

# SR 66 at Epworth Road Intersection Improvement Project

Public Hearing  
Des No. 1400195  
March 9, 2022  
Friedman Park Event Center



## Agenda

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- Welcome and Introductions
- How to Comment
- Project Overview
- Public Statement for the Record
- View Displays & Discussion with the Design Team

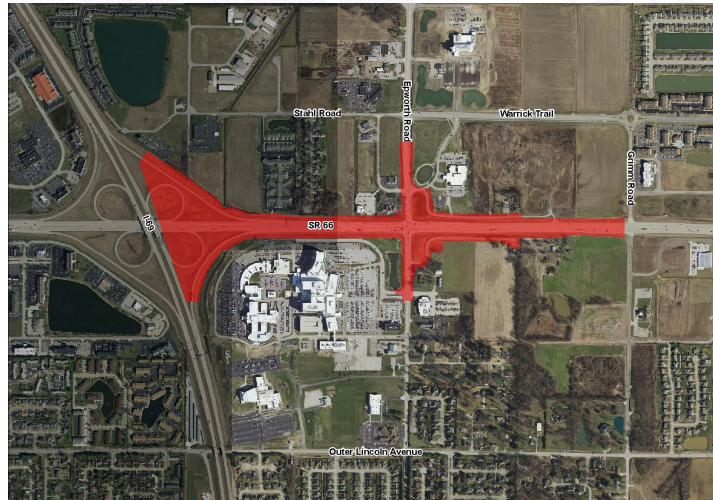


## Comments for the Record

- Verbally as part of the formal comment session
- Fill out comment form
- Email Holly Hume at [hhume@lochgroup.com](mailto:hhume@lochgroup.com)
- Comment period ends Thursday, March 24, 2022
- Informal comments always welcome



## SR 66 at Epworth Road Intersection Improvement Project



## Purpose and Need

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SR 66 at Epworth Road intersection studied in 2018

- Intersection operates satisfactorily in current and future conditions
- Crash frequency and severity was well above expected amounts
- 76% of crashes were on SR 66
- 73% of crashes were rear-end crashes
- Purpose of the project is to reduce the number of crashes.



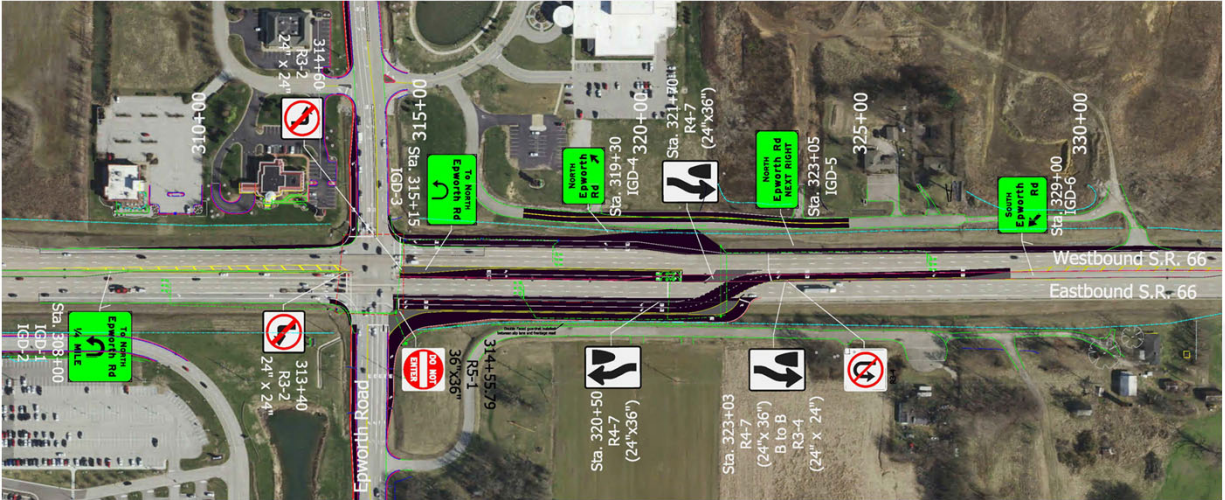
## Project Alternatives Considered

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- No Build – did not reduce crashes
- Hybrid Boulevard Left / Displaced Left Turn Intersection



