



LEGAL NOTICE OF PUBLIC HEARING

Proposed Intersection Improvement at SR 66 and Epworth Road in Warrick County

The Indiana Department of Transportation (INDOT) will host a public hearing on Wednesday, March 9th, 2022, from 6:00 pm to 8:00 pm with a formal presentation at 6:15 pm, at the Friedman Park Event Center located at 2700 Park Blvd, Newburgh, Indiana 46730. If you prefer to participate in the hearing virtually, email hhume@lochgroup.com by Friday, March 4th, 2022 to register. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans to modify the intersection at SR 66 and Epworth Road in Warrick County.

The primary purpose of the project is to reduce the number of crashes within the intersection. The need for this project stems from a high number of crashes along SR 66. The crashes are predominantly rear-end with a considerable amount of eastbound (EB) and westbound (WB) left turn crashes. There were approximately 141 collisions at the intersection between 2014 and 2016. Approximately 76% of the crashes occurred along SR 66. The intersection is located approximately 1,500 feet east of the exit ramp from northbound (NB) I-69, which results in an undesirable weaving situation for vehicles exiting the interstate and turning left onto NB Epworth Road.

As proposed, the project will replace left turning movements along the mainline with displaced left turns in both directions. The NB ramps to I-69 will be realigned as part of the project. The project will include some redesign of signaling. The potential area of impact extends approximately 2,900 feet west and 2,600 feet east of the intersection along SR 66; approximately 900 feet south of the intersection along Epworth Road; and approximately 1,000 feet north of the intersection along Epworth Road. New 44-foot tall lights will be placed near the displaced left turns and at the Epworth intersection. Several small structures will be replaced or extended throughout the project area including two culverts under the NB I-69 to EB SR 66 exit ramp, one under the WB SR 66 to NB I-69 entrance ramp, and a 36-inch pipe beneath SR 66 on the eastern side of the SR 66/Epworth Road intersection. None of the small structures have structure numbers due to their size. In order to provide adequate separation from the reconstructed Epworth Road intersection, the NB I-69 to EB SR 66 exit ramp will be changed to a signalized "T" intersection and the WB SR 66 to NB I-69 entrance ramp will be changed to reduce the curve radius which will create separation from the Epworth Road intersection. On Epworth Road north of SR 66, an additional auxiliary lane will be added in order to create enough width for dual left turn lanes. On Epworth Road south of SR 66, a SB right turn lane will be added between SR 66 and the Deaconess Hospital entrance and an auxiliary lane will be added along the NB lanes to create enough width for dual left turn lanes. Grading and drive construction will likely be required along SR 66 and Epworth Road.

The Maintenance of Traffic (MOT) plan for the project involves three phases. Phase 1 will restrict one through lane on WB SR 66 between I-69 and Grimm Road to construct improvements on the north side of SR 66 including the new SR 66 WB to I-69 NB entrance ramp. In Phase 1, Epworth Road north of SR 66 will be restricted to one NB lane, one SB through and right-turn lane combined,

and one SB left-turn lane. Phase 2 will shift the traffic on SR 66 toward the outside, leaving two 10-foot through lanes in each direction. Phase 3 will restrict one through lane on EB SR 66 between I-69 and Grimm Road to construct improvements on the south side of SR 66 including the new I-69 NB to SR 66 EB exit ramp. There will also be a single lane restriction on WB SR 66 near the existing SR 66 WB to I-69 NB entrance ramp to remove the ramp pavement. Two 11-foot dual left-turn lanes will remain open, as well as a 12-foot through lane in each direction on Epworth Road south of SR 66. The existing SR 66 WB to I-69 NB entrance ramp will remain open during construction. Epworth Road north of SR 66 will be unrestricted in its current lane configuration. During MOT Phases 1 and 2, 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 ramp. The detour for left turns onto NB Epworth Road from EB SR 66 will utilize I-69 and SR 662. In addition, a wide load detour utilizing I-69, SR 62, and SR 261 will be in place for all phases. MOT details will be presented during the public hearing. Access to all properties will be maintained during construction. INDOT will coordinate with emergency services, local school corporation officials and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible. The project will require approximately 0.20 acre of permanent new right-of-way, in addition to some temporary right-of-way needed during construction.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to natural environment. A Categorical Exclusion (CE), Level 4 (CE-4) environmental document has been prepared for the project. The environmental documentation and preliminary design information is available to view prior at the following locations:

1. Newburgh Chandler Public Library - 4111 Lakeshore Drive, Newburgh, IN 47630
2. INDOT Vincennes District Office - 3650 S US Highway 41, Vincennes 47591 (855-INDOT4U (463-6848))

A project webpage will be created prior to the public hearing to ensure project information is available on-line via the INDOT Vincennes District page (<https://www.in.gov/indot/2707.htm>). In addition, project information, including the environmental document, may be mailed upon request.

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to Holly Hume at Lochmueller Group, 6200 Vogel Road, Evansville, IN 47715. E-Mail: hhume@lochgroup.com. **INDOT respectfully requests comments be submitted by Thursday, March 24, 2022.**

With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required please contact Brian Malone, INDOT Vincennes District at (812) 836-7474 or bmalone@indot.in.gov.

In the event of inclement weather resulting in hazardous driving conditions, please call Holly Hume, Lochmueller Group at (812) 759-4107 to learn of any postponement of the public

hearing. If the public hearing is postponed due to inclement weather, it will be rescheduled for a later date and time, and the public comment period will be extended.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1)) states: “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.” 23 CFR 450.212(a)(7) states: “Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary.” approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.