

Lyford Intersection Improvement Public Information Meeting

February 1, 2018

Welcome

- Purpose of Open House
- Visit our sign-in table
- Informational handouts
- Meet the project team
- Submit written comments
- Project display area



Welcome

- **Introduction of INDOT Project Team**

- Crawfordsville District Office – INDOT Regional Location
- Communications
- Project Management
- Design
- Public Involvement
- Engineering, Design & Environmental Analysis Teams

- **Recognition of elected and local public officials**

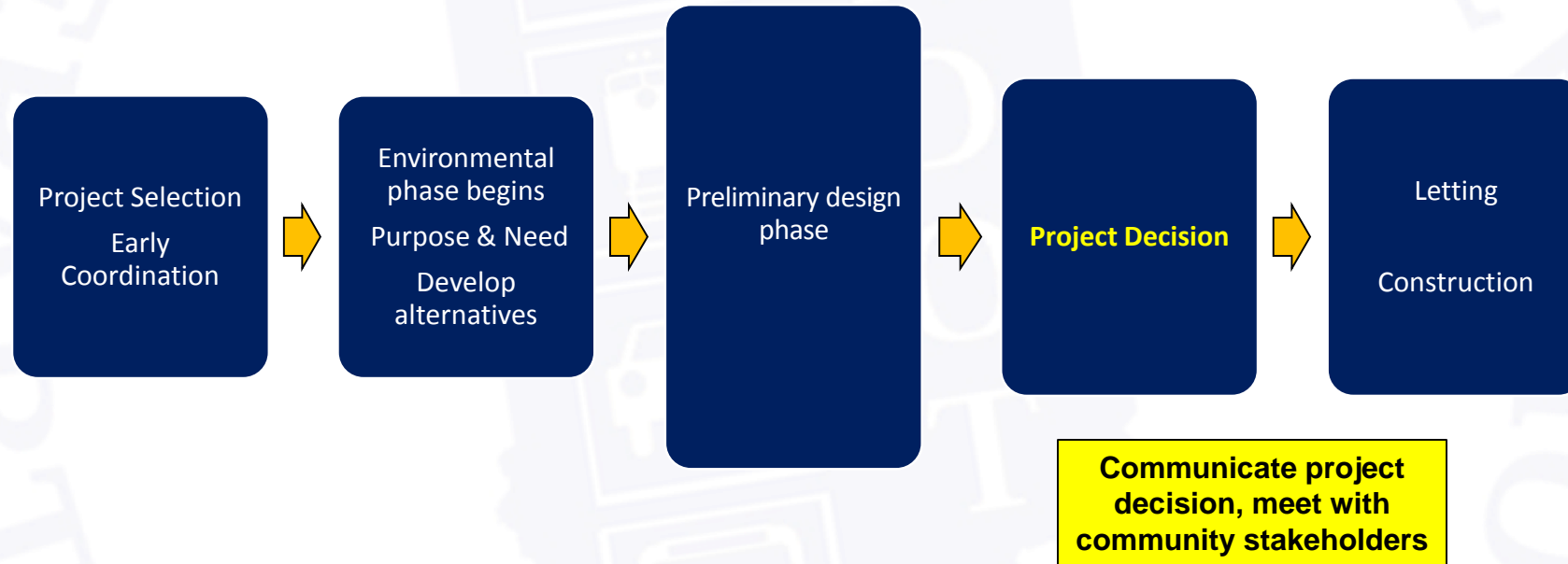
- Sign-in at attendance table to be added to project stakeholder database
- A copy of presentation and project materials are available for review on-line via the INDOT website

Project Stakeholders

- Indiana Department of Transportation
- Indiana Division Federal Highway Administration
- Parke, Vermillion Counties
- City of Clinton, Community of Lyford
- Elected & Local officials
- Residents & citizens
- Commuters
- Businesses
- Emergency services
- Schools
- Churches
- Community Organizations
- Trucking Industry



