



DESIGN OPTIONS VIRTUAL MEETINGS

January 21, 2021

MEETING AGENDA

1. Introductions
2. Existing Rockville Road
3. Questionnaire responses
4. Roadway design options
5. Compare & contrast
6. Public input and next steps
7. Question & answer session



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PROJECT TEAM

- Richard Gilyeat, INDOT project manager
- Bill Curtis, Michael Baker project manager
- Will Wingfield, C2 Strategic Communications
- Dave Cleveland, Corradino



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PROJECT LOCATION



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TRAFFIC INCREASES

2016 to 2019

0%

NEAR COUNTRY
CLUB RD.

11% ↑

JUST EAST OF
GIRLS SCHOOL RD.

17% ↑

JUST WEST OF
HIGH SCHOOL RD.

9% ↑

NEAR LA FITNESS

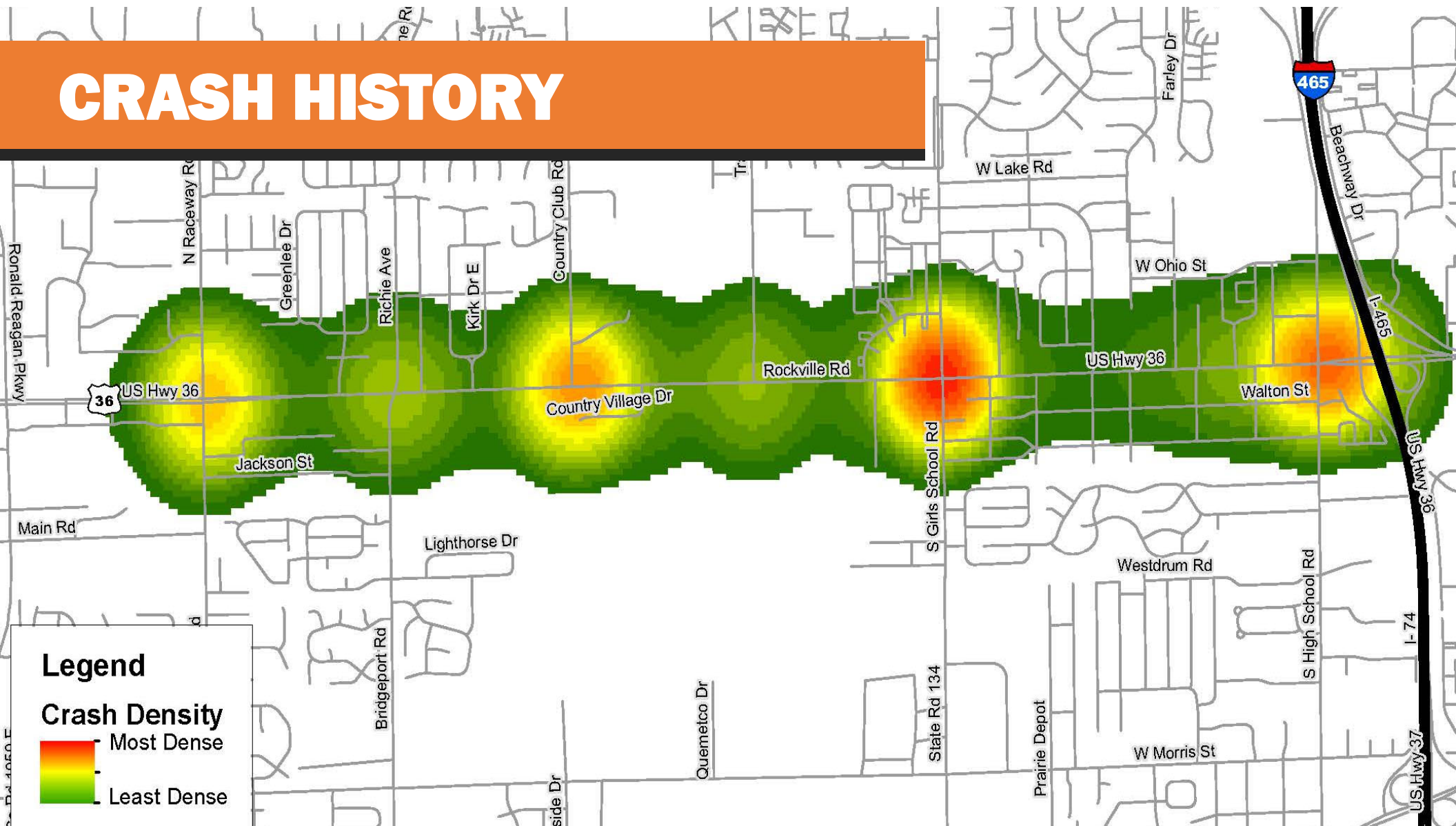
25% ↑

JUST WEST OF
GIRLS SCHOOL RD.