## Hybrid Boulevard Left / Displaced Left Turn Intersection



## Project Alternatives Considered

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  - 24% Overall Crash Reduction
  - 29 second Delay Reduction

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- Bowtie Intersection



## Bowtie Intersection



## Project Alternatives Considered

- No Build – did not reduce crashes
- Hybrid Boulevard Left / Displaced Left Turn Intersection
  - 24% Overall Crash Reduction
  - 29 second Delay Reduction
- Bowtie Intersection
  - 36% Overall Crash Reduction
  - 9.5 second Delay Reduction



## Project Alternatives Considered

- No Build – did not reduce crashes
- Hybrid Boulevard Left / Displaced Left Turn Intersection
  - 24% Overall Crash Reduction
  - 29 Second Delay Reduction
- Bowtie Intersection
  - 36% Overall Crash Reduction
  - 9.5 Second Delay Reduction

Hybrid Boulevard Left / Displaced Left Turn Intersection chosen as preliminary selected alternative



## Stakeholder Coordination

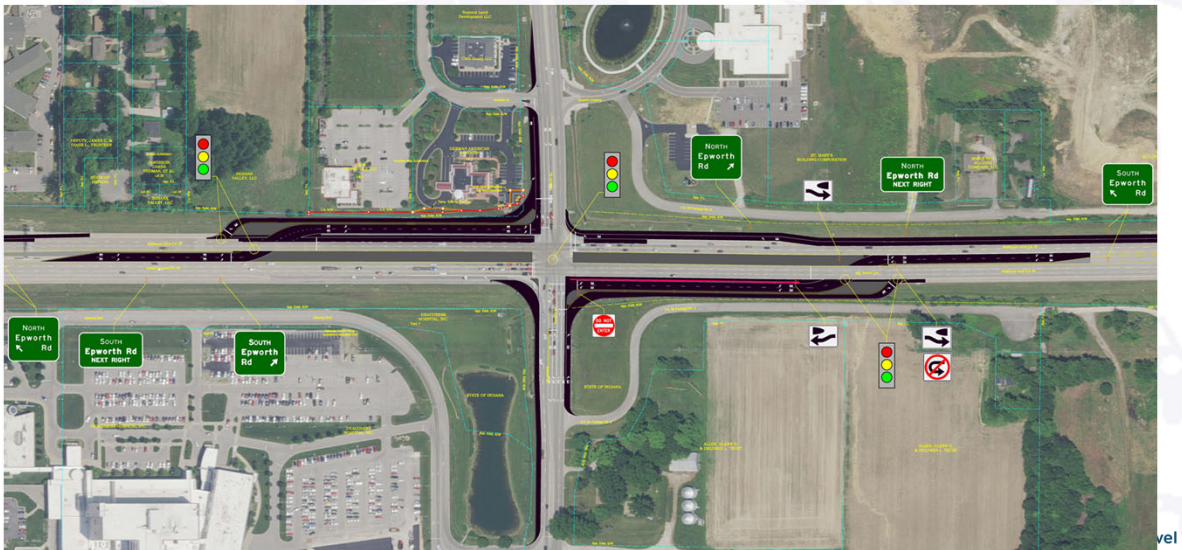
From September 2019 to February 2021, over twenty meetings were held with INDOT, Warrick County and AECOM's team to discuss the project. Major points of discussion included:

- Traffic Growth Rates – eventually revised to include more growth
- Additional Alternate Designs Examined / Refined
  - All Dual Left Turn Lanes - did not help crashes or reduce back ups on SR 66
  - Dual Displaced Left Turns for SR 66

These meetings eventually led to the abandonment of the hybrid boulevard left/displaced left-turn option in favor of the dual displaced left-turn option. This option was preferred by both Warrick County and INDOT.



