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

- Project Selection
  - Early Coordination
- Environmental phase begins
  - Purpose & Need
  - Develop alternatives
- Preliminary design phase
- Project Decision
- Letting
  - Construction

Communicate project decision, meet with community stakeholders
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 superelevation
- Revised drive grades to meet SR 163 and US 41 pavement
- Slight increased superelevation 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

- 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
Lyford Intersection Improvement
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