

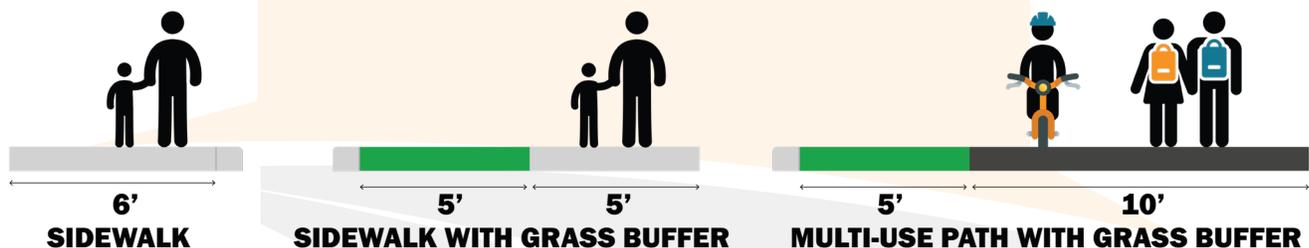


POTENTIAL DESIGN SOLUTIONS

The Modern Rockville Road project team has identified potential design solutions to address congestion issues and increase safety for nearly three miles of Rockville Road (US 36) between Raceway Road and I-465.

Submit comments and questionnaire responses now through **February 19, 2021** at ModernRockville.com

SIDEWALK OPTIONS



- ▶ The construction options recommend adding sidewalks
- ▶ A 6-foot-wide sidewalk is proposed along the south side of Rockville Road
- ▶ The estimated cost and land that would need to be purchased varies depending on whether the public prefers a grass buffer and/or multi-use path along the north side of Rockville Road
- ▶ Estimated costs for sidewalks range from \$920,000 to \$1.5 million and land needs vary up to a total of 0.7 acres

WHAT'S NEXT?

- ▶ The project team will review public input on potential design solutions submitted through ModernRockville.com
- ▶ One solution will be recommended ahead of a public hearing later in 2021
- ▶ Construction would begin no earlier than 2023

STAY IN TOUCH

 855-INDOT4U (855-463-6848)

 ModernRockville.com

 Text INDOT Rockville to 468311

 @ModernRockville

 INDOT@indot.in.gov

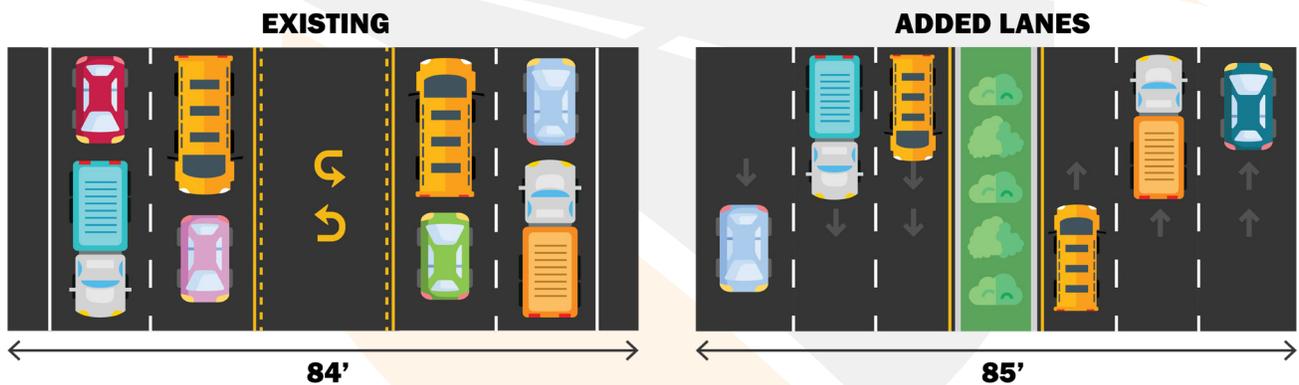
 @ModernRockville

NO-BUILD OPTION

- ▶ Keeps the existing five lanes with two in each direction, a center turn lane and paved shoulders
- ▶ INDOT would continue to maintain existing pavement and bridges
- ▶ No congestion-reducing improvements would be made – this corridor would remain as one of the worst in the state
- ▶ The traffic modeling shows that the congestion would not stay the same but get worse
- ▶ No safety improvements would be made – crash rates would increase as traffic increases
- ▶ Would not reduce the drainage issues on various properties throughout the corridor
- ▶ Project funding would be diverted to reduce flooding, congestion & crashes on a state route in another community

ADDED TRAVEL LANES OPTION

- ▶ Reduce congestion by creating a third travel lane in each direction for a total of six through lanes
- ▶ Increases safety by replacing center turn lane with raised median
- ▶ Increases safety by reducing conflict points & minimizes potential for rear-end and other crashes
- ▶ Reduces drainage issues in the community by adding new curb & gutter drainage system with more inlets
- ▶ Overall design is familiar to Indiana motorists
- ▶ Built almost entirely in existing footprint by reusing existing median and paved shoulders
- ▶ Longest service life of three options with least likelihood of added expense & additional construction in the future
- ▶ Estimated cost is \$21 million



DISPLACED LEFT TURN OPTION

- ▶ Reduces congestion by creating cross-over lanes for left turns, also known as continuous flow intersections
- ▶ Increases safety by reducing conflict points where it is used
- ▶ Reduces drainage issues by replacing paved shoulder with a curb & gutter drainage system with more inlets
- ▶ Increases safety by replacing center turn lane with raised median
- ▶ Disadvantage is that it limits access to businesses and properties where traffic crosses over
- ▶ Unfamiliar to Indiana motorists but has been safe and effective in more than 10 states
- ▶ Maximum service life is more than the no-build option but less than added travel lanes option
- ▶ Estimated cost is \$17 million

