing Beacons	36.0%	\$65,000
SR 62 / Red Bank Rd	Medium	S	Reconfiguration of WB Left Turn Lanes	57.0%	\$45,000
SR 62 / Rosenberger Ave	Medium	L	Positive Offset Left Turn Lanes with Flashing Yellow Arrows	33.8%	\$910,000
SR 62 / Igleheart Ave. Ramp	Medium	S	Improve Exit Guide & Warning Signage	40.8%	\$25,000
SR 62 / Igleheart Ave. Ramp	Medium	L	Geometric Configuration of Ramps	25.0%	\$1,240,000
SR 62 / St. Joseph Ave	Low	L	Reconfigure southbound approach	20.0%	\$35,000
SR 62 / Wabash Ave	Low	L	Lengthen SR 62 left turn lanes	25.2%	\$240,000
SR 66 / Vann Ave	High	L	Construct Right-in/Right-out	72.0%	\$120,000
SR 66 / Stockwell Road	Medium	L	Construct Displaced Left Turn Intersection	36.0%	\$3,150,000
SR 66 / Green River Road	High	S	Include WB SR 66 Exit Ramp right – turn in interchange traffic signal	94.0%	\$230,000
SR 66 / Fielding Road	Medium	S	Flashing Beacons / Near-Side Signals	27.0%	\$75,000
SR 66 / Brentwood Drive	Low	S	Replace EB 3-section head signals with single green arrows	N/A	\$10,000
SR 66 / Burkhardt Road	High	L	Construct Displaced Left Turn Intersection	36.0%	\$3,250,000
SR 66 / Cross Pointe Blvd	High	L	Construct Hybrid Displaced Left Turn / Boulevard Left Turn Intersection	24.0%	\$2,900,000
SR 66 / Epworth Rd	High	L	Construct Hybrid Displaced Left Turn / Boulevard Left Turn Intersection	24.0%	\$3,000,000
SR 66 / Grimm Road	Low	L	Construct Right-in/Right-out	72.0%	\$120,000
SR 66 / Country Place Drive	Low	S	Add Warning Signs / Flashing Beacons	N/A	\$15,000
SR 66 / Country Place Drive	Low	L	Right-in / Right-out	72.0%	\$200,000
SR 66 / Bell Road	Low	S	Flashing Beacons / Near-Side Signals	27.0%	\$75,000

Green shading denotes projects that are already programmed.

In the AM and PM peak period for the near future, 2025, analysis of the concepts above results in all average approach delays operating at LOS D or better, except for the minor approach on Joseph Avenue. Average travel speed decreases by 1 or 2 mph in the AM and PM peak periods. Travel times

with alternative recommendations in 2025 remained less than 30 minutes per direction per peak period across the entire corridor.

Pedestrian indications and crosswalks are recommended at the signalized intersections where engineering judgement indicates the need for provisions for a given pedestrian movement, particularly those crossing the Lloyd Expressway.

Alternative sheets in **Appendix C** more fully outline each of the recommendations.

Next Steps

The Lloyd Expressway Study resulted in several alternatives recommended for future implementation. These improvement concepts focus on areas with existing safety concerns and other transportation deficiencies identified by the study team. The nature and likely causes of problems identified over the course of the study were examined through field reconnaissance, and improvement alternatives were developed to address the identified problems. This study focused on short-term improvements (projects that can be quickly and effectively implemented and that address current mobility and safety issues) and long-term improvements (projects requiring more significant resources to implement or concepts that address future mobility issues). Improving safety throughout the corridor by providing greater visibility for left-turn vehicles, additional warning signage, providing pedestrian signals and a crosswalk at signalized intersections, eliminating weave movements and alternative intersection design will improve both vehicular and pedestrian safety.

The next steps will be deliberating the recommended alternatives at each intersection in the future state-wide call for projects. The alternatives will be scored against all other project submitted in the call with the highest scoring projects receiving funding.

Table 5.1 Summary of Improvement Recommendations

Intersection	Description of Need	Alternatives	Delay Cost Effectiveness (\$/s)	Crash Cost Effectiveness (\$/% Reduction)	Short Term	Long Term	2018 Estimated Construction Cost
SR 62 St. Joseph Avenue	Frequency and severity of crashes	Southbound Approach Improvements	\$202,222	\$45,500			\$910,000
SR 62 Wabash Avenue	Frequency and severity of crashes	Lengthened Left-Turns and Driveway Closure	-\$480,000	\$9,524			\$240,000
SR 66 Vann Avenue	High number of crashes along SR 66	Displaced Left-Turns	\$300,000	\$35,503			\$1,200,000
		Bow-Tie Intersection	\$95,238	\$29,326			\$1,000,000
		Right-in/Right-out		\$1,667			\$120,000
SR 66 Stockwell Road	High number of crashes along SR 66	Bow-Tie Intersection	\$223,529	\$52,778			\$1,900,000
		Displaced Left-Turns	\$387,500	\$86,111			\$3,100,000
WB SR 66 Exit Ramp Green River Road	High number of crashes on WB exit ramp from SR 66	Signalized Right Turn					\$75,000
SR 66 Fielding Road	Frequency and severity of crashes	Flashing Beacons / Near-Side Signals		\$2,083			\$75,000
SR 66 Brentwood Drive	EB signal head is not compliant with MUTCD	Install Correct Signal Heads					\$10,000
SR 66 Burkhardt Road	High number of crashes along SR 62 Sub-standard LOS of the SB movements	Displaced Left-Turns	\$169,231	\$91,667			\$3,300,000
		Boulevard Left	\$94,737	\$150,000			\$3,600,000
SR 66 Cross Pointe Boulevard	High number of crashes along SR 62 Sub-standard LOS of the SB and WB movements	Hybrid Boulevard Left / DLT	\$46,970	\$129,167			\$3,100,000
		Boulevard Left	\$53,922	\$53,922			\$2,750,000
		WB Dual Left-Turn Lanes	\$26,471	\$35,714			\$900,000
SR 66 Epworth Road	High number of crashes along SR 66	Hybrid Boulevard Left / DLT	\$103,448	\$125,000			\$3,000,000
		Bow-Tie Intersection	\$252,632	\$66,667			\$2,400,000
SR 66 Grimm Road	No identified need (stakeholder requests)	Right-in/Right-out					\$120,000

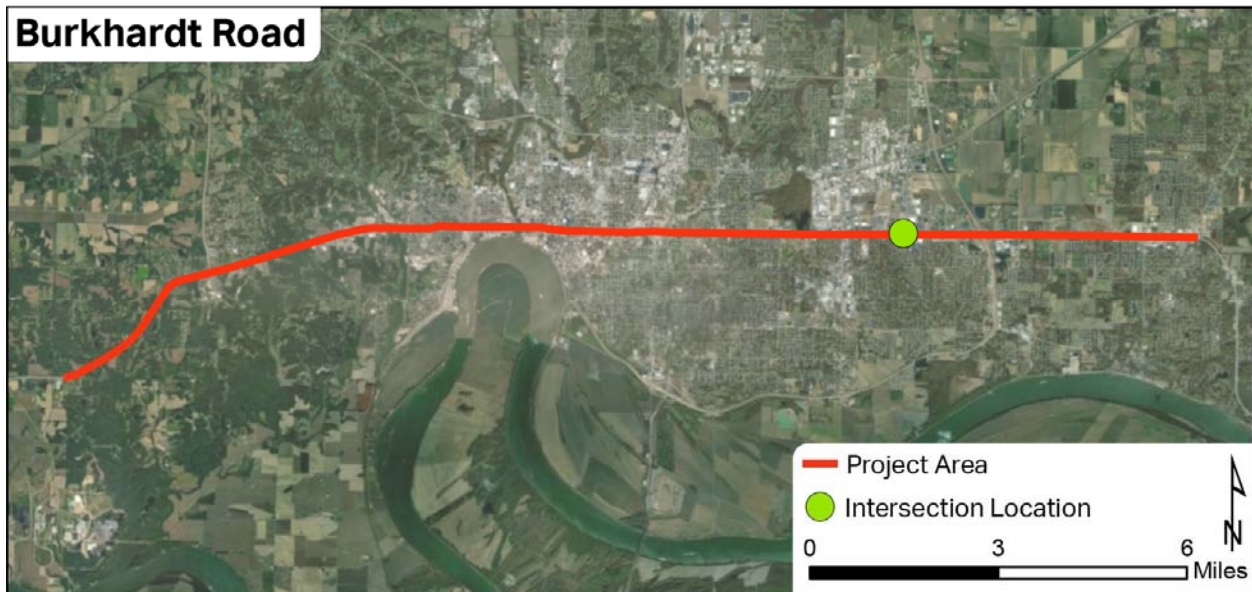
Figure 5.16 Brentwood Drive Location Map



SR 66 / Burkhardt Road

The need for improvements at the intersection of SR 66 and Burkhardt Road is evidenced by a high number of crashes along SR 66, as well as, sub-standard LOS of the northbound and southbound movements. The crashes at this location are predominantly rear-end. The I_{CF} is 1.87 while the I_{CC} is 2.90. Higher crash indexes are likely related to congestion. There were approximately 153 crashes at the intersection between 2014 and 2016. Approximately 65% of the crashes occurred along the SR 66 mainline. The red flag analysis revealed no known environmental concerns near the intersection.

Figure 5.17 Burkhardt Road Location Map



The purpose of the improvement is to reduce the number of crashes within the intersection and improve the LOS. Two feasible alternatives to reduce crashes are construction of boulevard lefts or displaced left-turn lanes. The addition of boulevard lefts would add left-turn storage length to SR 66. In addition, the left-turn phase at the traffic signal would be eliminated which would likely ease congestion. The displaced left turn option would have a similar effect. Left-turn storage would increase while the signal phasing would be modified to essentially eliminate the left turn movement from SR 66.

Table 5.22 shows the LOS results and crash modification factors for the alternatives.

Table 5.22 Burkhardt Road Recommendation Analysis Results

Intersection Alternative	Intersection Leg	2017 Existing LOS				2045 Future LOS				CMF*	Estimated Cost
		AM Peak	Delay (s)	PM Peak	Delay (s)	AM Peak	Delay (s)	PM Peak	Delay (s)		
Burkhardt Road No Build	NB	D	53	F	130	F	174	F	134	0.00	\$0
	SB	F	129	F	119	F	196	F	115		
	EB	C	25	C	32	C	26	C	23		
	WB	B	18	D	39	C	22	D	41		
	Total Intersection	D	50	E	57	E	59	E	55		
Burkhardt Road Displaced Left-Turns	NB					F	50	E	79	0.76 ¹	\$3,300,000
	SB					E	58	D	66		
	EB					A	30	A	27		
	WB					A	18	A	37		
	Total Intersection					B	31	C	44		
Burkhardt Road Boulevard Left	NB					D	88	E	60	0.49 ²	\$3,600,000
	SB					E	53	E	44		
	EB					C	6	C	8		
	WB					B	2	D	4		
	Total Intersection					C	18	D	20		

* Crash Modification Factor from Federal Highway Administration Clearinghouse
 1. FHWA-HRT-09-060 Alternative Intersections/Interchanges: Informational Report (AIIR)
 2. Create Directional Median Openings to Allow Left-Turns and U-Turns

Table 5.23 shows the cost effectiveness of each alternative versus reduction in delay and reduction in crashes.

Table 5.23 Burkhardt Road Recommendation Cost Effectiveness

Intersection Alternative	Avg. Delay 2045 (s)	Delay Reduction (s)	Delay Cost Effectiveness	Crash Reduction %	Crash Cost Effectiveness \$ / % Reduction
Displaced Left Turn	37.5	19.5	\$169,231/s	36.0	\$91,667
Boulevard Left	19.0	38.0	\$94,737/s	24.0	\$150,000

Although the boulevard left intersection alternative is more cost-effective than the displaced left-turn alternative, there is concern that the concept would have less public acceptance than the displaced left-turn alternative. Therefore, the DLT is the recommended alternative. The recommended alternative should also consider the side path planned for Burkhardt Road in the Evansville and Vanderburgh County Bicycle and Pedestrian Plan.

SR 66 / Cross Pointe Boulevard

The need for improvements at the intersection of SR 66 and Cross Pointe Boulevard is evidenced by a high number of crashes along SR 66, as well as, sub-standard intersection LOS. The crashes at this location are predominantly rear-end along SR 66. The I_{CF} is 2.37 while the I_{CC} is 3.05. Higher crash indexes are likely related to congestion. There were approximately 130 crashes at the intersection between 2014 and 2016. Approximately 90% of the crashes occurred along the SR 66 mainline. The intersection is located approximately 1,500 feet west of the exit ramp from southbound I-69, which results in a less than desirable weaving situation for vehicles exiting the interstate and wishing to turn left onto southbound Cross Pointe. Environmental concerns in the vicinity of the intersection include open water in the northwest quadrant, nearby environmental justice population areas and potential wetlands on the south side of the roadway.

Figure 5.18 Cross Pointe Boulevard Location Map



The purpose of the improvement is to reduce the number of crashes within the intersection and improve the LOS. Feasible alternatives to reduce crashes are construction of boulevard lefts, displaced left-turn lanes, or the placement of westbound dual left-turn lanes. After the first stakeholder meeting, the DLT alternative was replaced with a hybrid DLT / boulevard left with the southbound left turn following a boulevard left movement to provide additional weaving distance from I-69. All alternatives would add left-turn storage length to SR 66. The left-turn phase at the traffic signal would be eliminated with the construction of boulevard lefts or displaced left-turn lanes which would likely ease congestion. **Table 5.24** shows the LOS results and crash modification factors for the alternatives.