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CRASH HISTORY



QUESTIONNAIRE RESPONSES



SOLUTIONS QUESTIONNAIRE

- 1** 49% said adding capacity was their top priority
- 2** More turn lanes at major intersections
- 3** Other



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SOLUTIONS QUESTIONNAIRE

- 1** 40% said top priority was to maintain pavement & minimize potholes
- 2** Improve visibility with lighting & lane striping
- 3** Sidewalks, a bike lane or multi-use trail



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DESIGN OPTIONS

1. No build option
2. Displaced left turns
3. Added travel lanes



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NO BUILD OPTION

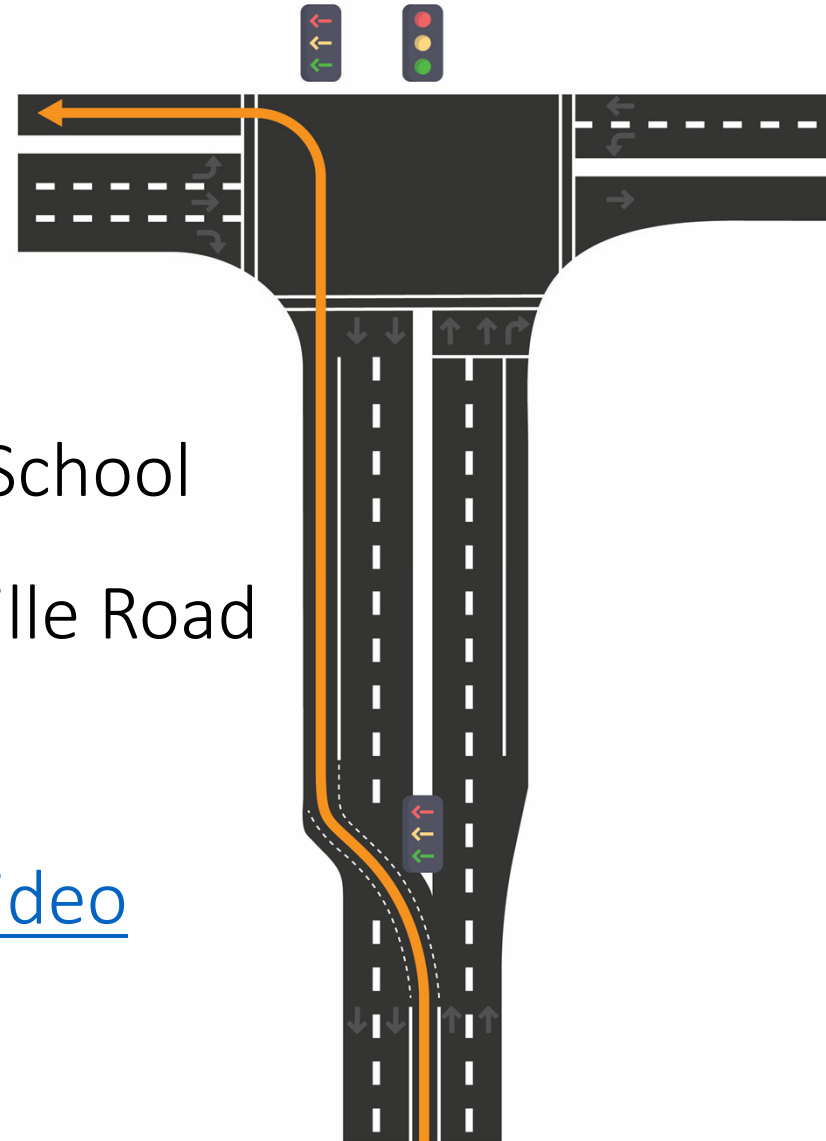
- INDOT would maintain existing pavement and bridges
- Traffic modeling shows congestion would get worse
- Crash rates would increase as congestion increases
- No drainage improvements for properties along corridor
- Funding diverted to state routes in other communities