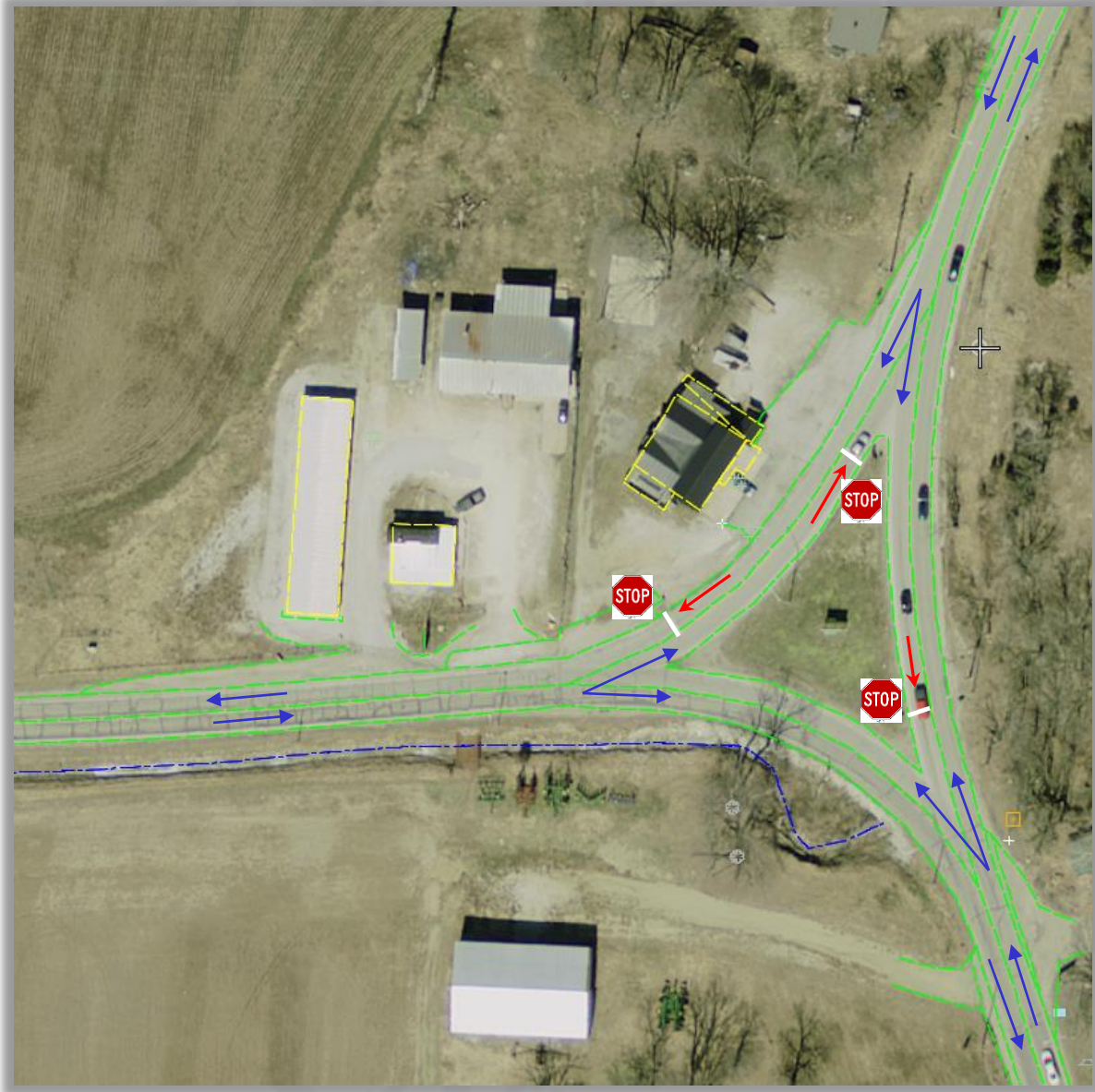
Project Development



Purpose and Need

- The purpose of this project will be to reduce the number of crashes at the intersection, with a particular focus on reducing severe crashes.
 - Crash history from 01/01/2012 to 12/31/2016
 - 16 reported property damage accidents
 - 4 reported personal injury accidents
 - 1 fatal accident (May 2015)
 - An additional fatal accident occurred in 2006
 - Frequency and severity of crashes are higher than expected at other State Road/State Road intersections in Indiana
 - Index of crash frequency = 1.26
 - Index of crash severity = 1.69

Existing Condition



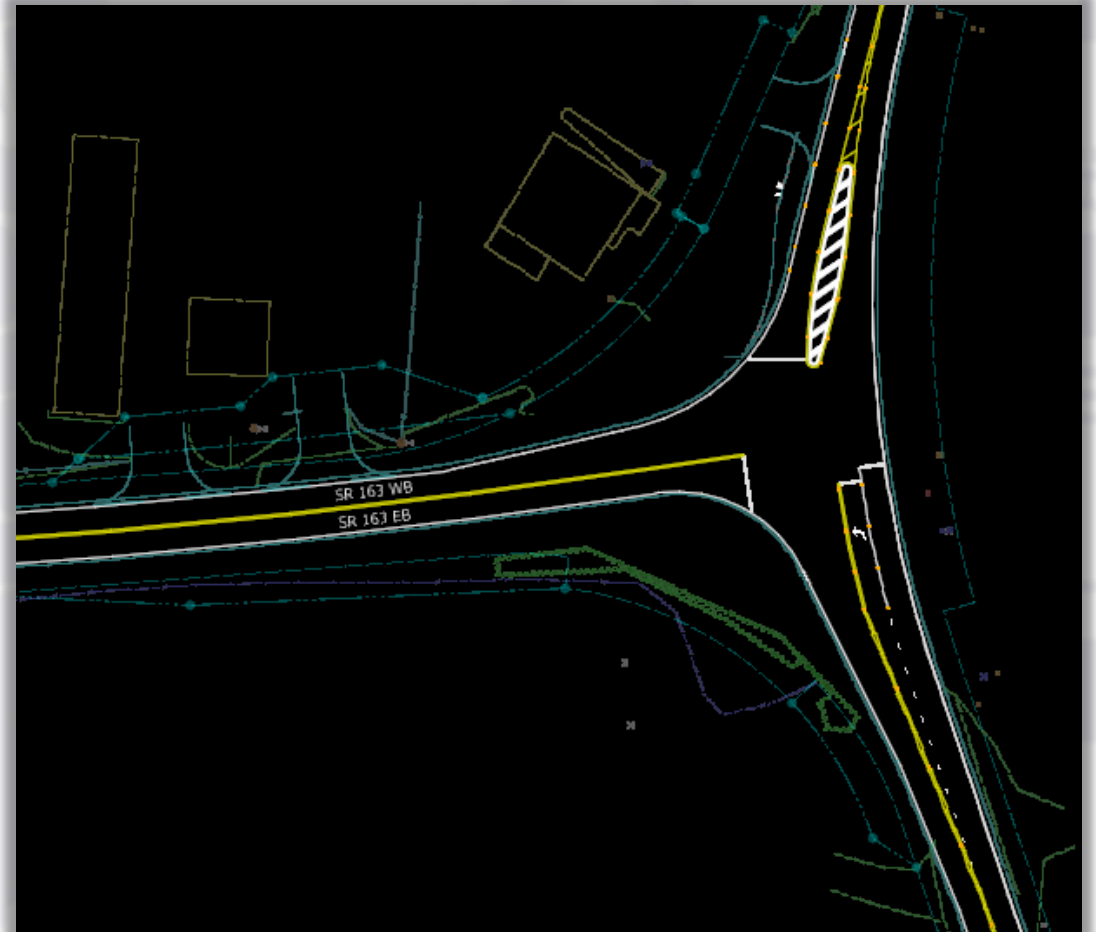
- Blue arrows = Free flow
- Red arrows = Stopped condition

Alternatives Explored

1. Single Lane Roundabout
2. All-way stop with SR 163 teeing into US 41
3. SR 163 teeing into US 41; US 41 free flowing
4. All-way stop with US 41 NB as the leg
5. All-way stop with US 41 SB as the leg
6. Do Nothing
7. Alternatives 2-5 with a traffic signal instead of stop