Table 5.24 Cross Pointe Boulevard Recommendation Analysis Results

Intersection Alternative	Intersection Leg	2017 Existing LOS				2045 Future LOS				CMF*	Estimated Cost
		AM Peak	Delay (s)	PM Peak	Delay (s)	AM Peak	Delay (s)	PM Peak	Delay (s)		
Cross Pointe Blvd. No Build	NB	D	37	D	38	D	41	D	37	0.00	\$0
	SB	D	37	E	62	D	41	E	70		
	EB	C	25	D	40	C	35	F	30		
	WB	D	51	F	83	F	81	F	174		
	Total Intersection	D	41	E	59	E	59	C	91		
Cross Pointe Blvd. Hybrid Boulevard Lt / DLT	NB					C	23	C	27	0.76 ¹	\$3,100,000
	SB					C	26	B	14		
	EB					A	5	A	5		
	WB					A	4	A	6		
	Total Intersection					A	9	A	9		
Cross Pointe Blvd. Boulevard Left	NB					D	47	D	45	0.49 ²	\$2,750,000
	SB					D	37	E	79		
	EB					D	40	A	8		
	WB					B	16	B	17		
	Total Intersection					C	28	C	20		
Cross Pointe Blvd. WB Dual Left-Turn Lanes	NB					D	50	D	39	0.748 ₃	\$900,000
	SB					D	49	F	92		
	EB					D	24	C	31		
	WB					C	44	D	40		
	Total Intersection					D	39	D	43		

- * Crash Modification Factor from Federal Highway Administration Clearinghouse
1. FHWA-HRT-09-060 Alternative Intersections/Interchanges: Informational Report (AIIR)
 2. Create Directional Median Openings to Allow Left-Turns and U-Turns
 3. Install Left-Turn Lane

Table 5.25 shows the cost-effectiveness of each alternative verses reduction in delay and reduction in crashes.

Table 5.25 Cross Pointe Boulevard Recommendation Cost Effectiveness

Intersection Alternative	Avg. Delay 2045 (s)	Delay Reduction (s)	Delay Cost Effectiveness	Crash Reduction %	Crash Cost Effectiveness \$ / % Reduction
Hybrid Boulevard Lt / DLT	9.0	66.0	\$46,970/s	24.0	\$129,167
Boulevard Left	24.0	51.0	\$53,922/s	51.0	\$53,922
WB Dual Left Turn Lanes	41.0	34.0	\$26,471/s	25.2	\$35,714

Although the westbound dual left-turn lanes alternative is more cost-effective than the hybrid boulevard left / DLT, the dual left-turn lanes did not resolve all LOS problems in the future. In addition, the crash analysis indicated mostly rear-end crashes on the mainline. Additionally, the hybrid boulevard left / DLT option moves the westbound left turn movement further from the I-69 interchange, which requires less weaving to make the left turn. Therefore, the hybrid boulevard left / DLT is the recommended alternative. The recommended alternative should also consider the side path planned for Cross Pointe in the Evansville Bicycle and Pedestrian Plan.

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated July 2020)

ProjectNumber	SubProjectCode	County	Property
1800013	1800013	Vanderburgh	Garvin Park
1800086	1800086	Vanderburgh	Wesselman Park and Par 3 Golf Course
1800093	1800093A	Vanderburgh	Howell Park
1800093	1800093B	Vanderburgh	Price Park
1800093	1800093C	Vanderburgh	Sunrise Park
1800093.4	1800093.4	Vanderburgh	Fourth and Main Park
1800094	1800094	Vanderburgh	Pigeon Creek Greenway, Stream Valley Park
1800100	1800100	Vanderburgh	Anthony C. Oates Park and Pool
1800109	1800109	Vanderburgh	Golfmoor Park & Lakeview Tennis Courts
1800224	1800224	Vanderburgh	Pigeon Creek Greenway, Stream Valley Park
1800224.2	1800224.2	Vanderburgh	Tepe Park
1800288	1800288	Vanderburgh	Burdette Park
1800333	1800333	Vanderburgh	Kleymeyer Park
1800334	1800334C	Vanderburgh	Stockwell Park
1800390	1800390	Vanderburgh	William J. Moutoux Park
1800496	1800496	Vanderburgh	Pigeon Creek Greenway, Stream Valley Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

Source: <https://www.in.gov/indot/engineering/files/IN-LWCF-sites-by-county.xlsx>

Utility Relocation Status Update

Reporting Period: 3/10/2022 to 3/24/2022
 Updated: 5/9/2022

INDOT DES NO: 1900292
 Project Description: Intersection Improvement at Burkhardt
 Utility Coordinator: Pierre Hamilton
 INDOT Utility Oversight Agent: Katerina Sparks
 INDOT Project Manager: Brian Malone, Troy Arnold, Matt Bullock

INDOT Contract NO: R-42287
 INDOT Letting Date: 11/15/2023
 Ready for Contract Date: 9/6/2023
 Design Consultant: Cody Beucler
 Phone NO: (937)-515-9699

Utility Name & Type	Contact Person	Email	Phone	Date Initial Notice Letter	Verification Letter Sent	Verification Letter Response	Conflict Letter Sent	Conflict Response	Work Plan Request Letter	Work Plan Approval Date	ROW Acquisition Date	Clearing & Staking Completion Date	Estimated Construction Date	Confirmed
A. AT&T	Marc Clark	mc3429@att.com	812-204-7935	12/21/2020	5/25/2021		3/22/2022							
B. Crown Castle	James Whited	James.Whited@crowncastle.com	502-428-5776	12/21/2020	5/25/2021		3/22/2022							
C. EWSU - Sewer	Jacklyn Schmitt	jschmitt@ewsu.com	812-435-4522	12/21/2020	5/25/2021		3/22/2022							
D. EWSU - Water	Ryan Mayer	rjmayer@ewsu.com	812-549-5219	12/21/2020	5/25/2021		3/22/2022							
E. Spectrum	Justin Sturgeon	Justin.Sturgeon@charter.com		12/21/2020	5/25/2021		3/22/2022							
F. Centerpoint Gas	Raj Barhmbhatt	rbrahmbhatt@enengineering.com	815-322-3316	12/21/2020	5/25/2021		3/22/2022							
G. Centerpoint Electric	Jody Chapman	jody.chapman@centerpointenergy.com	812-228-9029	12/21/2020	5/25/2021		3/22/2022							YES
H. Wide Open West	James Fambrough	james.fambrough@wowinc.com	812-437-0395	12/21/2020	5/25/2021		3/22/2022							

Most Current Status Update Narrative:	Date	Comments
A. AT&T	1/19/2021	Aerial cable on north side of intersection
B. Crown Castle	5/25/2021	Aerial facilities heading N/S on the West side of N. Burkhardt Rd. - dependant on power relocation
	3/17/2022	please include James Whited on the emails going forward and the conflict letters mentioned below.
C. EWSU - Sewer	3/18/2022	please update your coordination contacts to include Jaclyn Schmitt for Sewer facilities in place of Matt Montgomery.
D. EWSU - Water	1/13/2021	Utility sent over GIS Mapping of area
	6/25/2021	Map provided, no facilities within direct vicinity of the intersection, nearest crossing of SR 62 is west of Kimber Ln.

E. Spectrum	3/16/2022		Adding Spectrum contact John Wade. He will be handling these projects.
	5/25/2021		Google Map provided with an overlay of existing utilities. Do not expect any conflicts.
F. Centerpoint Gas	7/2/2021		Cody Beucler (Parsons) provided screenshots showing potentially missing gas facilities at NW corner of Burkhardt
G. Centerpoint Electric	7/13/2021		Centerpoint provided marked up plans showing locations of existing aerial electric lines throughout project
	1/24/2021		RAJ from Centerpoint requested Project Limits
	1/24/2021		RAJ from Centerpoint requested Project Limits
	3/9/2022		CNP electric is in conflict with facilities on the north leg of intersection. Transmission pole on south side of the road is close to proposed curb.
H. Wide Open West			

E. Centerpoint Gas			
F. Centerpoint Electric	1/24/2021		RAJ from Centerpoint requested Project Limits
G. Wide Open West			

June 3, 2022

Environmental Justice (EJ) Analysis

Lloyd Expressway Intersections Improvement Project at Burkhardt Road and Cross Pointe Boulevard

Vanderburgh County

Des. Nos. 1900292 and 1900317

Introduction

The Indiana Department of Transportation (INDOT), with federal funding intends to proceed with an intersections improvement project involving an approximately 2-mile section of the Lloyd Expressway (State Route [SR] 66), which includes the Burkhardt Road and Cross Pointe Boulevard intersections in the City of Evansville, in Vanderburgh County. The proposed project is part of INDOT's "TheLloyd4U" initiative <https://thelloyd4u.com>, which includes several improvement projects along the Lloyd Expressway (SR 66). This project is located in Sections 24 and 25 of Township 6 South, Range 10 West, and Sections 19 and 30 of Township 6 South, Range 9 West, in the City of Evansville, Vanderburgh County. The study area begins along Lloyd Expressway approximately 85 feet west of Brentwood Drive and terminates at the west side of the Lloyd Expressway/I-69 interchange. The study area also includes portions of the following Local Roads: Kimber Lane, Williamsburg Drive, Frontage Road, and Eagle Crest Boulevard. Surrounding area land uses are primarily commercial and multi-family residential. Based on information from the Metropolitan Evansville Transit System, there are two fixed transit routes that currently operate within the study area including routes along Burkhardt Road, Cross Pointe Boulevard, Eagle Crest Boulevard, and Lloyd Expressway. Pedestrian facilities are limited in the project area. There are sidewalks along the eastside of Kimber Lane and along both sides of Cross Pointe Boulevard on the northside of the Lloyd Expressway. On Cross Pointe Boulevard the sidewalks begin at the INDOT right of way (ROW) on the west side and at Division Street on the east side. There are no pedestrian facilities along Cross Pointe Boulevard south of the Lloyd Expressway or at the Burkhardt Road intersection on either side of the Lloyd Expressway.

Proposed Project

The proposed project would reconfigure both intersections to remove left turns. The preliminary recommended alternative at the intersection of Lloyd Expressway and Burkhardt Road would convert the traditional signalized intersection to a Displaced Left-Turn (DLT) intersection with bypass right-turn lanes. This would maintain all existing movements through the intersection. The proposed work would include: a crossover in advance of the intersection in both directions to displace the left turn lanes along Lloyd Expressway to be on the opposite side of the through traffic, bypass right turn lanes for movements from Burkhardt Road to Lloyd Expressway, two proposed signals at each crossover to control the left turn movements, the Lloyd Expressway through movements and the bypass right turn lanes, modification of the existing signals at the existing intersection to accommodate updated traffic movements, and proposed concrete splitter islands to separate opposing directions of traffic. No pedestrian facilities would be constructed at this intersection.

The recommended preferred alternative for Lloyd Expressway and Cross Pointe Boulevard would convert the traditional signalized intersection to a DLT intersection with bypass right-turn lanes. There would also be modifications to the I-69 interchange ramps. The proposed work would include: a crossover in advance of the intersection in both directions to displace the left turn lanes along Lloyd Expressway to be on the opposite side of the through traffic, bypass right turn lanes for movements from Cross Pointe Boulevard to Lloyd Expressway, two proposed signals at the crossovers to control the left turn movements, the Lloyd Expressway through movements, and the bypass right turn lanes, modification of the existing signals at the existing intersection to accommodate updated traffic movements, and proposed concrete splitter islands to separate opposing directions of traffic. The existing sidewalk along the west side of Cross Pointe Boulevard would be shortened by less than 50 feet to accommodate the bypass right-turn lane. No change to the sidewalk on the east side is proposed. No additional pedestrian facilities would be constructed at this intersection, the existing sidewalks would remain. The ramp from southbound (SB) I-69 to WB Lloyd Expressway would be changed from free-flowing to a signalized at-grade intersection with the ramp terminal moved 600 feet to the east to provide a longer weaving distance; and the ramp from EB Lloyd Expressway to SB I-69 would be modified to provide 1000 feet of distance between the bypass right turn lane and ramp gore.

Purpose and Need

The need for this project stems from a high rate of crashes and congestion issues at both intersections. Safety is evaluated using RoadHAT software. RoadHAT provides results as an Index of Crash Frequency (ICF) and Index of Crash Cost (ICC), which illustrate how the facility is performing. Per the Indiana Design Manual, an ICF and ICC of zero or less represents average or below-average crash

frequency. Per the INDOT Roadway Application for the Lloyd Expressway /Burkhardt intersection, for the years 2014 to 2016, the ICF and ICC were 2.28 and 3.05, respectively. Per the INDOT Roadway Application for the Lloyd Expressway /Cross Pointe Boulevard intersection, for the years 2014 to 2016 the ICF and ICC were 2.37 and 3.05, respectively.