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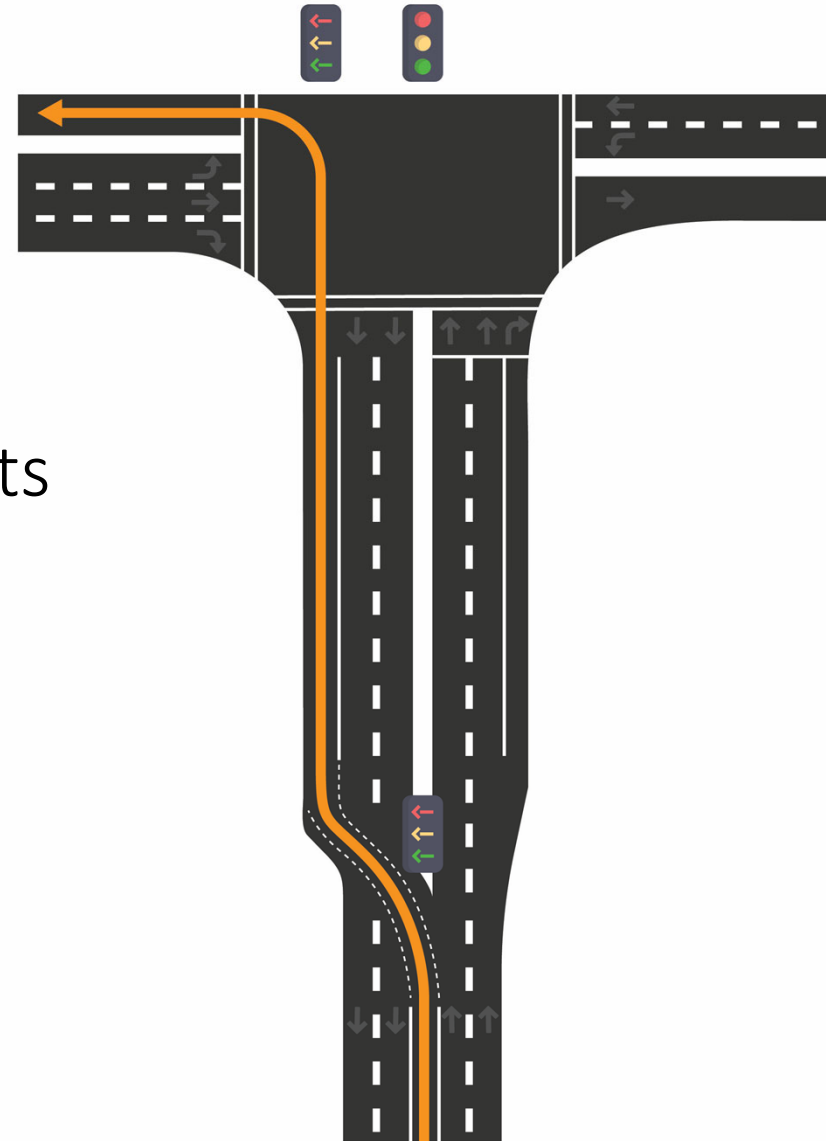
DISPLACED LEFT TURNS

- Cross-over lanes for left turns at Country Club, Girls School & High School
- Short-term solution to keep Rockville Road two lanes in each direction
- [Two minutes of Federal Highway video](#)