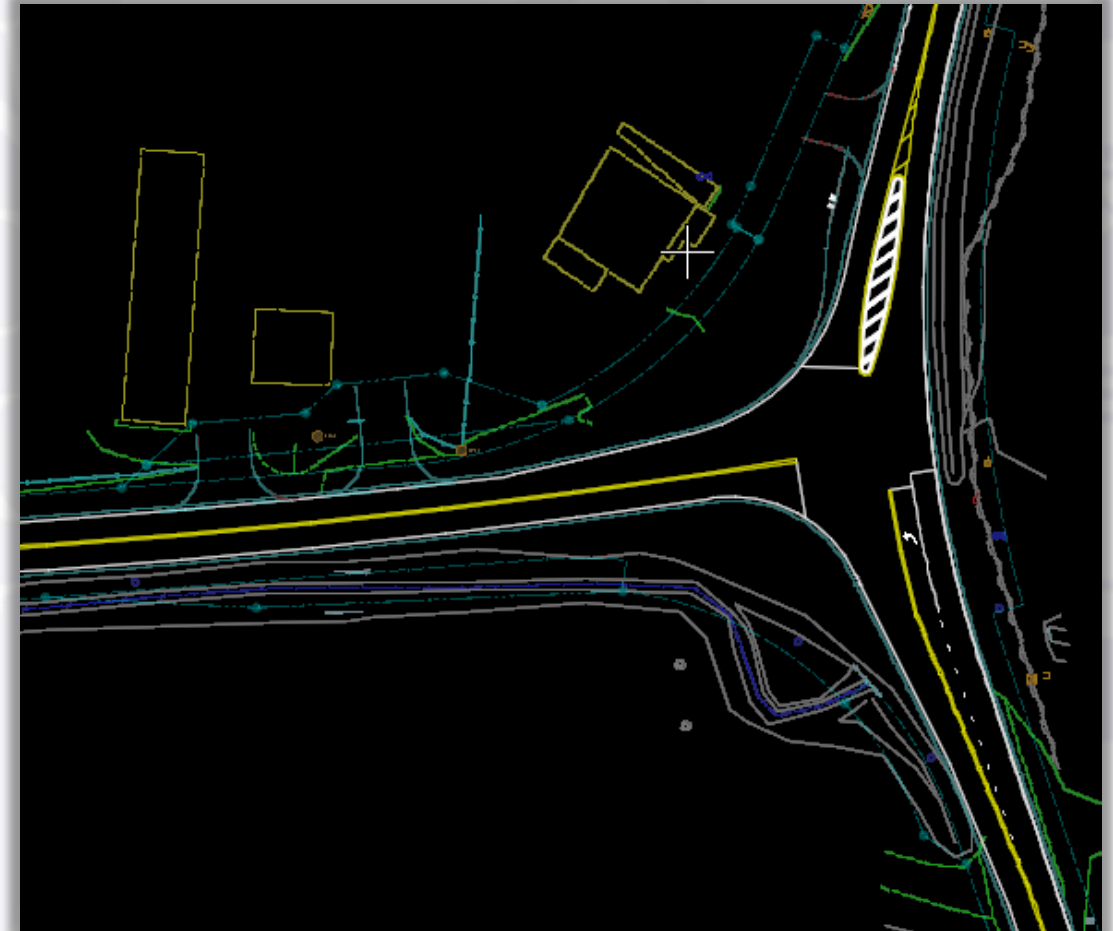
Preferred Alternative: All-way stop with SR 163 teeing into US 41

- All way stop intersection
 - Slower speeds
 - Increased driver understanding
- Speed limits will remain 30 mph
- Short NB left turn lane
 - Minimize delay
- Wider pavement markings (8" instead of 4") along portions of intersection for increased visibility
- Increased signage
- Improved mailbox turnout
- Offset stop bars for NB traffic to increase visibility



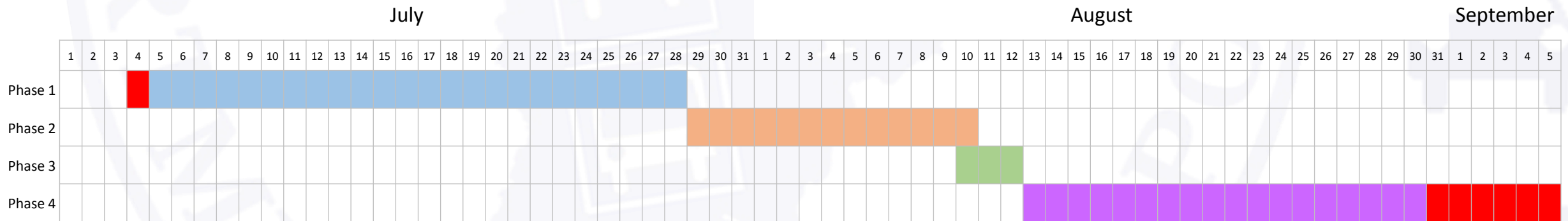
Preferred Alternative: All-way stop with SR 163 teeing into US 41

- Grade raise on SR 163 to tie into US 41 superlevation
- Revised drive grades to meet SR 163 and US 41 pavement
- Slight increased superlevation rate on US 41
- Corrugated concrete median (2" height) to channelize traffic and allow truck turning movements



Construction Timeframe

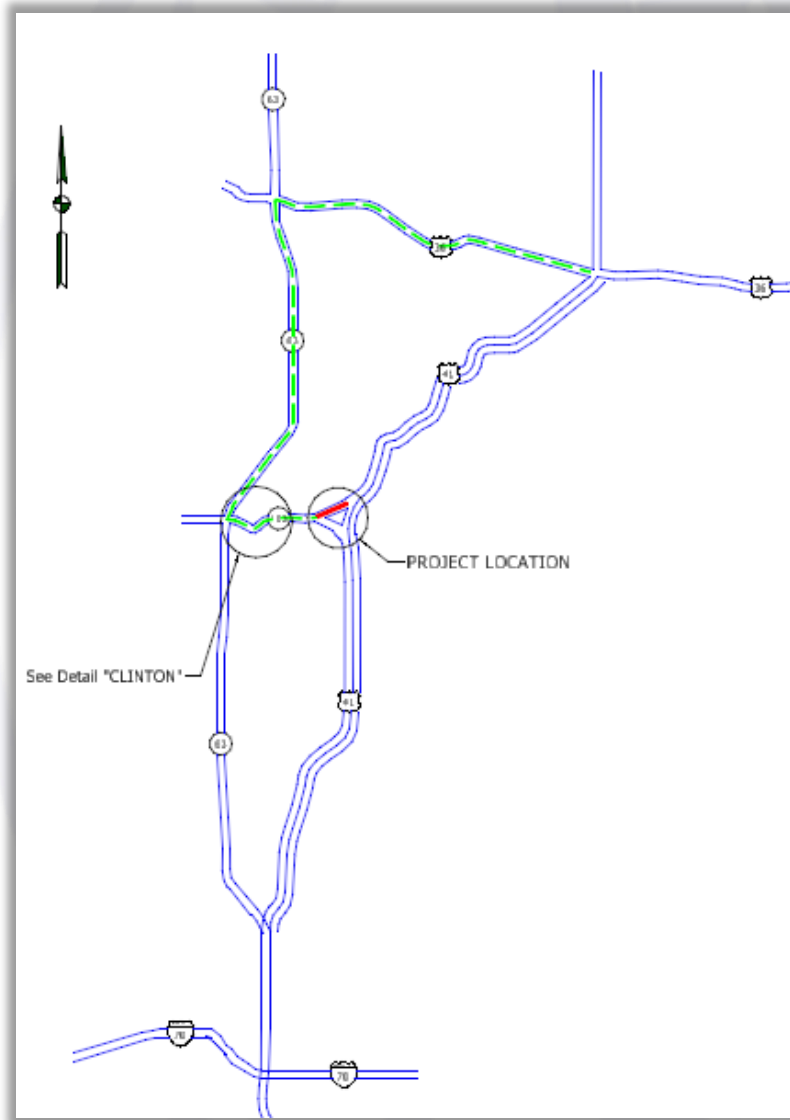
- Letting: May 10, 2018
- Begin Construction: July 5th, 2018
- MOT Phase 1: July 5th –July 28th, 2018
- MOT Phase 2: July 29th – August 10th, 2018
- MOT Phase 3: August 10th – August 12th, 2018 (Weekend closure)
- MOT Phase 4: August 13th – August 30th, 2018