Traffic capacity is evaluated in terms of level of service (LOS). LOS is a performance measure that represents quality of service, measured on an A – F scale, with LOS A representing a free flow of traffic and LOS F representing a breakdown in flow (e.g., start-and-stop congestion). The project area is within an urban area, therefore the minimum criteria during peak travel hours (i.e., rush hour) is LOS D. Per the 2019 INDOT Roadway Project Applications, both the Lloyd Expressway/ Burkhardt Road and Lloyd Expressway /Cross Pointe Boulevard intersections are currently LOS E.

The purpose of this intersection improvement project is to reduce the rate of crashes at both intersections and to improve the LOS to a minimum of LOS D in the design year, 2045.

Environmental Justice Analysis

Under Federal Highway Administration (FHWA) Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT *Categorical Exclusion Manual*, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way (ROW). The project will require 0.77 acre of additional permanent new ROW and approximately 0.05 acre of temporary ROW. Therefore, an EJ Analysis is required.

Identification of EJ Populations

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exist, and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Vanderburgh County (Attachments, page 1). The community that overlaps the project area is called the affected community (AC). In this project, the ACs are the following Census Tract (CT) Block Groups: Block 4, CT 101 (AC-A), Block 5, CT 101 (AC-B), Block 2, CT 38.01 (AC-C), Block 1, CT 38.03 (AC-D), and Block 4, CT 38.03 (AC-E) (Attachments, page 2).

An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the Census.gov 2019 American Community Survey (ACS) 5-year Estimates was obtained from the [census.gov](https://www.census.gov) website on February 24, 2022. The data collected for minority and low-income populations within the ACs are summarized in Table 1.

	COC Vanderburgh County	AC-A	AC-B	AC-C	AC-D	AC-E
Percent Minority	15.0	32.0	6.9	30.3	10.3	20.4
125% of COC	18.7	AC > 125% COC	AC < 125% COC	AC > 125% COC	AC < 125% COC	AC > 125% COC
EJ Population of Concern?		Yes	No	Yes	No	Yes
Percent Low-Income	16.7	41.4	17.1	3.5	0.8	22.7
125% of COC	20.8	AC > 125% COC	AC < 125% COC	AC < 125% COC	AC < 125% COC	AC > 125% COC
EJ Population of Concern?		Yes	No	No	No	Yes

Source: [census.gov](https://www.census.gov)

Based on the data presented in Table 1, AC-A, AC-C and AC-E contain populations of EJ concern. The census data sheets, map, and calculations can be found in the attachments.

AC-A has a percent minority of 32.0, which is below 50% but is above the 125% COC threshold. Therefore, AC-A does contain a minority population of EJ concern. AC-A has a percent low-income of 41.4, which is below 50% but is above the 125% COC threshold. Therefore, AC-A does contain a low-income population of EJ concern.

AC-B has a percent minority of 6.9, which is below 50% and is below the 125% COC threshold. Therefore, AC-B does not contain a minority population of EJ concern. AC-B has a percent low-income of 17.1, which is below 50% and is below the 125% COC threshold. Therefore, AC-B does not contain a low-income population of EJ concern.

AC-C has a percent minority of 30.3, which is below 50% but is above the 125% COC threshold. Therefore, AC-C does contain a minority population of EJ concern. AC-C has a percent low-income of 3.5, which is below 50% and below the 125% COC threshold. Therefore, AC-C does not contain a low-income population of EJ concern.

AC-D has a percent minority of 10.3, which is below 50% and is below the 125% COC threshold. Therefore, AC-D does not contain a minority population of EJ concern. AC-D has a percent low-income of 0.8, which is below 50% and is below the 125% COC threshold. Therefore, AC-D does not contain a low-income population of EJ concern.

AC-E has a percent minority of 20.4, which is below 50% but is above the 125% COC threshold. Therefore, AC-E does contain a minority population of EJ concern. AC-E has a percent low-income of 22.7, which is below 50% and is above the 125% COC threshold. Therefore, AC-E does contain a low-income population of EJ concern.

The US Department of Housing and Urban Development (HUD) Resource Locator (<https://resources.hud.gov/>) was researched to identify potential EJ resources and/or populations (Attachments, page 5). Two HUD resources were identified within 0.5 mile of the project area, Shannon Glen Apartments and Canterbury House Apartments.

Impact Analysis

Right of Way (ROW) and Relocations: The project will require 0.77 acre of additional permanent new ROW and approximately 0.05 acre of temporary ROW. The impacts within the five ACs are limited to strips of ROW (Attachments, page 6). There will be no relocations resulting from the project. Therefore, the proposed property acquisitions are not anticipated to disproportionately impact EJ populations. The proposed permanent and temporary ROW impacts per AC are summarized in Table 2.

AC / EJ Population?	Permanent ROW (Acres / Type)	Temporary ROW (Acres /Type)
AC-A / Yes	0.22/ Commercial	0.0/ NA
AC-B / No	0.15/ Commercial	0.0/ NA
AC-C / Yes	0.0/ NA*	0.03/ Residential
AC-D / No	0.0/ NA	0.0/ NA
AC-E / Yes	0.40/ Commercial	0.02/ Commercial

*NA=Not Applicable

Pedestrian Facilities: The sidewalks along the eastside of Kimber Lane and along Cross Pointe Boulevard on the northside of the Lloyd Expressway will not be impacted by the project and will remain in place. Therefore, the proposed project is not anticipated to impact pedestrian facilities or disproportionately impact EJ populations.

Transit Service: The SS Shuttle and East Connection routes operate within the study area (Attachments, page 7). There are no transit stops along Lloyd Expressway or at the Burkhardt Road and Cross Point Boulevard intersections. The SS Shuttle and East Connection use Lloyd Expressway as a connection to the stops on Burkhardt Road, Cross Pointe Boulevard, and Eagle Crest Boulevard. There will be ongoing coordination with the City of Evansville and the Metropolitan Evansville Transit System throughout the project development process to minimize any disruption to transit service. Therefore, the proposed project is not anticipated to impact transit service or disproportionately impact EJ populations.

Maintenance of Traffic (MOT): The proposed MOT will include phased construction to allow at least two lanes of EB and WB traffic along Lloyd Expressway to remain open at all times. Detours may be needed for portions of Burkhardt Road and Cross Pointe Boulevard, as well as other local roads. Design of the MOT is ongoing. Access for all residences and businesses will be maintained throughout construction. The Traffic Management Plan will include input obtained from meetings with stakeholders to ensure impacts to the public transit, schools, and community events are minimized. Therefore, the proposed MOT is not anticipated to disproportionately impact EJ populations.

Conclusions

As stated in the Introduction, the purpose of this project is to reduce the rate of crashes at both intersections and to improve the LOS to a minimum of LOS D in the design year, 2045. The proposed project would reconfigure both intersections to remove left turns by reconfiguring the intersections to DLT intersections with bypass right-turn lanes.

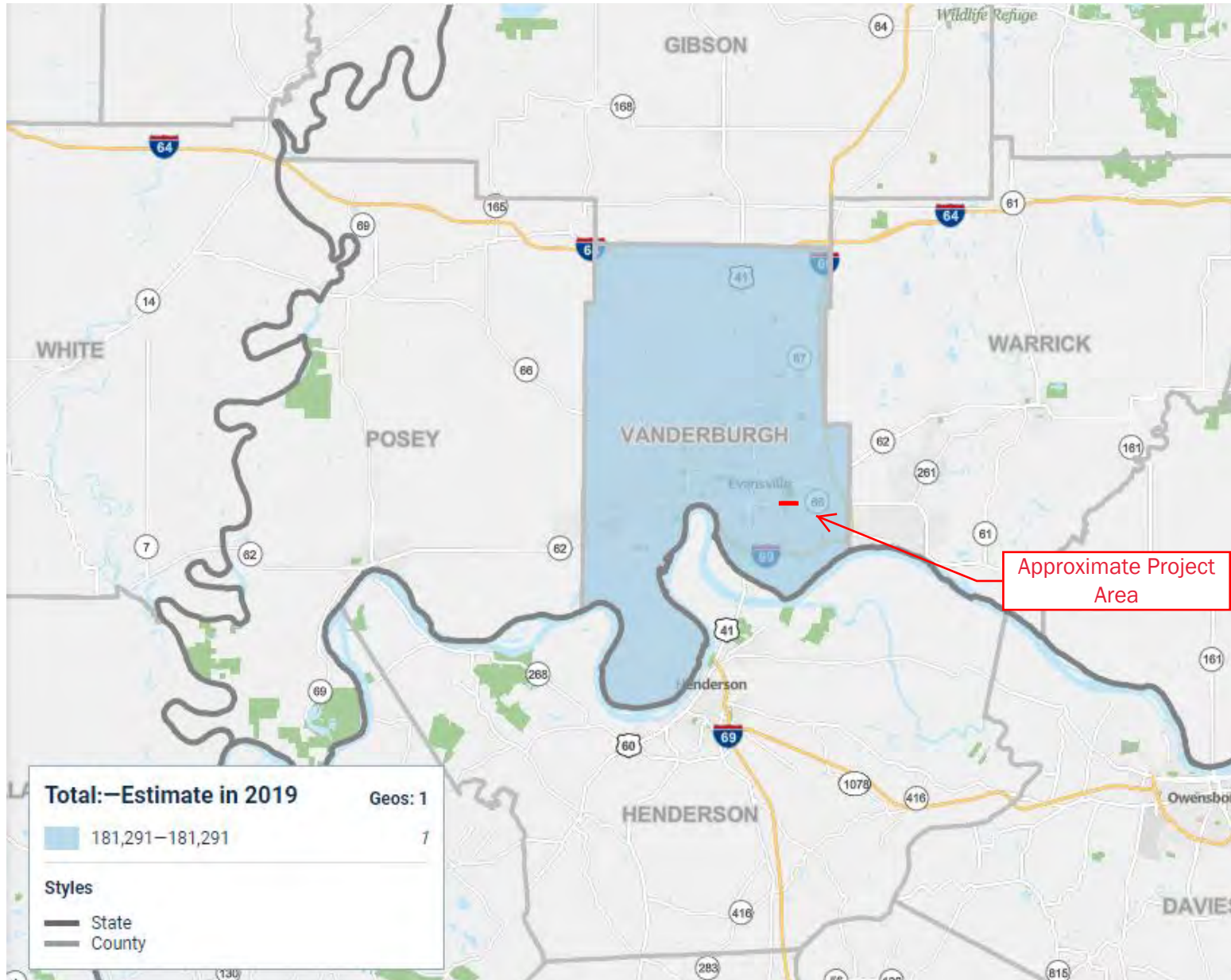
This would maintain all existing movements through the intersections. Additionally, the ramp from SB I-69 to WB Lloyd Expressway would be changed from free-flowing to a signalized at-grade intersection with the ramp terminal moved 600 feet to the east to provide a longer weaving distance; and the ramp from EB Lloyd Expressway to SB I-69 would be modified to provide 1000 feet of distance between the bypass right turn lane and ramp gore. There will be no changes in traffic patterns within the five ACs. The impacts within ACs identified as containing EJ populations (AC-A, AC-C and AC-E) are limited to strips of ROW from commercial and residential properties. The impacts within ACs identified as not containing EJ populations (AC-B and AC-D) include strips of ROW from commercial parcels. Based on this analysis, there does not appear to be disproportionately high and adverse impacts to EJ populations in or near the project area.

Engagement of EJ populations in the Lloyd Expressway Intersections Improvement Project at Burkhardt Road and Cross Pointe Boulevard will include adaptive and innovative approaches to overcome language, cultural, economic and other potential barriers to effective participation in the project development process. Public involvement activities will accommodate individuals with limited English proficiency (LEP). Engagement with stakeholders associated with EJ populations is recommended, including elected government officials, schools, public transit, the local housing authority, neighborhood and civic organizations, religious institutions, and non-profit groups. Community outreach efforts for this project could include but are not limited to:

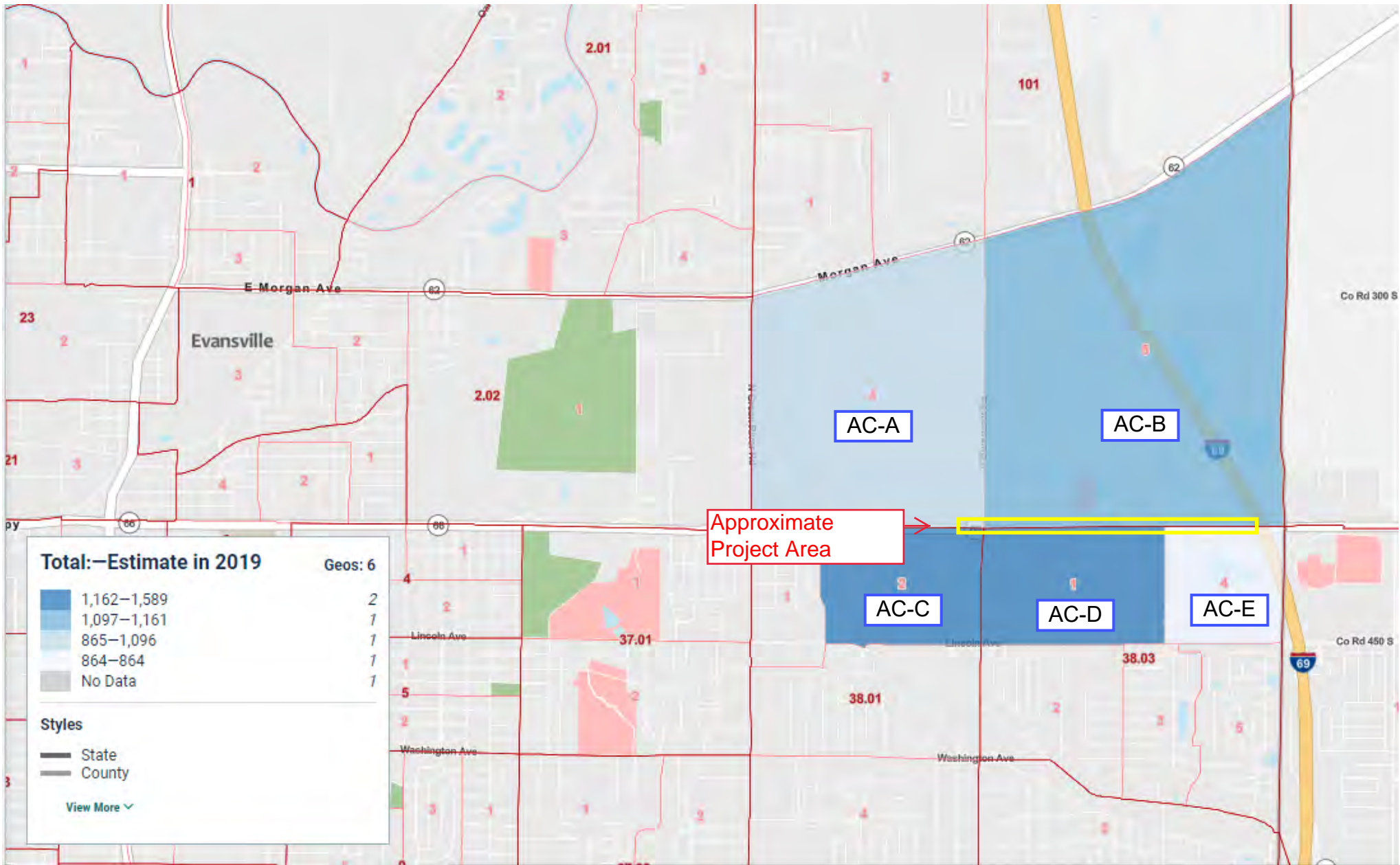
- Identifying and contacting community leaders to elicit help in reaching low-income and minority community members
- Holding small-scale meetings or attending existing local meetings in the low-income and minority neighborhoods, hosted by community leaders (i.e. Shannon Glen Apartments and Canterbury House Apartments)
- Translating key public information documents and posters announcing public meetings or hearings into non-English languages
- Placing notices and advertisements in neighborhood publications and/or non-English newspapers
- Holding Public Hearings/meetings in locations and at times that are convenient and accessible to EJ communities
- Providing translators at Public Hearings/meetings

The draft Public Involvement Plan will be updated to include consideration of and specific outreach activities for EJ populations.

Community of Comparison (COC) Map



Affected Communities (AC) Map



American Community Survey
B17021 | POVERTY STATUS OF INDIVIDUALS IN THE PAST 12 MONTHS BY LIVING ARRANGEMENT
 2019: ACS 5-Year Estimates Detailed Tables | Universe: Population for whom poverty status is determined

	COC	AC-C	AC-D	AC-E	AC-A	AC-B
	Vanderburgh County...	Block Group 2, Census Tract 38.01, ...	Block Group 1, Census Tract 38.03, ...	Block Group 4, Census Tract 38.03, ...	Block Group 4, Census Tract 101...	Block Group 5, Census Tract 101,...
Label	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate
▼ Total:	174,643	1,589	1,401	864	1,096	1,161
> Income in the past 12 months below poverty level:	29,122	56	11	196	454	199
> Income in the past 12 months at or above poverty level:	145,521	1,533	1,390	668	642	962

COC % Low-Income:
 $29122/174643=16.7$
 $125\% (16.7 \times 1.25)=20.8$

AC-D % Low-Income:
 $11/1401=0.8$

AC-A % Low-Income:
 $454/1096=41.4$

AC-C % Low-Income:
 $56/1589=3.5$

AC-E % Low-Income:
 $196/864=22.7$

AC-B % Low-Income:
 $199/1161=17.1$

B02001 | RACE

2019: ACS 5-Year Estimates Detailed Tables | Universe: Total population

Notes | 6 Geos | Years | Topics | Surveys | Codes | Hide | Transpos | **COC** | Restore | **AC-C** | Print | Map | **AC-D** | **AC-E** | **AC-A** | **AC-B**

	Vanderburgh County,...	Block Group 2, Census Tract 38.01...	Block Group 1, Census Tract 38.03,...	Block Group 4, Census Tract 38.03...	Block Group 4, Census Tract 101, ...	Block Group 5, Census Tract 101, ...
Label	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate
▼ Total:	181,291	1,589	1,401	864	1,111	1,161
White alone	154,112	1,107	1,257	688	756	1,081
Black or African American alone	17,307	306	84	78	299	80
American Indian and Alaska Native alone	193	0	0	0	0	0
Asian alone	2,256	73	0	51	0	0
Native Hawaiian and Other Pacific Islander alone	329	0	0	0	0	0
Some other race alone	2,209	0	0	17	0	0
▶ Two or more races:	4,885	103	60	30	56	0

COC % Minority:
 $(181,291 - 154,112) / 181,291 = 15.0$
 $125\% (15 \times 1.25) = 18.7$

AC-D % Minority:
 $(1401 - 1257) / 1401 = 10.3$

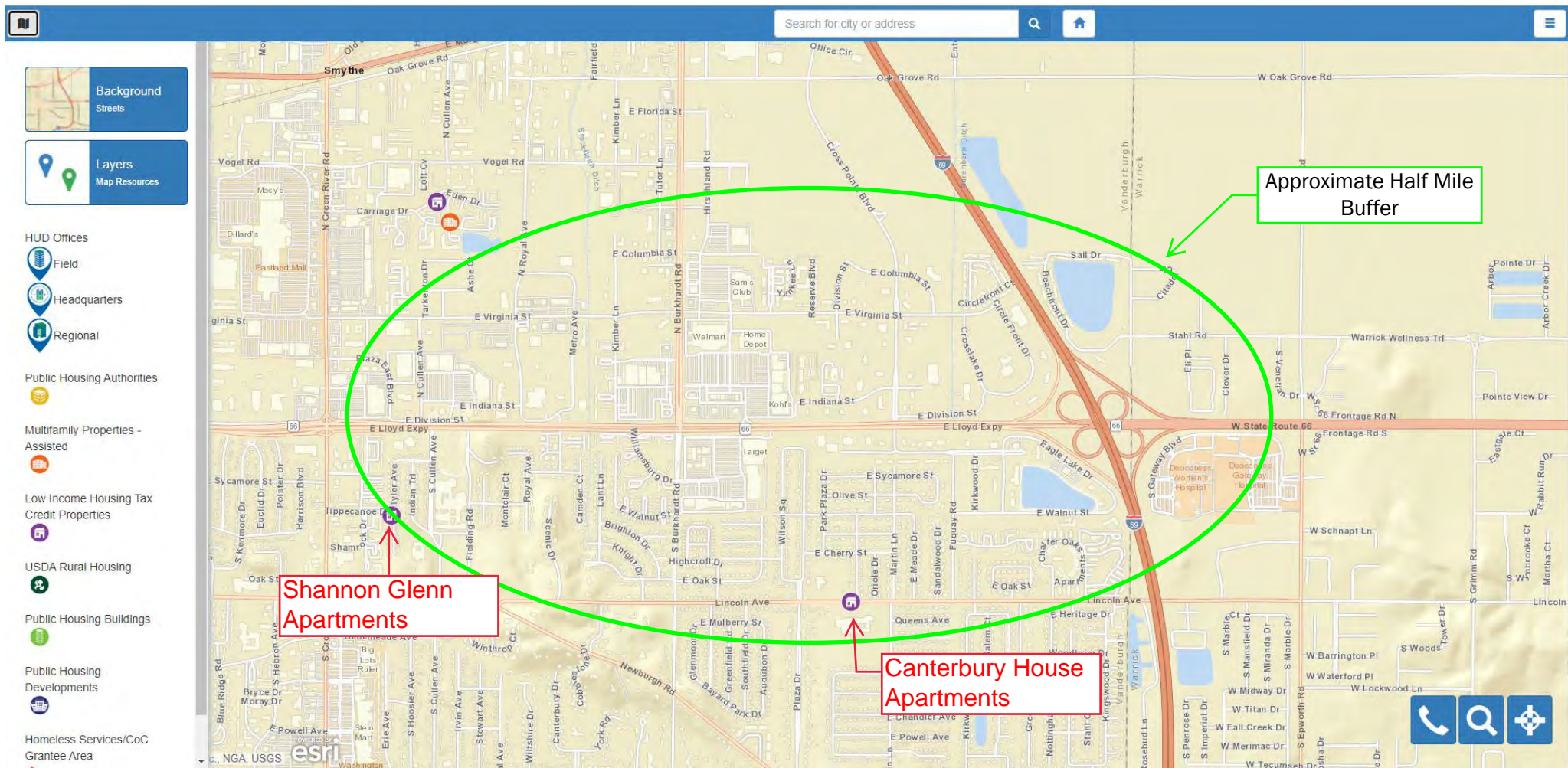
AC-A % Minority:
 $(1111 - 756) / 1111 = 32.0$

AC-C % Minority:
 $(1589 - 1107) / 1589 = 30.3$

AC-E % Minority:
 $(864 - 688) / 864 = 20.4$

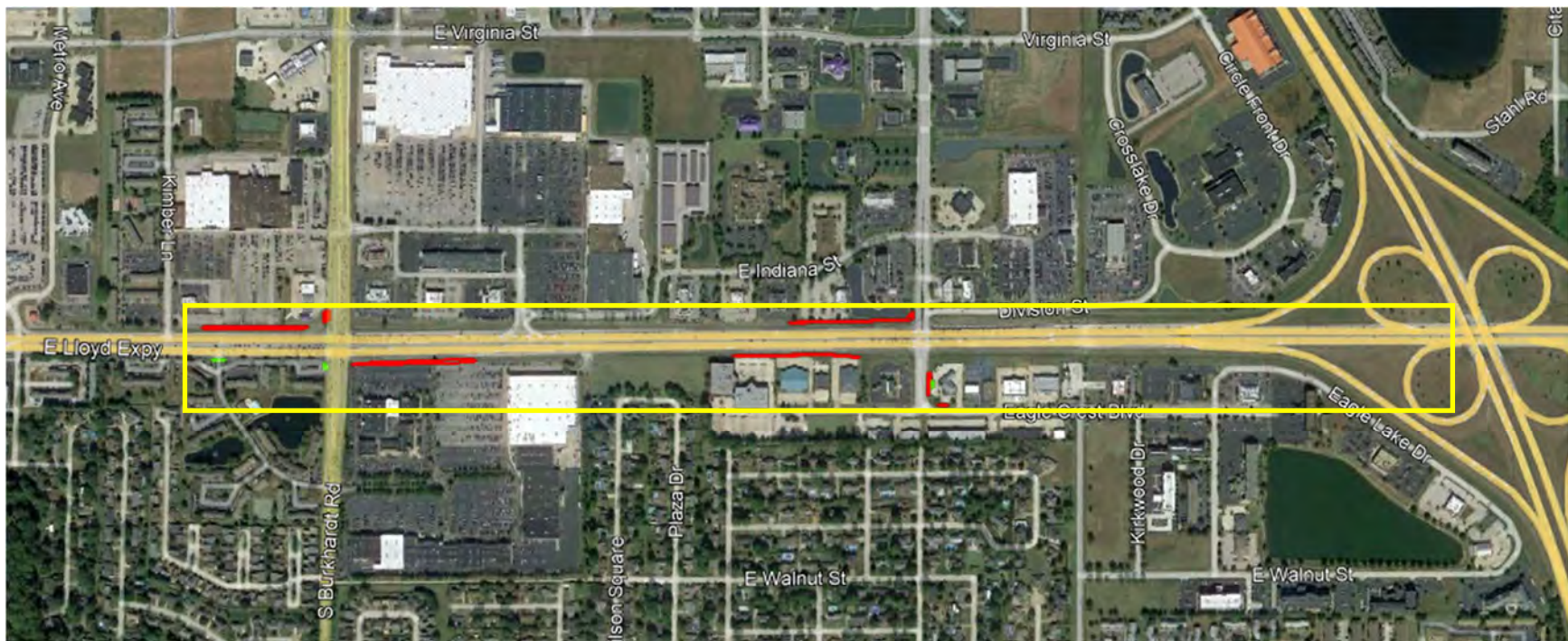
AC-B % Minority:
 $(1161 - 1081) / 1161 = 6.9$