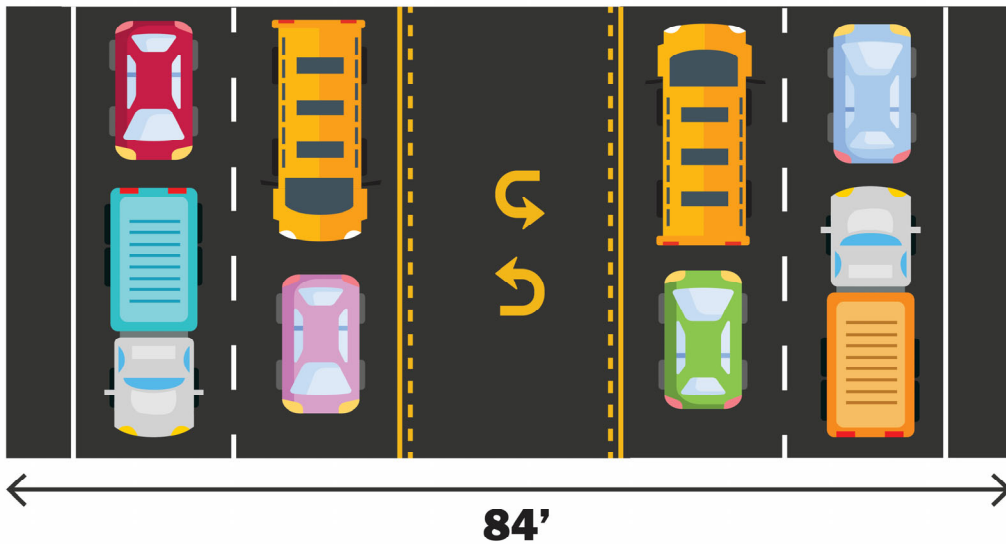
DISPLACED LEFT TURNS

- Unfamiliar to Indiana drivers
- No right turn on red for local streets
- Displaced left crossover lanes only on Rockville Road

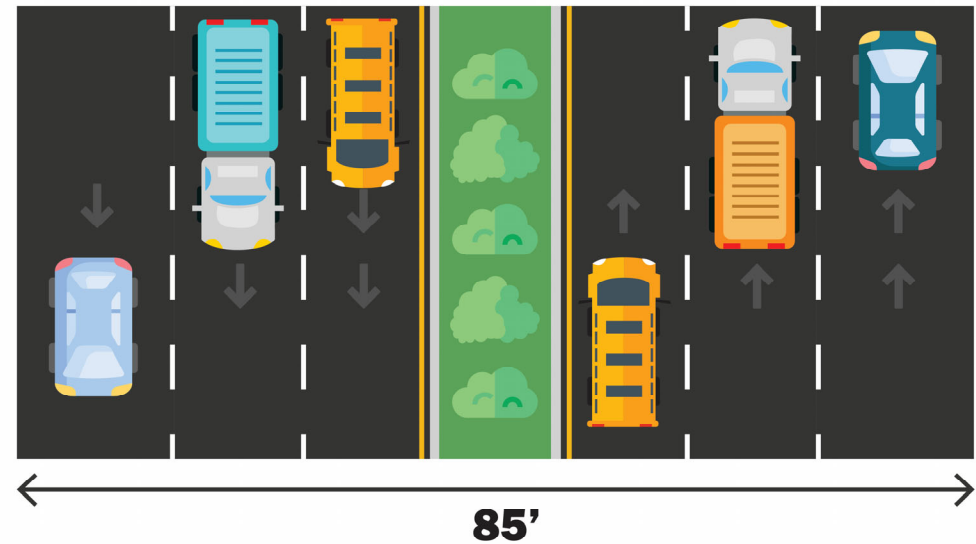


ADDED TRAVEL LANES

EXISTING



ADDED LANES



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COMPARING DESIGN OPTIONS



SIDEWALK OPTIONS



6'

SIDEWALK



5'

5'

SIDEWALK WITH GRASS BUFFER



5'

10'

MULTI-USE PATH WITH GRASS BUFFER



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SHOULDER & CENTER MEDIANS



- Paved shoulders are for rural or high-speed highways
- Medians improve safety by limiting traffic conflicts
- Medians available to groups to maintain landscaping



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ESTIMATED COST

- Added travel lanes: **\$21 million**
- Displaced left intersections: **\$17 million**
 - Improvements needed in future at added expense
- Bike/ped: **Additional \$1 - \$1.5 million**



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LAND PURCHASES

- Depending on sidewalk width, total estimated land needs are up to 0.7 acres across nearly 3 miles
- In addition, displaced left turns may relocate some businesses at the northwest corner of Rockville & Country Club roads
- These are planning-level estimates only



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NEXT STEPS



WE WANT TO HEAR FROM YOU!

- Complete a quick six-question comment form at ModernRockville.com
- Ask a question or request a presentation by contacting 855-INDOT4U (1-855-463-6848) or INDOT@indot.in.gov
- Follow us on Facebook and Twitter @ModernRockville



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NEXT STEPS

- Neighboring projects begin this Spring
- Solution recommended for 2021 public hearing
- 2023 construction target