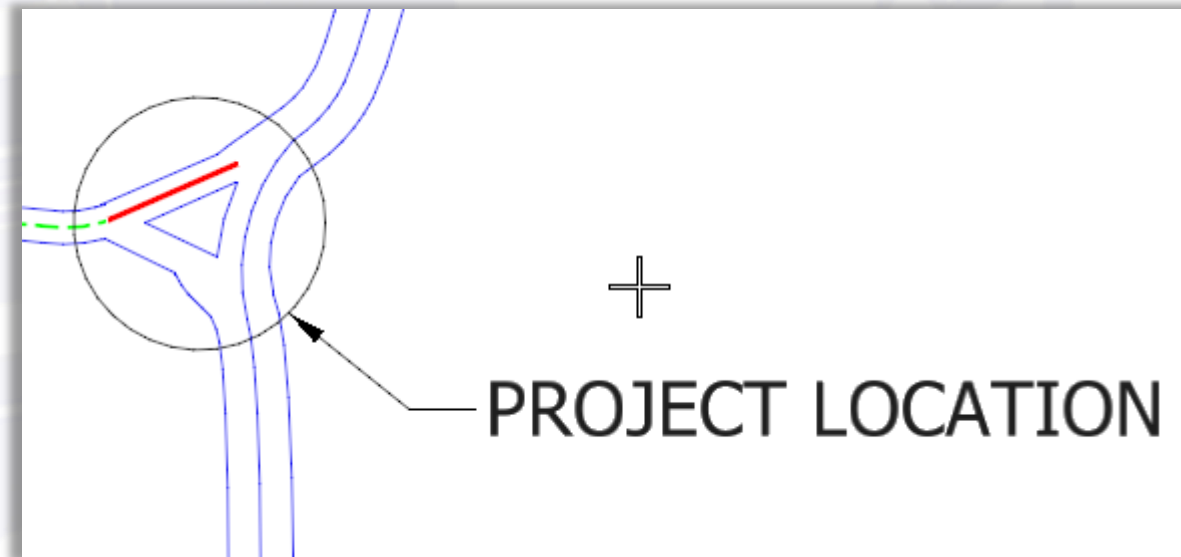
MOT Phase 1: Details

- Closure of north leg of "Y"
- Build the northern half of the intersection.
 - Temporary traffic barrier (TTB) will be used to separate traffic from the work area.
 - Ingress and Egress to properties shall be maintained.
- Detour
 - SB US 41 to WB SR 163
 - EB SR 163 to NB US 41
- Maintenance of Traffic (MOT)
 - NB US 41 and SB US 41 will be maintained using a temporary signal
 - NB US 41 to WB SR 163, and EB SR 163 to SB US 41 traffic will be maintained thru the project using one lane - two way traffic on SR 163 with a temporary signal (for SR 163 and US 41 movements).