US HUD Resources within Half Mile of the Project Area



Source: <https://www.hud.gov/indiana>

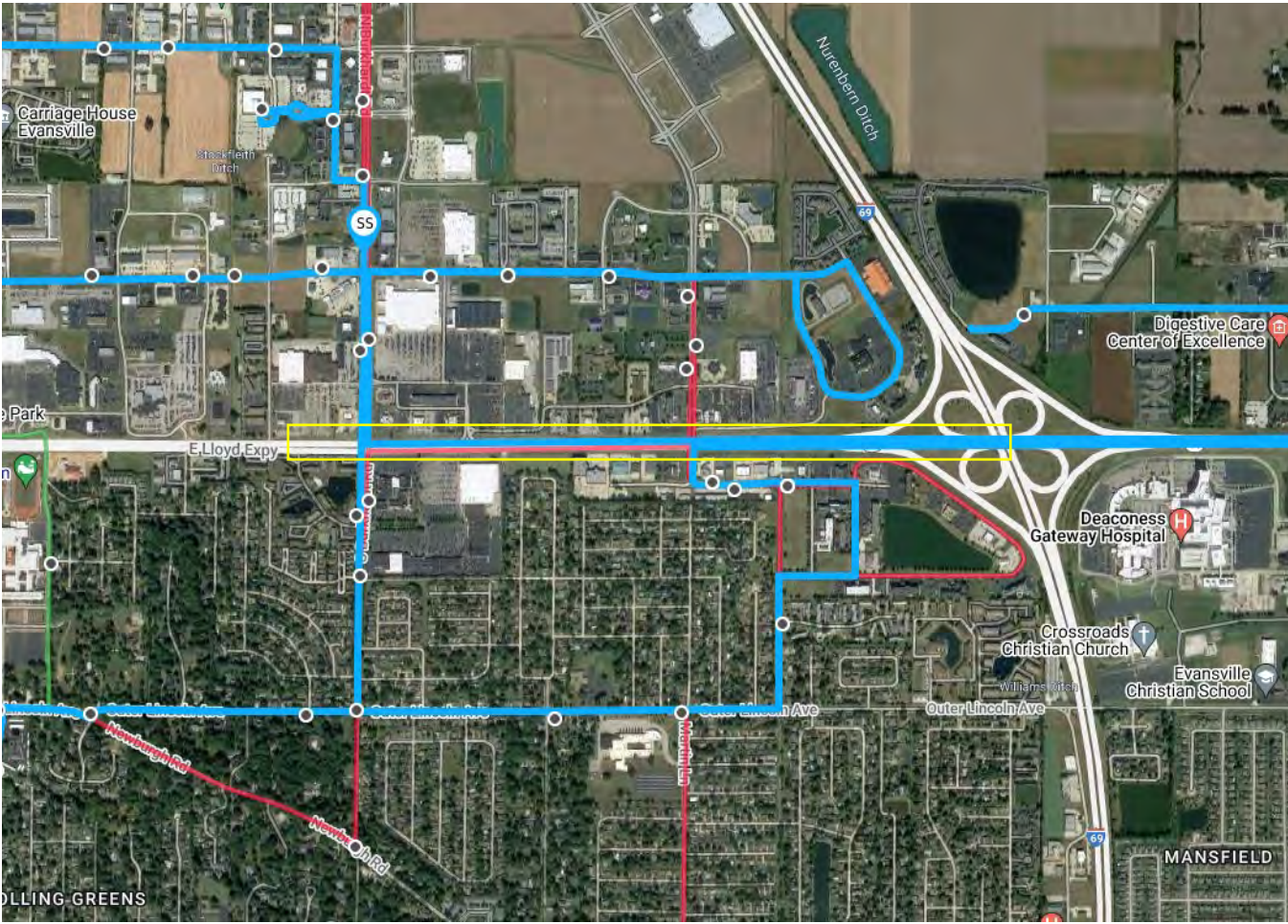
Right of Way Impacts



Legend

- Approximate Project Area
- Locations of ROW Impacts

Transit Routes



Legend

- Approximate Project Area ▬
- SS Shuttle Route ▬
- East Connection Route ▬
- Transit Stops ●

Source: www.evansvillegov.org

Graf, Jennifer [US-US]

From: Fair, Terri <TFair@indot.IN.gov>
Sent: Thursday, July 7, 2022 10:25 AM
To: Port, Juliet [US-US]
Cc: Graf, Jennifer [US-US]; Ross, Anthony
Subject: [EXTERNAL] EJ Memo for SR 66/Lloyd Expressway and Burkhardt/Cross Pointe, Des 1900292 and 1900317
Attachments: June 13 22 1900292&1900317_EJ_20220603.pdf

INDOT-Environmental Services Division (ESD) has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. With the information provided, the project may require minimal right-of-way, require no relocations, and would not disrupt community cohesion or create a physical barrier. With the information provided, INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non-EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required.

Roadway Project Application

Application Date	1/9/2019	Des	1900292	
Proposed FY	2024	Work Type	Intersection Improvement	
Project Information			Proposed Treatment	
Project ID	15		Displaced Left Turn Intersection	
Route	SR 66			
Limits	At 1.20 mi W of I 69 (Burkhardt Rd)			
From RP + Offset	30.33	From SL	0.00	
To RP + Offset	31.58	To SL	0.00	
Beg Lat	37.9766	Beg Long	-87.4741	Map it Additional Location Desc.:
End Lat	37.9766	End Long	-87.4741	
Existing Roadway Information			Score = 63	
AADT	42582			
AADTT	1324			
AADT Year	2018		Purpose/ Need of Project	
Project Length (miles)	0.00		The need for improvements at the intersection of SR 66 and Burkhardt Road is increase the level of service (LOS) of the northbound and southbound movements, as well as decrease the number of crashes along SR 66.	
# Thru Lanes	4.00			
# Lane Miles	0.00		History/Current Condition	
Pavement Area (sys)	0		The current delays at the intersection are 50s (LOS D) and 57s (LOS E) for the AM and PM, respectively. The NB movement has an LOS of F in the PM Peak, and the SB movement fails in both the AM and PM peak.	
Pavement Type	0			
County 1	Vanderburgh			
County 2	-			
Subdistrict	Evansville			
Functional Class	Other Principal Arterial			
On NHS?	Yes			
Additional Features to be Included			Recommended Alternative	
RPMs	Yes		The recommended option is a displaced left turn, which would increase left-turn storage while the signal phasing would be modified to essentially eliminate the left turn movement from SR 66. The following items are anticipated (this list shall not be considered comprehensive in nature): 1. Displaced left turn lane lengths shall be checked to ensure efficient operation is achieved. 2. Install two new signals for displaced left movements and upgrade the existing signal at Burkhardt to accommodate the new traffic movement. 3. Consider removal of the signal at Brentwood Dr. so that it does not interfere with the operation of the displaced left movements. 4. Consider EB and WB separation with raised median curb. 5. It is anticipated that drainage will be significantly affected by this project. It is further anticipated that the roadside ditches will require enclosure for the widening in the NW and SE quadrants of the intersection and that median drainage will require adjustment. 6. Evaluate the need for lighting. 7. Evaluate the need and operational effects of adding pedestrian movements through the intersection.	
Centerline Rumble Stripes	No			
Edgeline Rumble Stripes	No			
Shoulder Corrugations	Yes			
Curb Ramps	No			
Project Cost				
Right of Way Purchase (RW):	\$	100,000.00		
Preliminary Engineering (PE):	\$	██████████		
Environmental (Already Included in PE)	\$	-		
Railroad (RR):	\$	-		
Utilities CN (UT):	\$	500,000.00		
Construction (CN):	\$	5,543,000.00		
Construction Engineering (CE):	Included in CN Cost			
Relinquishment Payment (RQP):				
Total Roadway Costs:	\$	██████████		
What are we buying?				
Lane-mile Years	Small Culvert Condition Points	Other (Safety, Geometric, etc.)		
	-	-		
Projected Condition Targets				
FI	SI	IRI		
0	0	70		

Secondary Considerations

Utility Information

Numerous utilities are present within the project limits and a significant amount of conflicts are anticipated. Utility coordination will be an important part of this project and shall be started early on in the development stage.

R/W Information

INDOT does appear to have valid R/W within the limits of this project. However, it is anticipated that some R/W acquisition will be required to complete the work.

Environmental Document Requirements

A CE4 document with public involvement is anticipated for this project. As the project progresses, the environmental document shall be continuously monitored so that if changes occur, the level of environmental document can be increased. Permit will likely be necessary and mitigation could also be required.

MOT

It is anticipated that lanes adjacent to the roadwork will require closure and the work area protected with traffic barrier. At least two lanes of thru traffic shall remain open in both directions. MOT phasing will be an important aspect of this project.

Additional Notes

This project may be bundled with other safety/mobility projects resulting from the 2018 Evansville Lloidy Expressway and US 41 Corridor Studies. It is especially important that this project be scheduled and bundled with the intersection at Cross Pointe Blvd. It may be possible for the projects to coordinate MOT.

The final design should also consider the side path planned for Burkhardt Road in the Evansville and Vanderburgh County Bicycle and Pedestrian Plan.

Several public and stakeholder meetings shall be anticipated for this project.

Supporting Documentation

File Name	Description

Additional Asset Improvements

Asset Group	Des	Work Type	Total Cost
Total Cost for Additional Asset Improvements			\$0

Report Prepared By and Approved By

	Name	Title	Signature
Prepared by:	Duane Decker	District Scoping Manager	<i>Duane Decker</i>
Reviewed by:	Randy Phegley	District Investigation Engineer	<i>Randy Phegley</i>
Reviewed by:	David Reamer	District Traffic Planning Engineer	<i>David Reamer</i>
Approved by:	Khalil Dughhaish	District System Asset Manager	<i>Khalil Dughhaish</i>

N	LOCATION SR 66 at Burkhardt Road	PRIORITY: High
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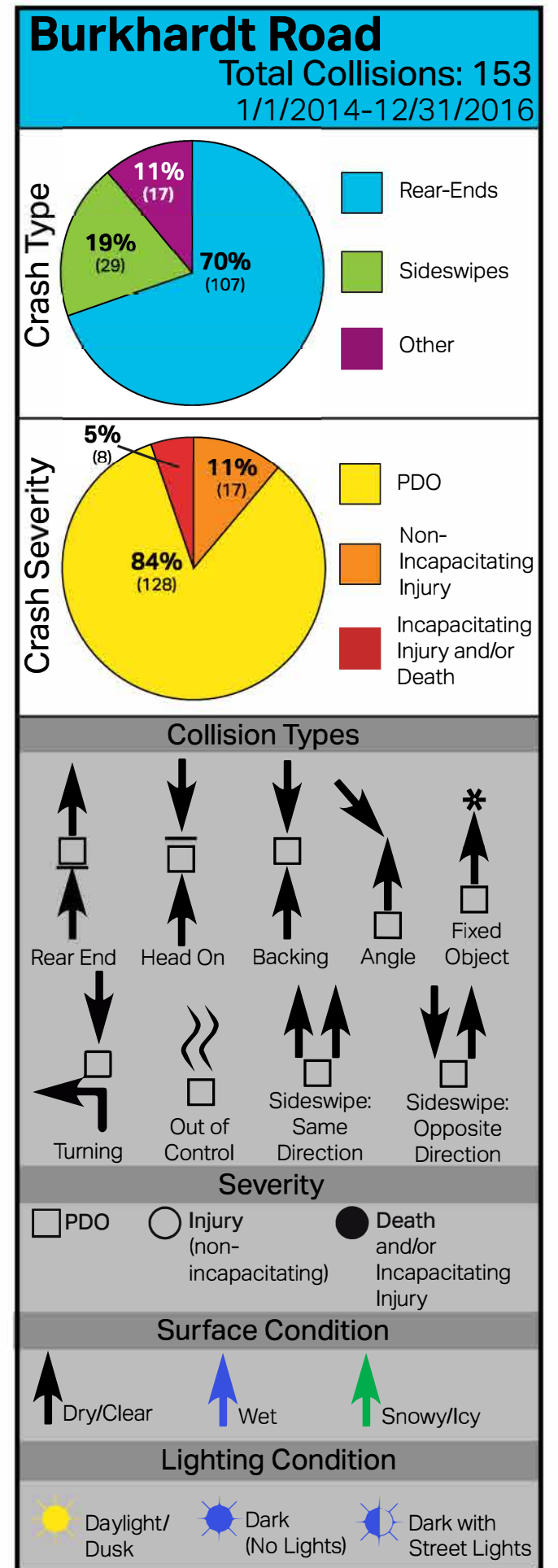
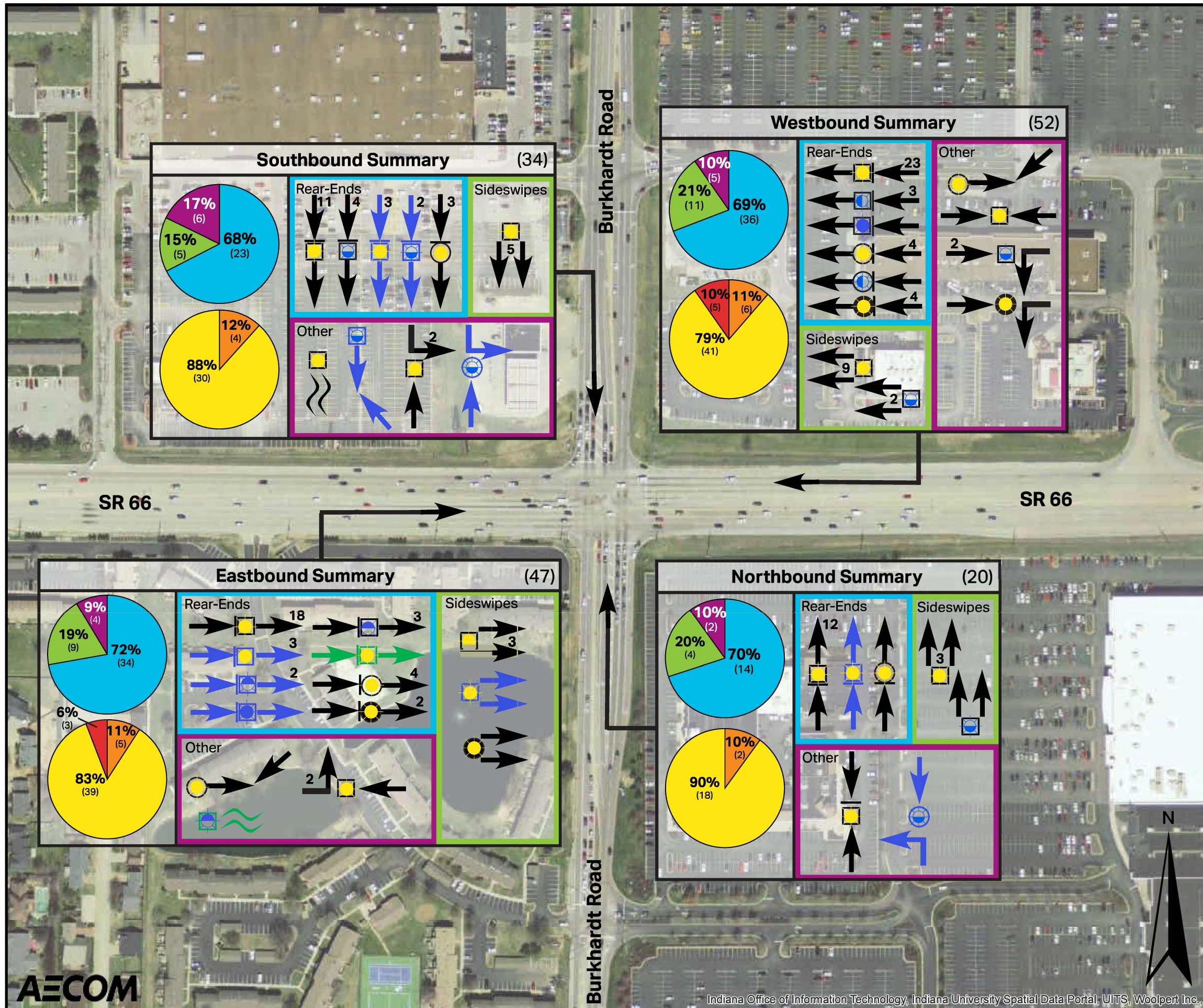
DESCRIPTION	COST ESTIMATE
N - Construct Displaced Left Turn Intersection at Burkhardt Road	PE: \$600,000
	ROW: \$50,000
	Utilities: \$0
	Construction: \$2,600,000
	Total: \$3,250,000