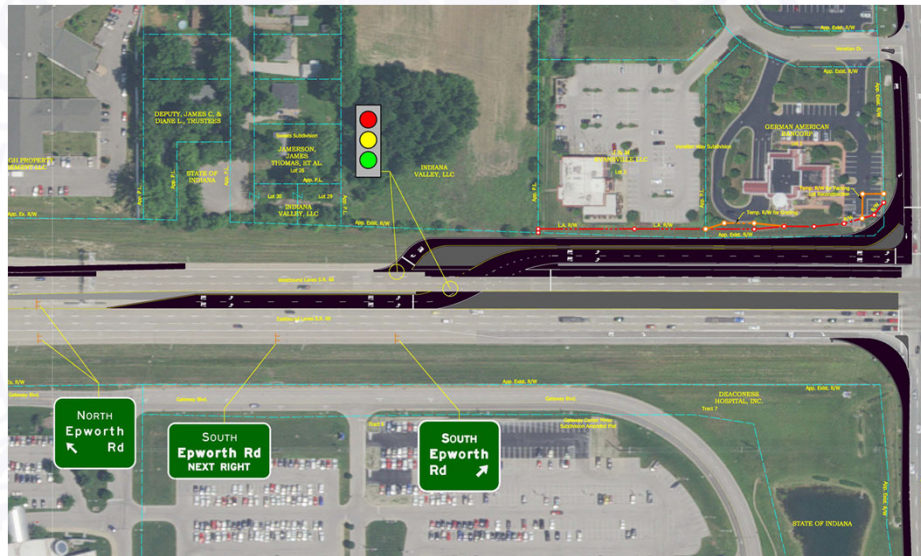
## Dual Displaced Left-Turn Alternative



# Dual Displaced Left-Turn Alternative – East Leg

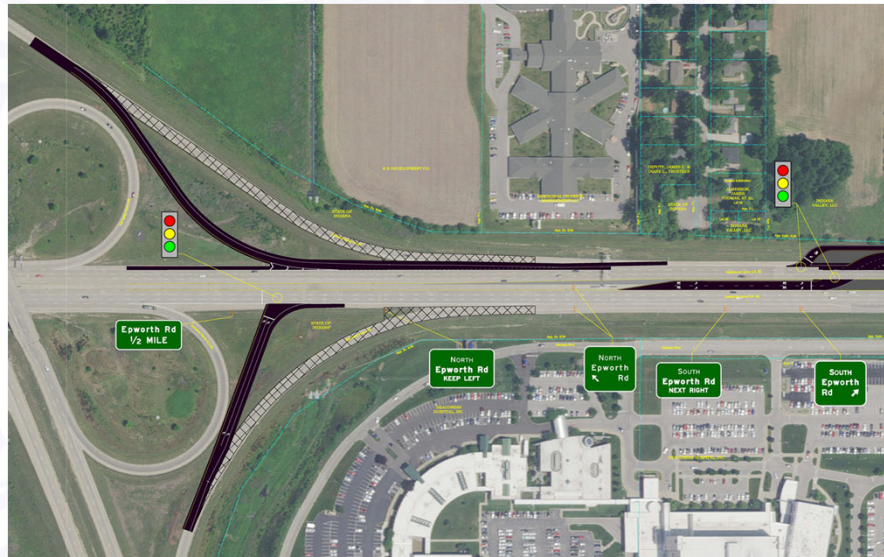


# Dual Displaced Left-Turn Alternative – West Leg





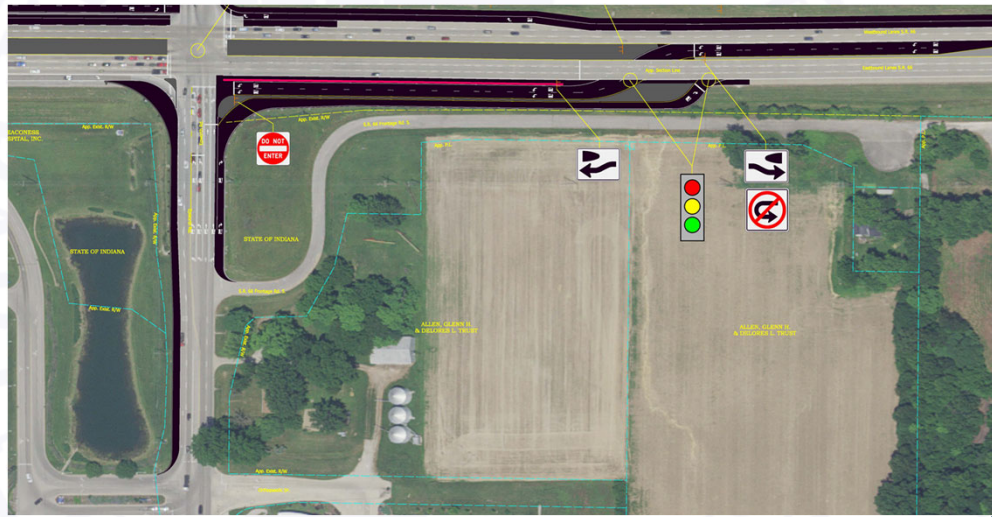
# Dual Displaced Left-Turn Alternative - Ramps