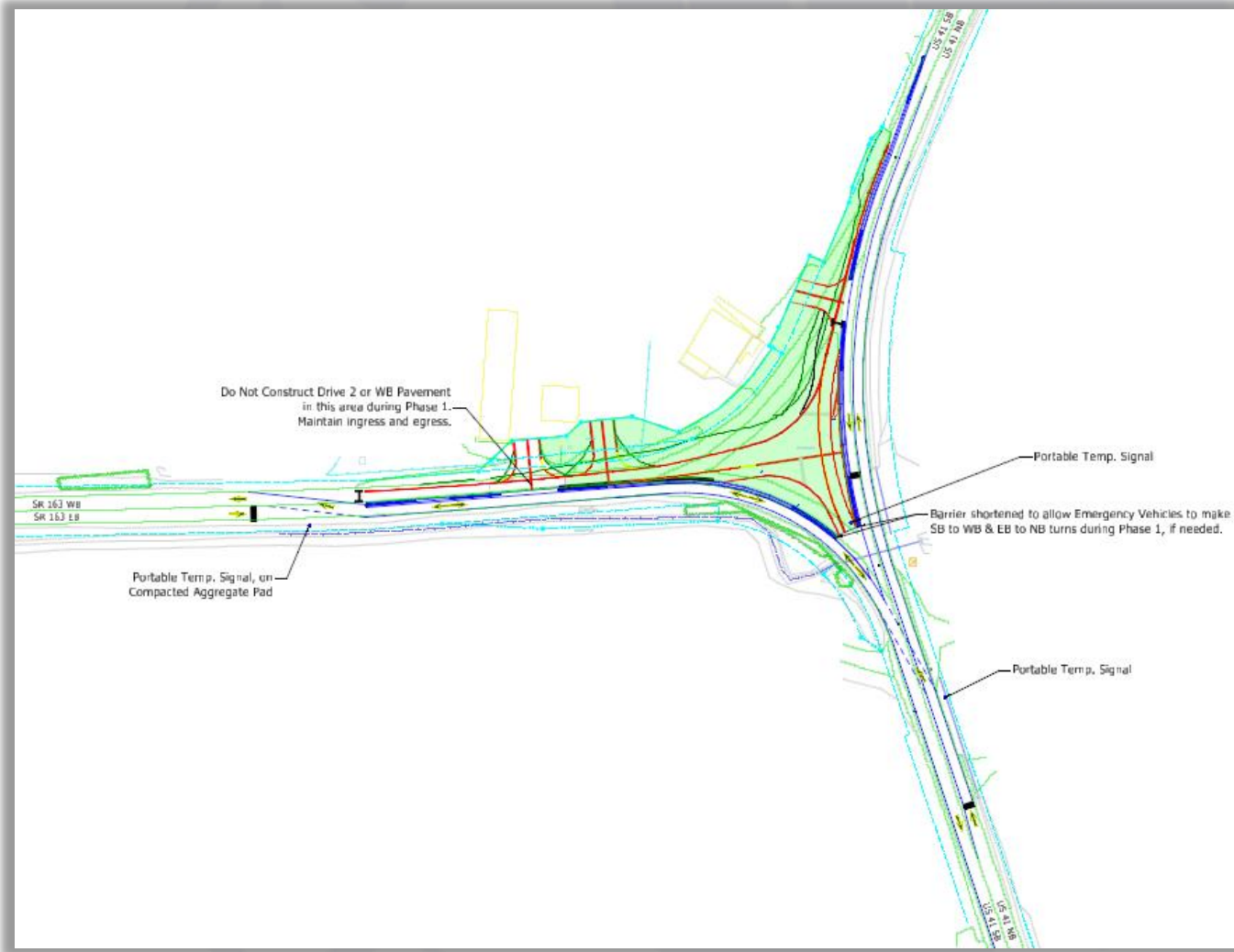
MOT Phase 1: Detour



- Detour SB US 41 to WB SR 163 & EB SR 163 to NB US 41 traffic.
- NB US 41, SB US 41 will be maintained using a temporary signal
- NB US 41 to WB SR 163, and EB SR 163 to SB US 41 traffic will be maintained thru the project using one lane - two way traffic on SR 163 with a temporary signal (for SR 163 and US 41 movements).



MOT Phase 1: Design

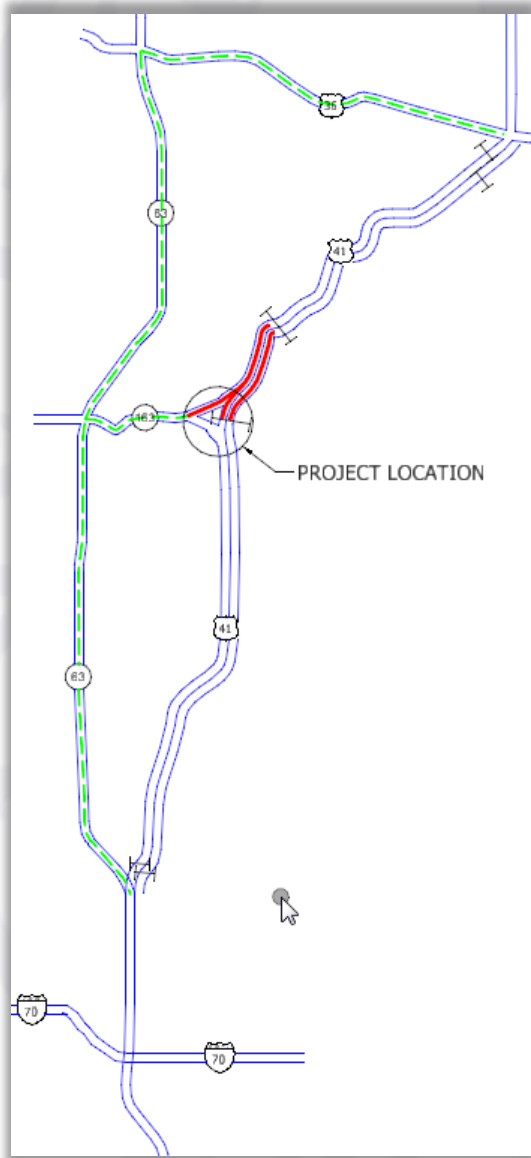


- Build the northern half of the intersection.
- Closure of north leg of "Y"
- TTB will be used to separate traffic from the work area.
- Ingress and Egress to properties shall be maintained.

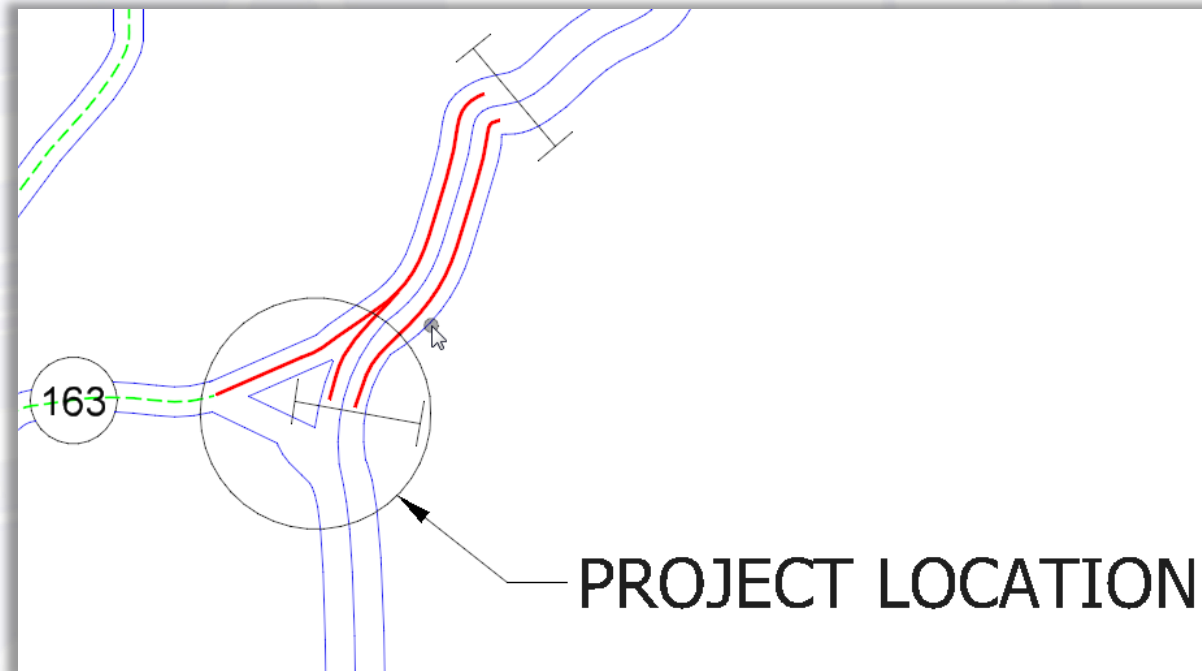
MOT Phase 2: Details

- Closure of north leg of "Y" and US 41 north of the intersection.
 - Build superelevation of US 41 north and thru the intersection.
 - Build corrugated island.
 - TTB will be used to separate traffic from the work area
 - Ingress and Egress to properties shall be maintained
- Detour
 - SB US 41
 - NB US 41
 - SB US 41 to WB SR 163
 - EB SR 163 to NB US 41
- Maintenance of Traffic (MOT)
 - NB US 41 to WB SR 163, and EB SR 163 to SB US 41 traffic will be maintained thru the project using one lane - two way traffic on SR 163 with a temporary signal