This section of SR 66 carries about 44,000 vehicles per day (VPD). Traffic is expected to grow about 1.0% per year. The purpose of the improvement is to reduce the number of crashes within the intersection and improve the LOS. There were approximately 153 collisions at the intersection between 2014 and 2016. Approximately 65% of the crashes occurred along the SR 66 mainline.

There are no short-term recommendations.

The long-term recommendation (N) is to construct a displaced left turn (DLT) intersection for the SR 66 approaches. The DLT intersection functions effectively without right-turn bypass lanes for the Burkhardt Road approaches, which are limited by available right-of-way. Kimber Lane would need converted to a right-in/right-out. The commercial entrance to the north is already a right-in/right-out. The proposed recommendation will improve the LOS and reduce crashes since it will reduce congestion.





Index of Crash Frequency and Cost - Form F1		Page 1/2
Location	Burkhardt Road Intersection	
UPDATE 2		
GIS		
Post		
Analyst	David Reamer	
Date	2/13/2019	
INPUT		
Road Facility Type	Signalized Urban State-State Intersection	
Major Road AADT (veh/day)		44379
Minor Road AADT (veh/day)		23439
T-intersection Indicator (1 if present, 0 otherwise)		0
First Year with Crash Data (yyyy)		2015
Last Year with Crash Data (yyyy)		2017
Number of Crashes (crash/period)		
Fatal and Incapacitating Injury Crashes		8
Non-Incapacitating and Possible Injury Crashes		21
Property Damage Only Crashes		143
Route or Road Type	Signalized Urban State-Local Intersection	
Average Crash Costs (\$)		
Fatal and Incapacitating Injury Crashes		219500
Non-Incapacitating and Possible Injury Crashes		31300
Property Damage Only Crashes		7100
Crash Cost Year (yyyy)		2013
OUTPUT		
Expected Crash Frequency (crash/year)		
Fatal and Incapacitating Injury Crashes		0.276
Non-Incapacitating and Possible Injury Crashes		4.26
Property Damage Only Crashes		17.76
All Crashes		22.30
Index of Crash Frequency		2.28
Index of Crash Cost		3.05

Index of Crash Frequency and Cost - Form F1		Page 2/2
Location	Burkhardt Road Intersection	
UPDATE 2		
GIS		
Post		
Analyst	David Reamer	
Date	2/13/2019	
Comments:		

Mobility Candidate Project Scoring

Route and Location	Description of Proposed Improvement	Name of Analyst	Date		
SR 66, Lloyd Expressway	Intersection Improvement at Burkhardt Road (Continuous Flow Intersection)	David Reamer	2/19/2018		
Factor #	Mobility Scoring Factor Description	Raw Score	Weight	Weighted Score	Max
#1	Traffic Safety (lcc-based))	4	3	12	15
#2	Current Congestion (LOS based)	4	5	20	25
#3	Cost Effectiveness (value)	3	4	12	20
		0	0	0	0
#4	Roadway Class	3.5	2	7	10
#5	Public and Other Interests	3	1	3	5
#6	Route Continuity and Corridor Completion	3	2	6	10
#7	Connectivity and Accessibility	1	2	2	10
#8	Direct Economic Impact/Opportunity	1	1	1	5
Supp #9	Project Development Stage		3	0	15
Supp #10	Earmarks & Other Contributions by External Means		7	0	35
Total Score				63	100

New Alignment, New Interchange, or Change of Facility Type to Freeway?
 "x" if any Yes

"x" one only Factor #1

	lcc<0.0	
	lcc<1.0	
	lcc<2.0	
	lcc<3.0	
X	lcc<4.0	4
	lcc>=4.0	

"x" one only Factor # 2 (use "EX LOS" sheet)

	LOS A	
	LOS B	
	LOS C	
	LOS D	
X	LOS E	4
	LOS F	

Factor # 3

See "MEI" and "Cost Effectiveness Score" sheets		
		3

"x" all that pertain Factor # 4

X	On National Highway System	1.5
	On Statewide Mobility Network	
X	On Regional Mobility Network	0.5
X	Functionally Classified as Arterial, Freeway, Expressway or Interstate	1
	On Indiana's 4R Network	
X	On National Truck Network	0.5

"x" one only Factor # 5

	Opposition	
	Neutral Opposition and Support	
	Low Level of Positive Support	
X	Moderate Level of Positive Support	3
	High Level of Positive Support	
	Very High Level of Positive Support	

"x" one only Factor # 6

	Negative Effect on Consistency and Conformity	
	Neutral Effect on Consistency and Conformity	
	Low Positive Effect on Consistency and Conformity	
X	Fair/Moderate Positive Effect on Consistency and Conformity	3
	High Positive Effect on Consistency and Conformity	
	Very High Positive Effect on Consistency and Conformity	

"x" one only Factor # 7

	Negative Effect	
X	No Effect or Unknown	1
	Low Positive Effect	
	Fair/Moderate Positive Effect	
	High Positive Effect	
	Very High Positive Effect	

"x" one only Factor # 8

	Negative Impact	
X	No Impact or Unknown	1
	Low Positive Impact	
	Fair/Moderate Positive Impact	
	High Positive Impact	
	Very High Positive Impact	

User Input Non-Editable Key Result

X		

Notes
Factor # 5 - this is on the "2040 Evansville MPO Long Range Plan". The EMPO supports the findings of the Lloyd Corridor Study and its recommendations
Factor #6 - this is one of 3 Continuous Flow Intersections being proposed along the Lloyd Expy, in addition to one being designed @ Epworth Road
Factor # 7 - this will provide congestion relief and will improve delay times and improve travel times

Supplementary Factor #9

X	Project Not Authorized	
	Project Authorized/Budgeted	
	Plan Development Started	
	Plans to R/W	
	Design Approval	
	R/W Clear	

Cost Estimate \$ **6,848,160**

Contribution Supplementary Factor #10 **0 %**

	Not Advisable	
	N/A	
	N/A	
	N/A	
	N/A	
	N/A	

Roadway Project Application					
Application Date	1/13/2019		Des	1900317	
Proposed FY	2024		Work Type	Intersection Improvement	
Project Information			Proposed Treatment SCORE: 63		
Project ID	16		Displaced Left Turn / Reduced Left-Turn Conflict Hybrid Intersection		
Route	SR 66				
Limits	At 0.58 mi W of I 69 (Cross Pointe Blvd)				
From RP + Offset	30.33	From SL	0.00		
To RP + Offset	31.58	To SL	0.00		
Beg Lat	37.9767	Beg Long	-87.4627		
End Lat	37.9767	End Long	-87.4627		
Existing Roadway Information			Additional Location Desc.:		
AADT	46690		Map it		
AADTT	1352		Map it		
AADT Year	2018		Purpose/ Need of Project		
Project Length (miles)	0.00		The need for improvements at the intersection of SR 66 and Cross Pointe Boulevard is to increase the level of service (LOS) as well as decrease the number of crashes along SR 66.		
# Thru Lanes	6.00		History/Current Condition		
# Lane Miles	0.00		The current delays at the intersection are 41s (LOS D) and 59s (LOS E) for the AM and PM, respectively. The NB movement has an LOS of F in the PM Peak, and the SB movement has an LOS of E in the PM Peak.		
Pavement Area (sys)	0				
Pavement Type	0				
County 1	Vanderburgh				
County 2	-				
Subdistrict	Evansville				
Functional Class	Other Principal Arterial				
On NHS?	Yes				
Additional Features to be Included			Recommended Alternative		
RPMs	Yes		The purpose of the improvement is to reduce the number of crashes within the intersection and improve the LOS. Feasible alternatives to reduce crashes are construction of boulevard lefts, displaced left-turn lanes, or the placement of westbound dual left-turn lanes. After the first stakeholder meeting, the DLT alternative was replaced with a hybrid DLT / boulevard left with the southbound left turn following a boulevard left movement to provide additional weaving distance from I-69. All alternates would add left-turn storage length to SR 66. The left-turn phase at the traffic signal would be eliminated with the construction of boulevard lefts or displaced left-turn lanes which would likely ease congestion. Although the westbound dual left-turn lanes alternative is more cost-effective than the hybrid boulevard left / DLT, the dual left-turn lanes did not resolve all LOS problems in the future. In addition, the crash analysis indicated mostly rear-end crashes on the mainline. Additionally, the hybrid boulevard left / DLT option moves the westbound left turn movement further from the I-69 interchange, which requires less weaving to make the left turn. Therefore, the hybrid boulevard left / DLT is the recommended alternative.		
Centerline Rumble Stripes	No				
Edgeline Rumble Stripes	No				
Shoulder Corrugations	Yes				
Curb Ramps	No				
Project Cost					
Right of Way Purchase (RW):	\$	25,000.00			
Preliminary Engineering (PE):	\$				
Environmental (Already Included in PE)	\$	-			
Railroad (RR):	\$	-			
Utilities CN (UT):	\$	500,000.00			
Construction (CN):	\$	4,156,000.00			
Construction Engineering (CE):	Included in CN Cost				
Relinquishment Payment (RQP):					
Total Roadway Costs:	\$				
What are we buying?					
Lane-mile Years	Small Culvert Condition Points	Other (Safety, Geometric, etc.)			
	-	-			
Projected Condition Targets					
FI	SI	IRI			
0	0	70			

Secondary Considerations

Design Discussion

The hybrid displaced left turn / boulevard left shall consist of the WB traffic (wishing to make a SB movement) traveling through the intersection to make a signalized median left U-turn and travel back EB on SR 66 and make a right turn on Cross Pointe Blvd. to complete their SB movement. At the same location/signal as the median U-turn, the EB traffic will be redirected (displaced) across the WB lanes to make their NB left turn movement. The following items are anticipated (this list shall not be considered comprehensive in nature):

1. The displaced left turn lane length and the boulevard left turn lane length shall be checked to ensure efficient operation is achieved.
2. Install a new signal that will provide protected traffic movements for the displaced left turn (EB SR 66) and the median U-turn (WB SR 66).
3. Upgrade the existing signal at Cross Pointe to accommodate the new traffic movement.
4. It is anticipated that the existing WB left turn lane will be replaced with raised median curb.
5. Consider EB and WB separation and WB separation from the displaced left turn lanes with raised median curb.
6. It is anticipated that drainage will be significantly affected by this project. It is further anticipated that the roadside ditch will require enclosure for the widening in the NW quadrant of the intersection and that median drainage will require adjustment.
7. Consider design options that will protect the retention pond in the northwest quadrant from disturbance.
8. Evaluate the need for lighting. It is anticipated that lighting will be beneficial for the west leg of the intersection, but may not be as beneficial in the east leg of the intersection.
9. Evaluate the need and operational effects of adding pedestrian movements through the intersection.
10. It is anticipated that the center median width will not support dual lefts at the beginning of the DLT. Options need to be considered for construction of this portion of the DLT.

