

LEGAL NOTICE OF PLANNED IMPROVEMENT

Warrick County is developing plans for a proposed road reconstruction project (DES. # 2002539) located on Epworth Road, from Tecumseh Drive to State Road (SR) 66, in Warrick County, Indiana.

The purpose of this project is to improve safety and mobility by reducing the crash frequency at Orthopaedic Drive and Lincoln Avenue intersections, improving Level of Service (LOS) within the corridor from an F to a D, and reduce roadway overtopping by providing hydraulically-sound structures. A secondary purpose of the project is also to provide multimodal facilities within the project limits to allow pedestrians access to several resources including a hospital, two religious facilities, and two schools.

The need for this project is due to the current vehicular safety and mobility issues and lack of multimodal facilities. The Epworth Road corridor is continuing to see significant growth and the transportation system is not adequate to accommodate the traffic related to this development. The existing Epworth Road facility in the project area consists of a three-lane facility with turn lanes at various intersections from Orthopaedic Drive to Lincoln Avenue and a rural two-lane facility from Lincoln Avenue south with two lanes in each direction with little to no shoulders. No pedestrian or bicycle accommodations are located along Epworth Road. The northern end of this project at SR 66 is in a heavily commercialized area including a hospital, two religious facilities, and two schools. The southern end of the project at Tecumseh Drive provides access to a large residential neighborhood with over 350 single family residential homes. As a result of the growth and inadequate roadway facility, crashes occur within this segment of Epworth Road at a greater frequency than expected. The RoadHAT Index of Crash Frequency (Icf) scores ranging from 2.71 Icf on the northern end of the project at the Orthopaedic Drive and Epworth Road intersection to 0.14 Icf at the southern end of the project at Tecumseh Drive and Epworth Road. The RoadHAT measures are expressions of standard deviation, comparing crash data for similar roadways and intersections throughout the state. For example, an Icf index of 1.00 indicates that crash frequencies are higher than approximately 83% (one standard deviation) of similar locations across the state of Indiana. Similarly, an Icf index of 2.0 indicates that the location has crash frequencies which are higher than approximately 98% (two standard deviations) of similar locations across the state of Indiana. The majority of these accidents occurred at the two main intersections along the route, Orthopaedic Drive and Lincoln Avenue. Furthermore, due to the growth in this area, mobility is negatively impacted. Currently four intersections within the project limits operate at a LOS F during the post meridiem (PM) peak hour with average delays greater than 2 minutes. LOS is a performance measure that represents a quality of service, measured on an A-F scale, with LOS A representing a free flow of traffic and LOS F representing a breakdown in flow (e.g., start-and-stop congestion). Additionally, per coordination with Warrick County (the project sponsor), vehicular safety and mobility are impacted due to the documented history of drainage issues, including the roadway overtopping from south of Lockwood Lane to the south approach of Lincoln Avenue. The existing stormwater conveyance system on Epworth Road includes roadside ditches and cross culverts that convey flow from adjacent neighborhoods to an unnamed tributary (UNT) to Williams Ditch. Within the project area, Epworth Road experiences flooding at various locations throughout the corridor and complaints have been filed to the county by adjacent residents.

The project proposes the reconstruction of Epworth Road from the intersection of Tecumseh Drive to south of SR 66. The project will construct a widened 3-lane pavement (one travel lane in each direction and a center two way left turn lane) with curb and gutter and sidewalks on both sides of the road from Tecumseh Drive to Lincoln Avenue accommodating bike lanes on both sides of the road. The pavement will be widened to 5 lanes (two travel lanes in each direction and a center two way left turn lane) north of Lincoln Avenue with curb and gutter on both sides of the roadway. A shared use path will be constructed along the west side of the road from Lincoln Avenue north to the Deaconess Hospital Campus. Drainage improvements will include the construction of storm sewer and replacing cross culverts where needed. The 36-inch corrugated plastic pipe (CPP) in UNT to Lockwood Ditch located on the west side of Epworth Road and the 30-inch CPP in UNT to Lockwood Ditch located under Epworth Road south of Barrington Place will be removed and replaced with a single 10-foot by 4-foot reinforced concrete box (RCB) culvert with inlets. Furthermore, an inline detention system is proposed to detain stormwater during

storm events and reduce roadway overtopping. The intersection at Tecumseh Drive will accommodate left turn lanes along the north, south, and west legs. The intersection with Barrington Place will be reconstructed to connect to their existing configuration/width including connecting the existing sidewalks to the new sidewalks along Epworth Road. The intersection at Lincoln Avenue will be reconstructed to accommodate the widened section on the north approach, requiring the existing signal to be replaced with a new signal. The intersections at Schnapf Lane and Ashbury Parke Drive will be reconstructed to connect to its existing width including connecting the existing sidewalks to the new sidewalks along Epworth Road. The signalized intersections at the hospital will be reconfigured accordingly and the existing signals will be replaced with new signals.

The proposed construction of this project will require 1.8 acres of permanent right-of-way and 1.4 acres of temporary right-of-way. No relocations or displacements will occur as a result of the project.

The maintenance of traffic (MOT) plan for the project will be carried out in three phases. The first phase will consist of constructing the southbound lane, requiring traffic to shift to the northbound lane for approximately four months. The second phase will consist of constructing the northbound lane, requiring traffic to shift to the southbound lane for approximately four months. A third phase will include a detour of Epworth Road between Tecumseh Drive and Lincoln Avenue utilizing SR 66, I-69, and SR 662 for approximately eight months. The order of the MOT phases may change as the project progresses. Access will be available to all local properties. School corporations and emergency services will be notified of closures prior to construction. The proposed start of construction is April 2027.

Impacts associated with this project include removal of approximately 0.67 acre of trees, 0.07 acre of permanent wetland impacts, 16 linear feet of temporary stream impacts, and 422 linear feet of permanent stream impacts.

The cost associated with this project is approximately \$13,849,000 which includes engineering, right-of-way, and construction with both federal and local funds anticipated to be used. The Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) have agreed this project falls within the guidelines of a Categorical Exclusion (CE) Level 2 environmental document. Preliminary design plans along with the CE are available for review at the following locations:

1. Newburgh Chandler Public Library: 4111 Lakeshore Drive, IN 47630
2. Warrick County Engineering Office: 107 West Locust Street, Room 208, Boonville, IN 47601
3. Lochmueller Group Office: 6200 Vogel Road, Evansville, IN 47715
4. Project website: <http://www.lochgroup.com/publicinvolvement/epworthroad-phase1>

All interested persons may request a public hearing be held and/or express their concerns by submitting comments to the attention of Danika Fleck at Lochmueller Group, Inc., 6200 Vogel Road, Evansville, Indiana 47715, or dfleck@lochgroup.com, or 812-479-6200 on or before Friday, May 2, 2025.

In accordance with the Americans with Disabilities Act (ADA), persons and/or groups requiring project information be made available in alternative formats are encouraged to contact the Lochmueller Group, Inc. for the arrangement and coordination of services. Please contact Danika Fleck at dfleck@lochgroup.com or 812-479-6200. In accordance with Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in another language are encouraged to contact Danika Fleck, Lochmueller Group, Inc. at dfleck@lochgroup.com or 812-479-6200.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The *INDOT Project Development Public Involvement Procedures* approved by the Federal Highway Administration on July 7, 2021.