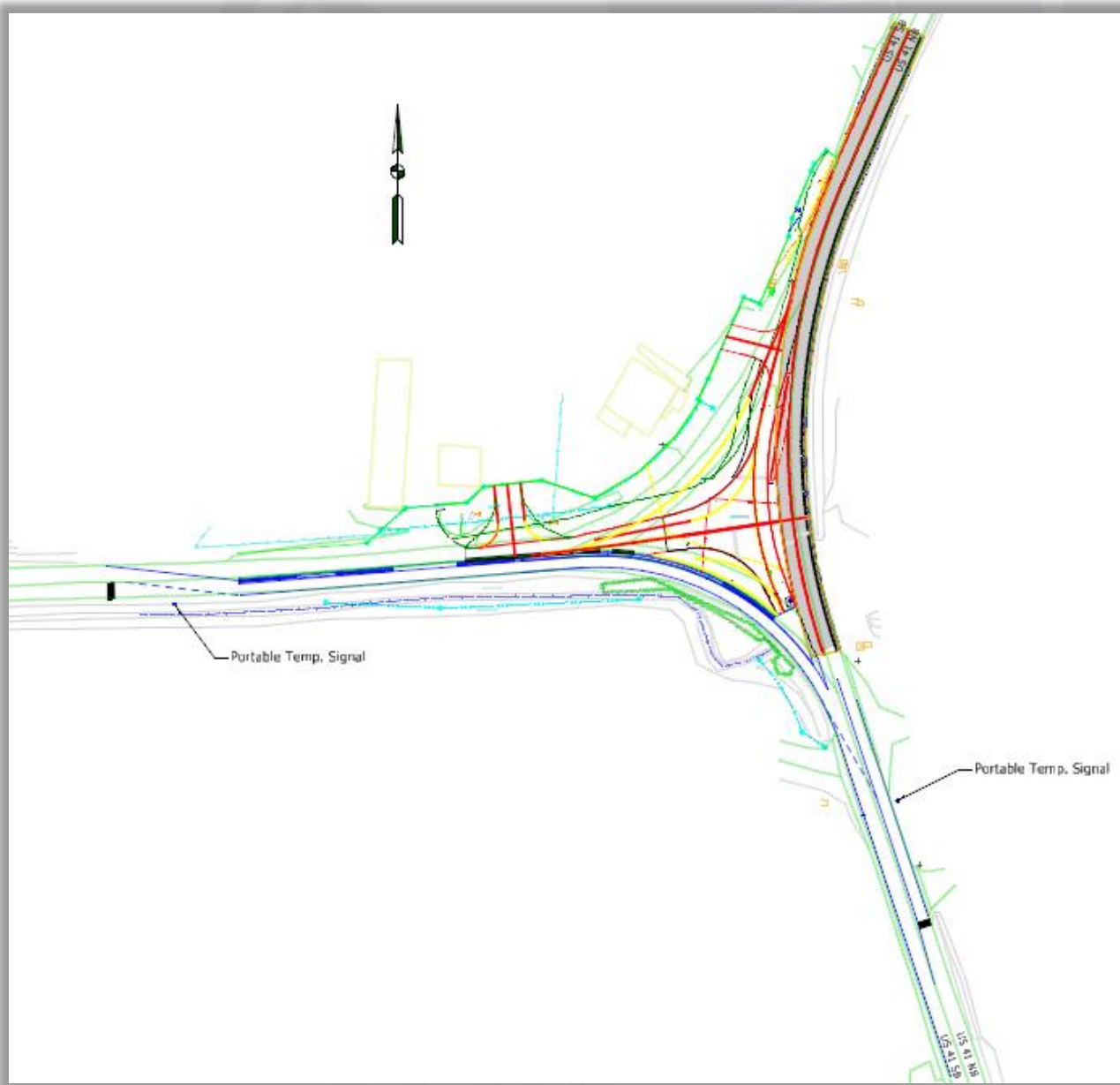
MOT Phase 2: Detour



- Detour SB US 41, NB US 41, SB US 41 to WB SR 163, & EB SR 163 to NB US 41 traffic.
- NB US 41 to WB SR 163, and EB SR 163 to SB US 41 traffic will be maintained thru the project using one lane - two way traffic on SR 163 with a temporary signal