Utility Information

Numerous utilities are present within the project limits and a significant amount of conflicts are anticipated. Utility coordination will be an important part of this project and shall be started early on in the development stage.

R/W Information

INDOT does appear to have valid R/W within the limits of this project. It is possible that all of the work can occur within R/W; however, given the close proximity of the work to the R/W fence, it is anticipated that some R/W acquisition will be required to complete the work.

Environmental Document Requirements

A CE4 document with public involvement is anticipated for this project. Permits will likely be necessary and mitigation could also be required.

MOT

It is anticipated that lanes adjacent to the roadwork will require closure and the work area protected with traffic barrier. At least two lanes of thru traffic shall remain open in both directions. MOT phasing will be an important aspect of this project.

Additional Notes

This project may be bundled with other safety/mobility projects resulting from the 2018 Evansville Lloidy Expressway and US 41 Corridor Studies. It is especially important that this project be scheduled and bundled with the intersection at Burkhardt Rd. It may be possible for the projects to coordinate/share MOT.
The final design should also consider the side path planned for Burkhardt Road in the Evansville and Vanderburgh County Bicycle and Pedestrian Plan.
Several public and stakeholder meetings shall be anticipated for this project.

Supporting Documentation

File Name	Description

Additional Asset Improvements

Asset Group	Des	Work Type	Total Cost
Total Cost for Additional Asset Improvements			\$0

Report Prepared By and Approved By

	Name	Title	Signature
Prepared by:	Duane Decker	Scoping Manager	<i>Duane Decker</i>
Reviewed by:	Randy Phegley	Mobility Asset Engineer	<i>Randy Phegley</i>
Reviewed by:	David Reamer	Safety Asset Engineer	<i>David Reamer</i>
Approved by:	Khalil Dughaisb	System Asset Manager	<i>Khalil Dughaisb</i>

O	LOCATION SR 66 at Cross Pointe Boulevard	PRIORITY: High
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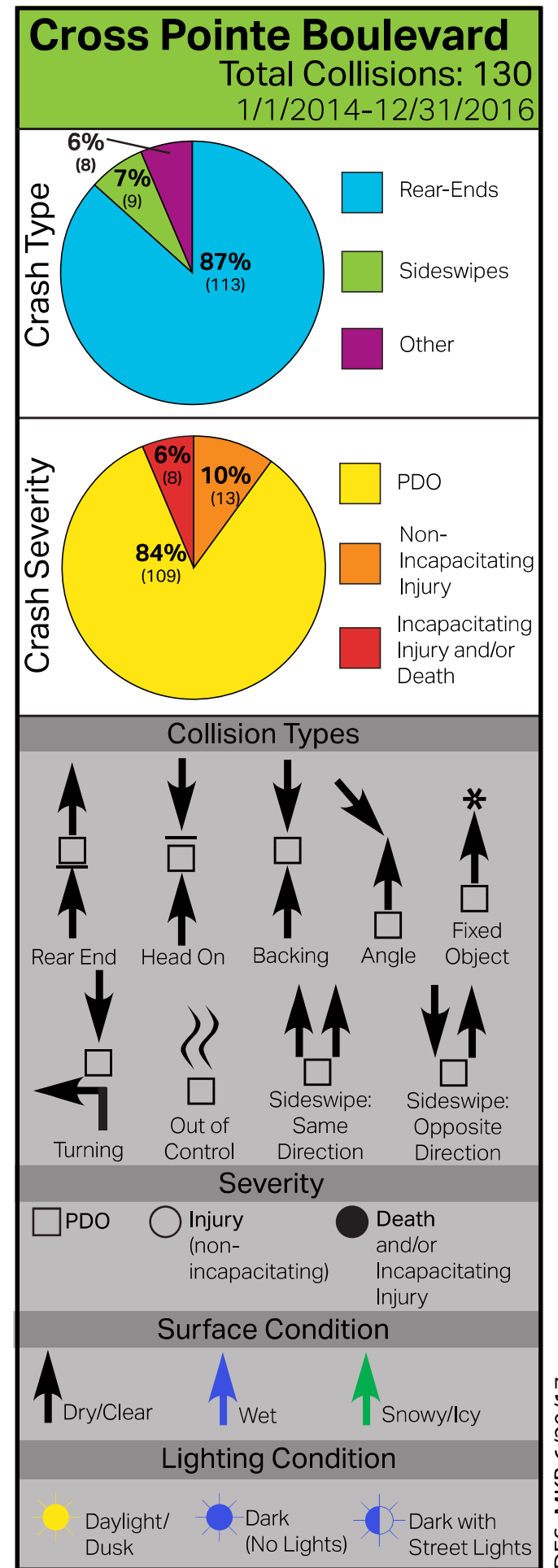
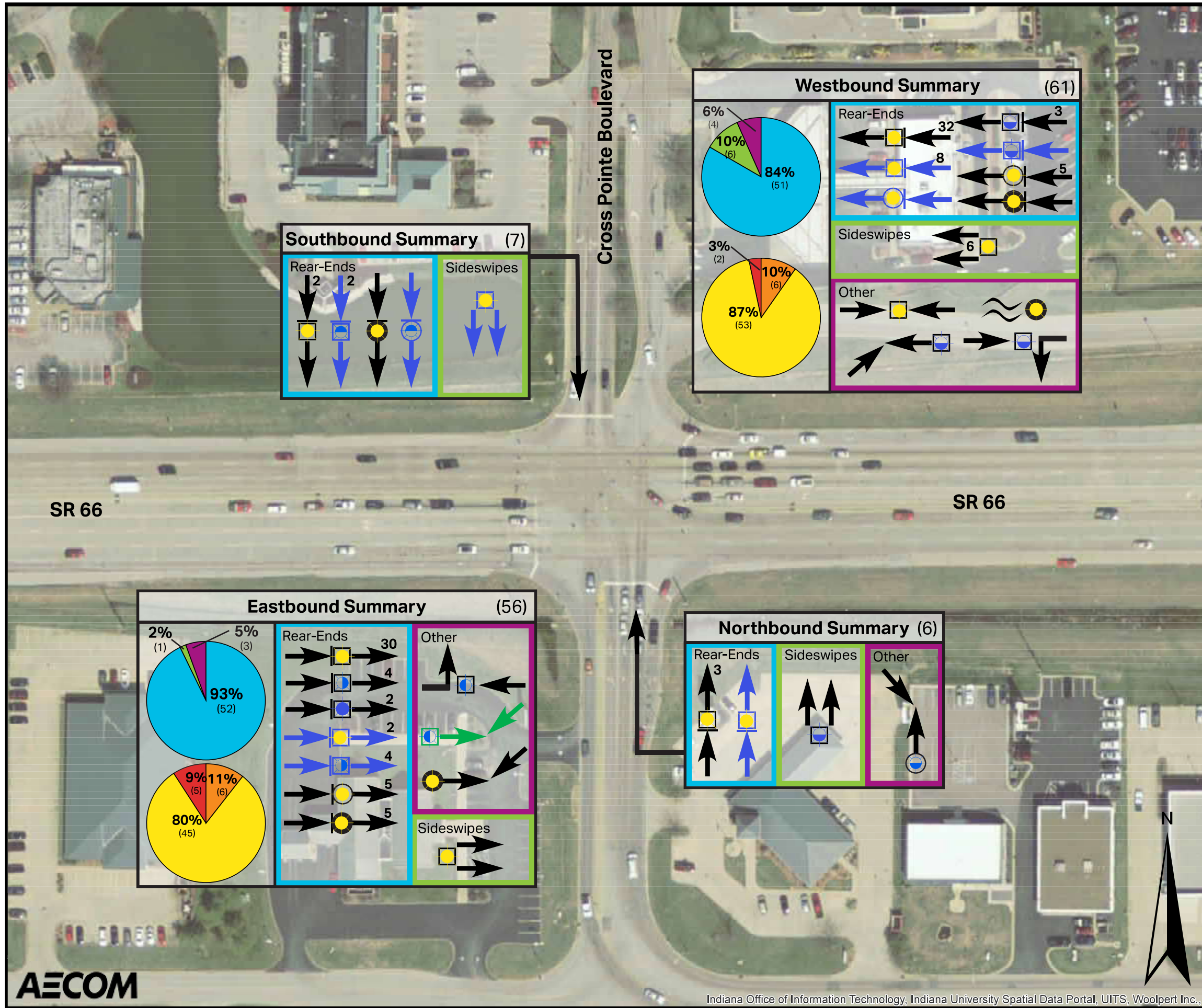
DESCRIPTION	COST ESTIMATE
O - Construct Hybrid Displaced Left Turn / Boulevard Left Turn Intersection at Cross Pointe Boulevard	PE: \$600,000 ROW: \$100,000 Utilities: \$0 Construction: \$2,200,000 Total: \$2,900,000

This section of SR 66 carries about 46,000 vehicles per day (VPD). Traffic is expected to grow about 1.0% per year. The purpose of the improvement is to reduce the number of crashes within the intersection and improve the LOS. There were approximately 130 collisions at the intersection between 2014 and 2016. Approximately 90% of the crashes occurred along the SR 66 mainline.

There are no short-term recommendations.

The long-term recommendation (O) is to construct a hybrid displaced left turn / boulevard left turn intersection for the SR 66 approaches. Eastbound left turn would use the DLT configuration. Westbound left turns would use the boulevard left configuration. The proposed recommendation will improve the LOS and reduce crashes.





Index of Crash Frequency and Cost - Form F1		Page 1/2
Location	Cross Pointe Boulevard Intersection	
UPDATE		
GIS		
Post		
Analyst	David Reamer	
Date	9/10/2018	
INPUT		
Road Facility Type	Signalized Urban State-State Intersection	
Major Road AADT (veh/day)	45891	
Minor Road AADT (veh/day)	13072	
T-intersection Indicator (1 if present, 0 otherwise)	0	
First Year with Crash Data (yyyy)	2014	
Last Year with Crash Data (yyyy)	2016	
Number of Crashes (crash/period)		
Fatal and Incapacitating Injury Crashes	9	
Non-Incapacitating and Possible Injury Crashes	12	
Property Damage Only Crashes	109	
Route or Road Type	Signalized Urban State-Local Intersection	
Average Crash Costs (\$)		
Fatal and Incapacitating Injury Crashes	219500	
Non-Incapacitating and Possible Injury Crashes	31300	
Property Damage Only Crashes	7100	
Crash Cost Year (yyyy)	2013	
OUTPUT		
Expected Crash Frequency (crash/year)		
Fatal and Incapacitating Injury Crashes	0.271	
Non-Incapacitating and Possible Injury Crashes	3.11	
Property Damage Only Crashes	12.94	
All Crashes	16.32	
Index of Crash Frequency	2.37	
Index of Crash Cost	3.05	

Index of Crash Frequency and Cost - Form F1		Page 2/2
Location	Cross Pointe Boulevard Intersection	
UPDATE		
GIS		
Post		
Analyst	David Reamer	
Date	9/10/2018	
Comments:		

Mobility Candidate Project Scoring

Route and Location	Description of Proposed Improvement	Name of Analyst	Date		
SR 66, Lloyd Expressway	Intersection Improvement at Cross Pointe Boulevard (Continuous Flow Intersection)	David Ramer	1/11/2019		
Factor #	Mobility Scoring Factor Description	Raw Score	Weight	Weighted Score	Max
#1	Traffic Safety (lcc-based))	4	3	12	15
#2	Current Congestion (LOS based)	4	5	20	25
#3	Cost Effectiveness (value)	3	4	12	20
		0	0	0	0
#4	Roadway Class	3.5	2	7	10
#5	Public and Other Interests	3	1	3	5
#6	Route Continuity and Corridor Completion	3	2	6	10
#7	Connectivity and Accessibility	1	2	2	10
#8	Direct Economic Impact/Opportunity	1	1	1	5
Supp #9	Project Development Stage		3	0	15
Supp #10	Earmarks & Other Contributions by External Means		7	0	35
Total Score				63	100

New Alignment, New Interchange, or Change of Facility Type to Freeway?
 "x" if any Yes

"x" one only Factor #1

	lcc<0.0	
	lcc<1.0	
	lcc<2.0	
	lcc<3.0	
X	lcc<4.0	4
	lcc>=4.0	

"x" one only Factor # 2 (use "EX LOS" sheet)

	LOS A	
	LOS B	
	LOS C	
	LOS D	
X	LOS E	4
	LOS F	

Factor # 3

See "MEI" and "Cost Effectiveness Score" sheets		
		3

"x" all that pertain Factor # 4

X	On National Highway System	1.5
	On Statewide Mobility Network	
X	On Regional Mobility Network	0.5
X	Functionally Classified as Arterial, Freeway, Expressway or Interstate	1
	On Indiana's 4R Network	
X	On National Truck Network	0.5

"x" one only Factor # 5

	Opposition	
	Neutral Opposition and Support	
	Low Level of Positive Support	
X	Moderate Level of Positive Support	3
	High Level of Positive Support	
	Very High Level of Positive Support	