# Dual Displaced Left-Turn Alternative – North Leg

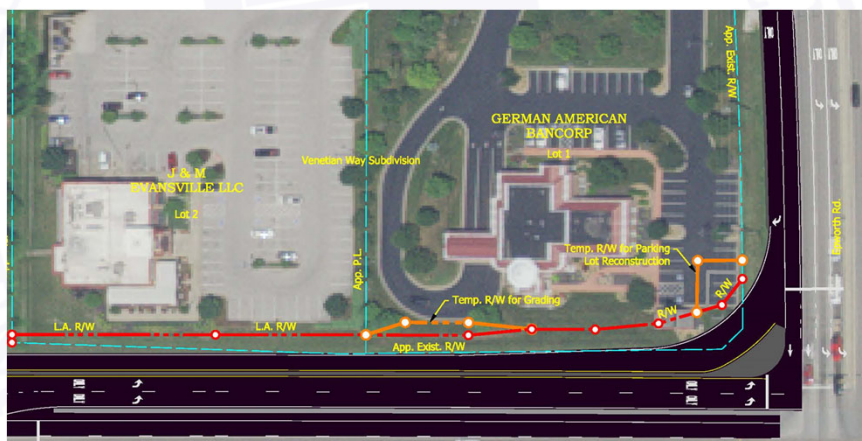


## Dual Displaced Left-Turn Alternative – South Leg



## Right of Way Acquisition

- 0.20 acres of Permanent R/W
- 0.05 acres of Temporary R/W



## Maintenance of Traffic During Construction

- 3 Phases during construction
- Phase 1
  - Restrict one westbound through lane
  - Two 10-foot through lanes remain open and one left turn lane to southbound Epworth Road
  - Existing ramp from westbound SR 66 to northbound I-69 open
  - Epworth Road north of SR 66 restricted to one lane in each direction and one left-turn lane
  - Improvements on north side of SR 66 constructed

## Maintenance of Traffic During Construction

- Phase 2
  - Restrict one SR 66 lane in each direction
  - Two 10-foot through lanes in each direction will remain open
  - Epworth Road will be unrestricted in its current configuration
  - No left turns to Epworth Road from SR 66
  - During MOT Phases 2 and 3, detours will be in place for left turns. The detour for left turns onto SB Epworth Road from WB SR 66 will utilize the I-69 interchange ramps. The detour for left turns onto NB Epworth Road from EB SR 66 will utilize I-69 and SR 62.
  - Improvements in the median of SR 66 constructed

## Maintenance of Traffic During Construction

- Phase 3
  - Restrict one eastbound SR 66 lane from I-69 to Grimm Road
  - Restrict one westbound SR 66 lane near I-69 to remove old ramp
  - Two 11-foot through lanes in each direction will remain open
  - Epworth Road will be unrestricted in its current configuration
  - No left turns to Epworth Road from SR 66
  - During MOT Phases 2 and 3, detours will be in place for left turns. The detour for left turns onto SB Epworth Road from WB SR 66 will utilize the I-69 interchange ramps. The detour for left turns onto NB Epworth Road from EB SR 66 will utilize I-69 and SR 62.
  - Improvements on the south side of SR 66 constructed
- All Phases - wide load detour using I-69, SR 62 and SR 261



## Project Cost

- Total cost is \$8.0 Million including design, right-of-way, utility relocation and construction costs.



## Video

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- INDOT Alternative Intersections – Displaced Left Turn



## Environmental Studies

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- Level 4 Categorical Exclusion
- Released for public involvement
  - February 4, 2022
- Document evaluates impacts to natural, historical and human environments



## Next Steps

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- Public Hearing: **March 9, 2022**
- Final CE Document: **April 2022**
- Right of Way Process: **April 2022 - August 2022**
- Letting: **August 10, 2022**
- Construction: **September 2022 - December 2023**



## Public Comments

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- Mail to Holly Hume at:  
Lochmueller Group, 6200 Vogel Road, Evansville, IN 47715
- Email: [hhume@lochgroup.com](mailto:hhume@lochgroup.com)
- **Due March 24, 2022**
- All comments will be reviewed and given full consideration into the project development.
- Start formal comment session.