MOT Phase 2: Design



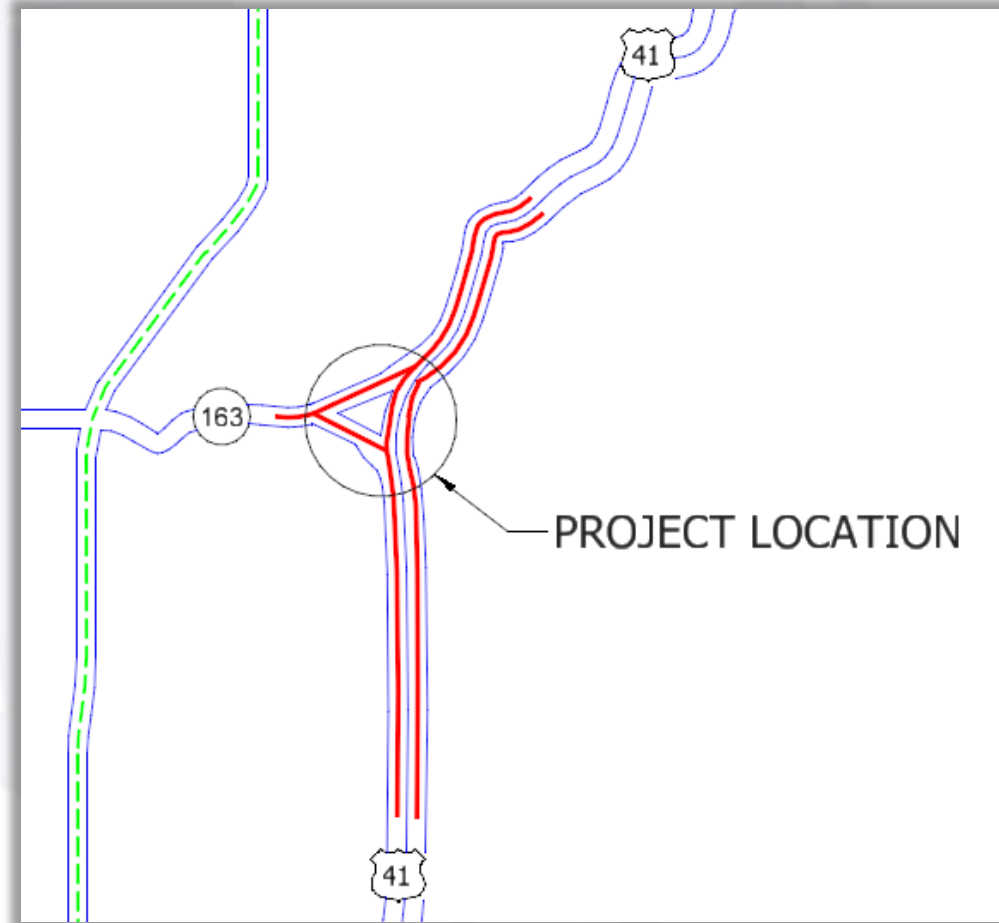
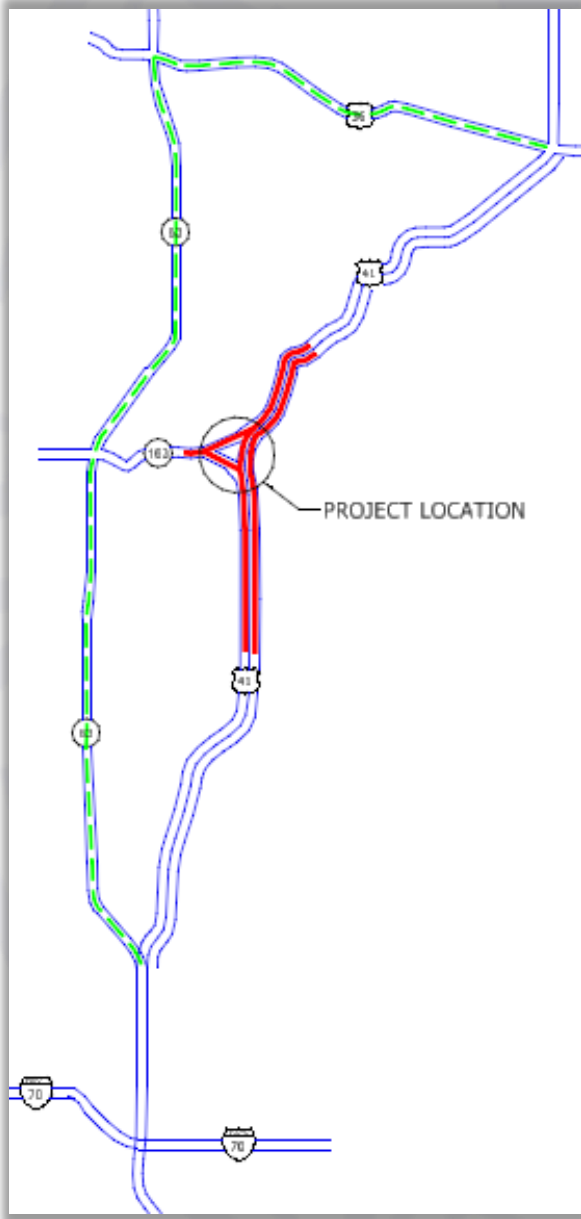
- Build superelevation of US 41 north and thru the intersection.
- Build corrugated island.
- Closure of north leg of "Y" and US 41 north of the intersection.
- TTB will be used to separate traffic from the work area.
- Ingress and Egress to properties shall be maintained.

MOT Phase 3: Details

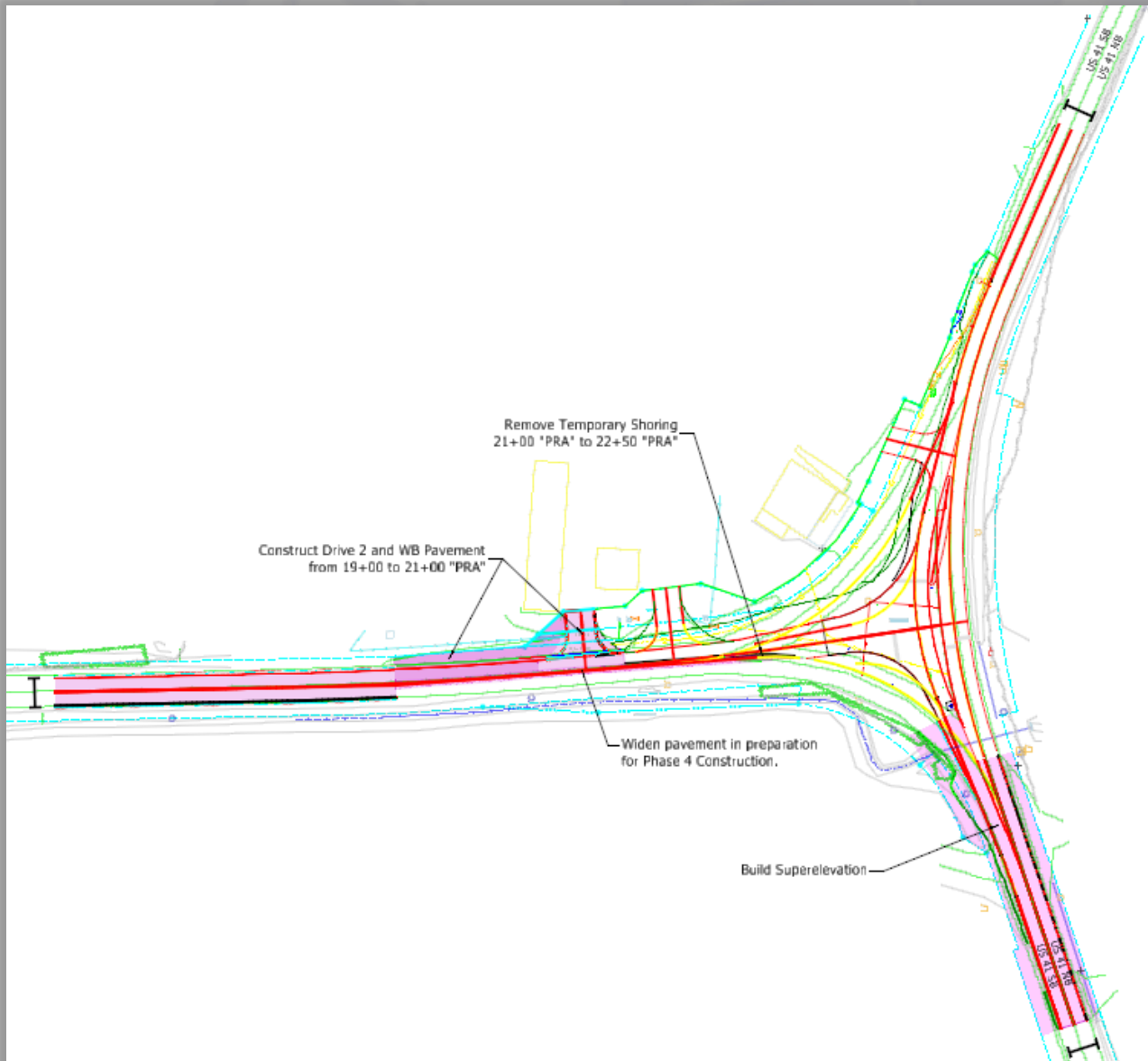
- Complete closure
 - Build Superelevation of US 41 south of intersection,
 - Remove temporary shoring
 - Widen new SR 163 pavement along the centerline in preparation for Phase 4 MOT
 - Construct pavement from 16+00 to 19+00 “PRA”
 - Construct Drive 2
 - Construct SR 163 WB pavement from 19+00 to 21+00 “PRA”
 - Mill/resurface SR 163
 - Ingress and Egress to properties shall be maintained.
- Maintenance of Traffic (MOT)
 - Detour ALL traffic.