"x" one only Factor # 6

	Negative Effect on Consistency and Conformity	
	Neutral Effect on Consistency and Conformity	
	Low Positive Effect on Consistency and Conformity	
X	Fair/Moderate Positive Effect on Consistency and Conformity	3
	High Positive Effect on Consistency and Conformity	
	Very High Positive Effect on Consistency and Conformity	

"x" one only Factor # 7

	Negative Effect	
X	No Effect or Unknown	1
	Low Positive Effect	
	Fair/Moderate Positive Effect	
	High Positive Effect	
	Very High Positive Effect	

"x" one only Factor # 8

	Negative Impact	
X	No Impact or Unknown	1
	Low Positive Impact	
	Fair/Moderate Positive Impact	
	High Positive Impact	
	Very High Positive Impact	

User Input Non-Editable Key Result

X		

Notes
Factor # 5 - this is on the "2040 Evansville MPO Long Range Plan". The EMPO supports the findings of the Lloyd Corridor Study and its recommendations
Factor #6 - this is one of 3 Continuous Flow Intersections being proposed along the Lloyd Expy, in addition to one being designed @ Epworth Road
Factor # 7 - this will provide congestion relief and will improve delay times and improve travel times

Supplementary Factor #9

X	Project Not Authorized	
	Project Authorized/Budgeted	
	Plan Development Started	
	Plans to R/W	
	Design Approval	
	R/W Clear	

Cost Estimate \$ 5,219,720
 Contribution Supplementary Factor #10 0 %

	Not Advisable	
	N/A	
	N/A	
	N/A	
	N/A	
	N/A	

From: Beucler, Cody
Sent: Thursday, February 25, 2021 2:58 PM
To: baschmitt@evansville.in.gov; Reamer, David; Malone, Brian
Cc: Jeff Whitaker; Randolph, Tobias
Subject: SR66 - Lloyd Expressway Pedestrian Connectivity (Vann Ave., Burkhardt Rd., Cross Pointe Blvd.)
Attachments: Lloyd Expressway - Pedestrian Facilities_Summary.pdf

Sensitive

Project Team,

Good afternoon! Thanks for the time yesterday to discuss pedestrian connectivity at Vann Ave., Burkhardt Rd., Cross Pointe Blvd., and Stockwell Road. Below is a summary of the team’s conclusions for pedestrian connectivity at each intersection:

Vann Avenue North of Lloyd Expressway (see attached exhibit for more details)

- Curb ramp at the corner of Vann Ave. and Division St. will be maintained and no receiving curb ramp work on opposite side of Division St. is proposed as there is no existing sidewalk to connect to.
 - Curb ramp was recently reconstructed but Parsons will check for ADA compliancy and update if necessary
- Sidewalk along the East side of Vann Avenue will be removed
- Curb ramp at the corner of Vann Ave. and Lloyd Expressway will be removed along with the pedestrian markings across Lloyd Expressway.
 - *INDOT Project Manager, Brian Malone to confirm that curb ramp can be removed.*

Vann Avenue South of Lloyd Expressway (see attached exhibit for more details)

- Curb ramp and sidewalk along the West side of Vann Ave. to be maintained and remain in place.
 - Curb ramp was recently reconstructed but Parsons will check for ADA compliancy and update if necessary
- The curb ramp at the corner of Vann Ave. and Lloyd Expressway for the movement across Lloyd Expressway will be removed along with the pedestrian markings across Lloyd Expressway.
 - *INDOT Project Manager, Brian Malone to confirm that curb ramp can be removed.*
- The curb ramp at the corner of Vann Ave. and Lloyd Expressway for the movement across Vann Ave. will be maintained
 - Curb ramp was recently reconstructed but Parsons will check for ADA compliancy and update if necessary
 - Parsons will design a proposed mid-block crossing in the proposed splitter island that will be implemented to convert this intersection to a Right-In, Right-Out
- Sidewalk along the East side of Vann Avenue will be maintained and remain in place

Burkhardt Road Intersection

- No existing sidewalks or curb ramps within project limits at this intersection so no pedestrian facilities are going to be incorporated into project.

Cross Pointe Boulevard South of Lloyd Expressway

- No existing sidewalks or curb ramps within project limits so no pedestrian facilities are going to be incorporated into project.

Cross Pointe Boulevard North of Lloyd Expressway

- No existing sidewalks or curb ramps within project limits along East side of Cross Pointe so no pedestrian facilities are going to be incorporated.
- Existing sidewalk along the West side of Cross Pointe terminates short of Lloyd Expressway intersection. Existing sidewalk will remain in place/maintained but no curb ramp is proposed at the corner of Cross Pointe and Lloyd. Existing facilities don't accommodate a movement across Lloyd Expressway, thus no proposed facility to be included in project.

Stockwell Road

- No existing sidewalks or curb ramps within project limits so no pedestrian facilities are going to be incorporated into project

Please review the summary above and the attached document. If there are no corrections or additions to the summary above then this email will serve as an official project correspondence file.

Thanks,

Cody Beucler, PE

Senior Roadway Engineer

sUAS Operator

101 West Ohio Street, Suite 2121

Indianapolis, IN 46204

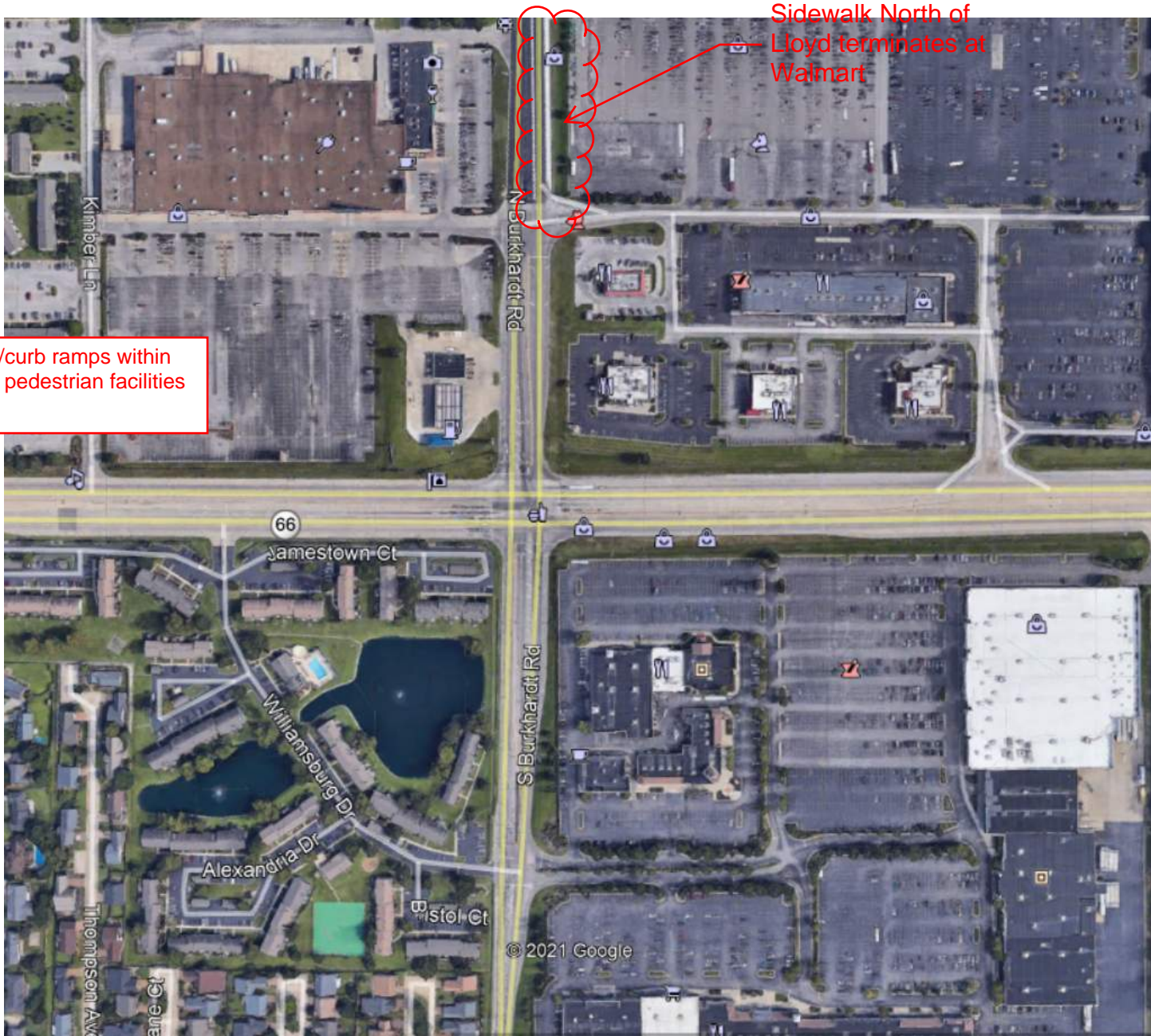
cody.beucler@parsons.com

Mobile: 937-515-9699

[Parsons](#) / [LinkedIn](#) / [Twitter](#) / [Facebook](#) / [Instagram](#)



Lloyd Expressway - Burkhardt Road
Pedestrian Accomodations



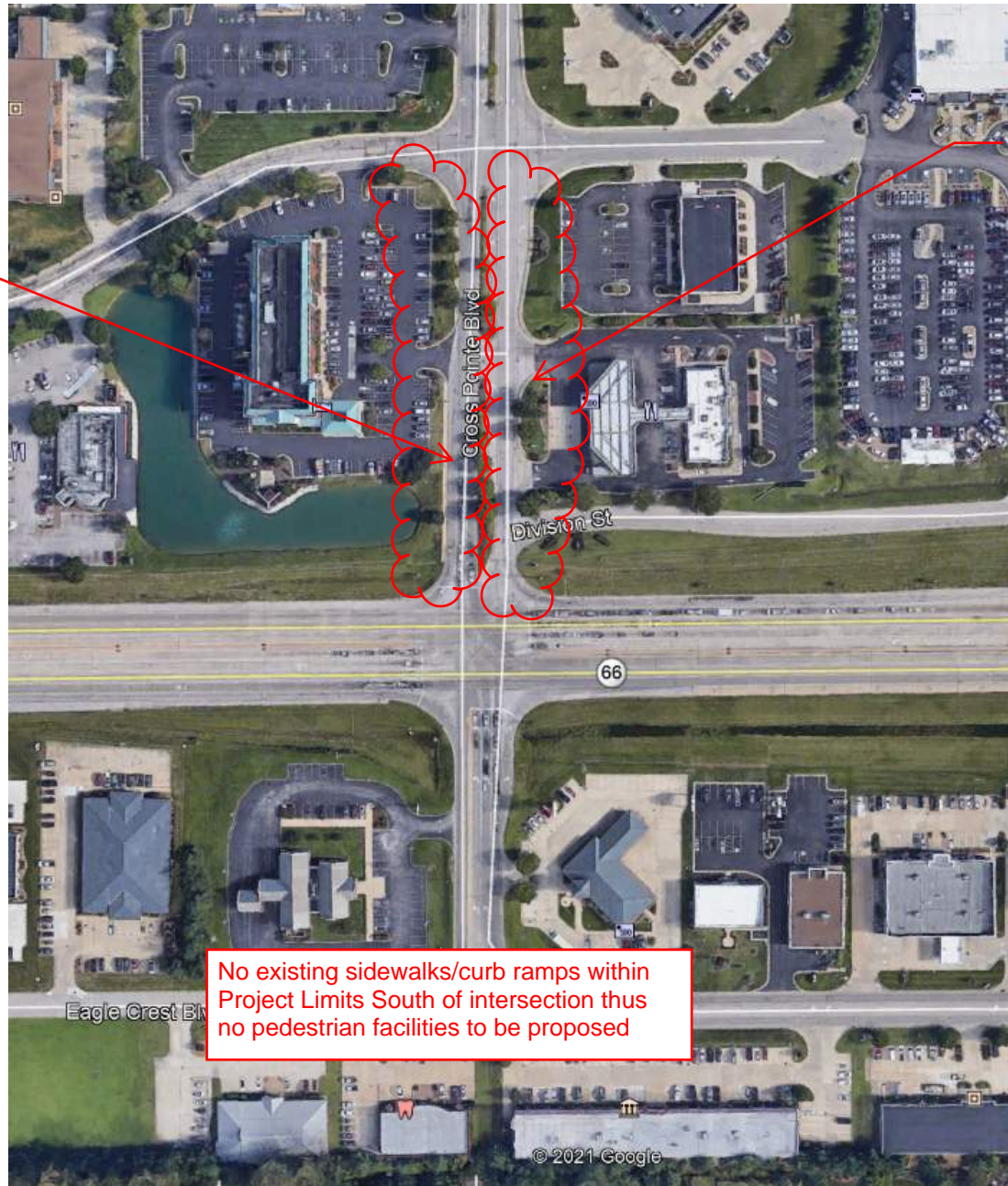
No existing sidewalks/curb ramps within Project Limits thus no pedestrian facilities to be proposed

Sidewalk North of Lloyd terminates at Walmart

Lloyd Expressway - Cross Pointe Road
Road
Pedestrian Accomodations

Sidewalk terminates before the intersection - no existing facility to move pedestrians across Lloyd so no proposed curb ramps incorporated into project

No existing sidewalks or curb ramps within project limits so no pedestrian facilities to be incorporated



No existing sidewalks/curb ramps within Project Limits South of intersection thus no pedestrian facilities to be proposed