MOT Phase 3: Detour

- Complete closure
- Detour ALL traffic



MOT Phase 3: Design

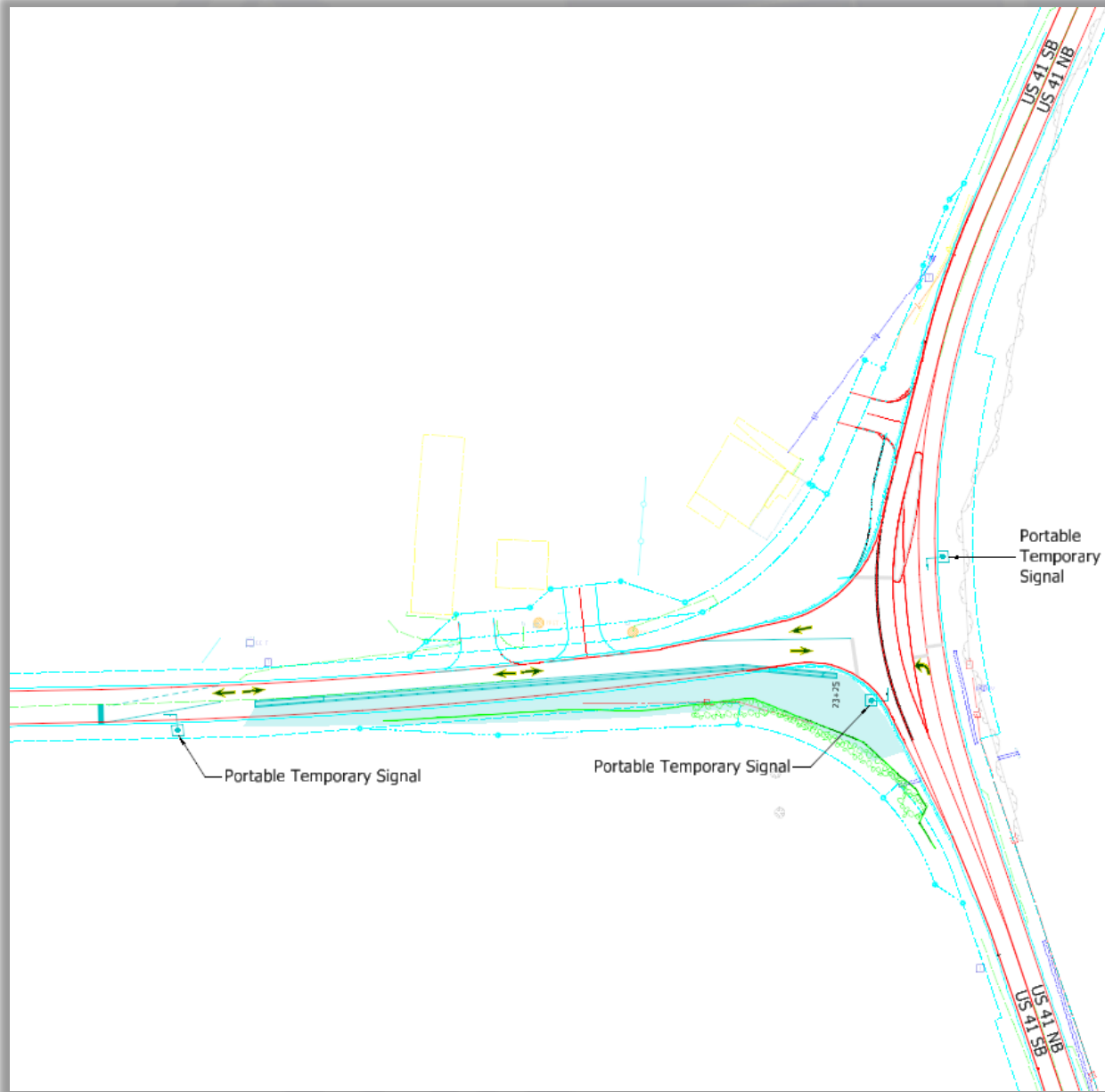


- Build Superelevation of US 41 south of intersection
- Remove temporary shoring, widen new SR 163 pavement along the centerline for MOT, mill/resurface SR 163
- Construct pavement from 16+00 to 19+00, construct Drive 2 and SR 163 WB pavement from 19+00 to 21+00 "PRA"
- Ingress and Egress to properties shall be maintained.

MOT Phase 4: Details

- Closure of south leg of "Y"
 - Build southern half of the intersection on SR 163
 - TTB will be used to separate traffic from the work area
 - Ingress and Egress to properties shall be maintained
- Maintenance of Traffic (MOT)
 - All traffic movements will be maintained thru the project using temporary signals on US 41 and temporary signals with one lane - two way traffic on SR 163

MOT Phase 4: Design (No Detour)



- Closure of south leg of "Y"
- Build southern half of the intersection on SR 163
- All traffic movements will be maintained thru the project using temporary signals on US 41 and one lane - two way traffic on SR 163 with temporary signals.
- TTB will be used to separate traffic from the work area.
- Ingress and Egress to properties shall be maintained.

Submit Public Comments

- Submit public comments using the options described in first page of information packet:
 - Public Comment Form
 - Via e-mail
- Comments are reviewed, evaluated and greatly appreciated

Project Resource Location

- **INDOT Crawfordsville District Office**

41 West 300 North, Crawfordsville, Indiana 47933

Communications Director: (765) 361-5236

westcentralindiana@indot.in.gov

<http://www.in.gov/indot/2701.htm>

Planning, Project Development/Delivery, Construction,
Maintenance for West Central Indiana

Thank You

- Please visit with the INDOT project team members
- Project Open House
 - Project maps, displays, INDOT project team and informal Q & A
 - INDOT Crawfordsville District webpage: <http://www.in.gov/indot/2701.htm>

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317-233-2090