




Seyed Shokouhzadeh
Executive Director

TO: Technical Committee Members
FROM: Seyed Shokouhzadeh, Executive Director 
DATE: May 4, 2023

The Technical Committee meeting is scheduled for **Thursday, May 11, 2023 at 10:00 a.m. in Room 301 of the Civic Center Complex 1 NW Martin Luther King Jr. Blvd. Evansville, IN 47708.**

AGENDA

1. Roll Call
2. Approval of Minutes
3. Old Business
 - a. Project Update
4. New Business
 - a. 2022-2026 Transportation Improvement Program (TIP) Modifications (Informational)
 - b. KYTC 4-Year Target Revisions (Approval Requested)
 - c. Evansville – Henderson Urbanized Area Boundary Adjustments (Approval Requested)
 - d. Vanderburgh County Safety Action Plan and Warrick County Safety Action Plan (Approval Requested)
5. Other Business
6. Public Comments
7. Upcoming Dates
CY 2023 EMPO Technical Meetings: July 13th; September 14th; November 9th
8. Adjournment

SS/KA

The EMPO will provide reasonable accommodations to individuals with a disability or who require language assistance that wish to attend this meeting. Because this may require outside assistance, please make requests at least one week prior to the meeting day by calling the MPO office at 812-436-7833, by email at mschriefer@evansvillempo.com, or by writing to: Evansville MPO, Civic Center Complex Room 316, 1 N.W. Martin Luther King, Jr. Blvd, Evansville, Indiana 47708.

Evansville Metropolitan Planning Organization

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**EVANSVILLE METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COMMITTEE MINUTES**

**Regular meeting held at 10:00 a.m. in Room 318
Civic Center Complex – Administration Building
Evansville, Indiana**

March 9, 2023

The following are minutes and not intended to be a verbatim transcript. An audio version of the proceedings can be heard or viewed on our website at www.evansvillempo.com.

1. ATTENDANCE

Members Present (voting):

In person: Thomas Witt, John Petkovsek

Webex/Phone: Doug Boom, David Broderhausen, Karen Brooks, Matthew Bullock, Blake Edge, Nate Hahn, Nick Hall, Mike Labitzke, McKenzie May, Jenna Richardt, Steve Roelle, Jonathan Siebeking, Lorie Van Hook, Crystal Windhaus, Rick Wilson

Evansville MPO Staff Present:

In person: Seyed Shokouhzadeh, Pam Drach, Matt Schriefer, Erin Schriefer, Brooke Vorbeck, Kari Akin, Amir Varshochi, Xinbo Mi

Nate Hahn directed the meeting.

2. ELECTION OF OFFICERS – CHAIRMAN AND VICE-CHAIRMAN

Nate Hahn nominated himself to remain Chairman. Nate Hahn nominated Rick Wilson to remain Vice-Chairman.

Lorie Van Hook made a motion for approval and John Petkovsek seconded the motion; motion carried.

3. APPROVAL OF MINUTES

Thomas Witt made a motion for approval and John Petkovsek seconded the motion; motion carried.

4. OLD BUSINESS

a. Project Update – presented by Pam Drach

City of Evansville

- Walnut St Phase 2 (Weinbach Ave to Vann Ave): From Boeke to Vann, waterline extension work is ongoing.
- Walnut St Phase 3 (MLK Jr Blvd to US 41): Project was let for bids on February 10, 2023 and awarded to Blankenberger Brothers Inc for the low bid of \$21,274,381.

Warrick County

- Telephone Rd: Right of way acquisition underway with 73 of 79 offers made.
- Epworth Rd: A corridor traffic study and a hydraulic study were both started in January.

Pam Drach added that work is continuing for Henderson and KYTC projects, but no significant updates.

INDOT Updates – presented by Matthew Bullock, INDOT

- (B-43148) US 41 Bridge over Pigeon Creek: Pre-Con was held on October 13, 2022, and the final acceptance was sent out on December 7, 2022.
- (R-40567) SR 65 over I-64 EB/WB Lanes: Bridge will be worked on fall and winter of 2023-2024.
- (R-41160) SR 68 from SR 161 to US 231: Project was awarded to JH Rudolph for \$2,169,903.93.
- (B-44156) US 41 over SR 66/Diamond Ave: Awarded to E&B Paving for \$2,572,177.82.
- (R-39921) SR 66 at Epworth Rd: Awarded to JBI Construction for \$13,207,513.63.
- (R-39421) US 66 (between New Harmony Rd and Detroy Rd): Awarded to JH Rudolph for \$4,001,027.82.
- (R-44786) SR 61 in Lynnville: Project will be moving out of FY 23, new letting date not yet determined.
- (R-42753) Various locations in the Vincennes District, including I-69 and SR 57: Project will be advertised on the April letting.
- (R-41410) US 41 (SR 66/SR 62 to SR 66 (Diamond)): Subsurface investigation to finalize utility conflicts.
- (B-42186) Bridge Deck Overlays on SR 161, SR 61, SR 62: Awaiting guidance on bats for one Des#. All else going well.
- (R-37845) US 41 at Hillsdale Rd: Re-start field check scheduled for March 7, 2023.
- (R-42287) Lloyd4U project: Received Stage 2 plans and estimates. Eastside projects Public Hearing held March 7, 2023.

This item was informational and did not require a committee action.

b. MTP 2050 and Conformity Determination – presented by Erin Schriefer

The Evansville MPO is requesting approval of the Metropolitan Transportation Plan (MTP) 2050 and the associated conformity determination included in Chapter 8 of the MTP. In January, the MPO presented the draft MTP. A 30-day public comment period was advertised from January 25 through February 24, 2023, where comments were sought from the public, Policy and Technical Committee members, the Citizen Advisory Committee, local, state and federal planning partners as well as federally designated tribes.

The MPO received several comments, none of which caused a significant change in the document. All comments received and the MPO's responses are in Appendix E of the documents. A few comments received include:

- The WATS information in Chapter 2: Regional Assessment is no longer current; routes and run times have been changed. The final draft of the MTP has been updated to reflect these changes.
- A comment from a resident regarding passenger rail through this region. The MPO is reviewing the information that resident provided and looking into any potential opportunities.
- A few comments from FHWA and INDOT that resulted in slight wording changes in the document for clarification.
- Several comments from federally-recognized tribes - One tribe commented on the importance of Angel Mounds and preserving and protecting this area. Other comments received from the tribes stated that at this stage of planning, there are no known issues, but they would like to be contacted if and when a project is in development and any artifacts are found.

John Petkovsek made a motion for approval and Rick Wilson seconded the motion; motion carried.

c. Fiscal Year 2024-2028 Transportation Improvement Program (TIP) – presented by Pam Drach

The Evansville MPO is requesting approval of the FY 2024-2028 Transportation Improvement Program (TIP). The TIP was developed cooperatively with local government, transit operators, the Indiana Department of Transportation (INDOT), the Kentucky Transportation Cabinet (KYTC), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and other appropriate state and federal agencies. The purpose of the TIP is to fulfill federal requirements and to serve local officials and the public as a complete program of federally funded transportation improvements proposed to be undertaken during the next five years (fiscal years 2024-2028) in the Evansville-Henderson Metropolitan Planning Area.

The draft 2024-2028 TIP was advertised for a public comment period from January 25 through February 24, 2023. No comments on the TIP document were received. Changes in the text to expand discussion on public outreach were made per recommendations by FHWA and INDOT. After further discussion with INDOT, the draft TIP program of projects as presented during the Public Comment period should move forward for approval by the committees.

The TIP program of projects is fiscally constrained and the projects included in the TIP are consistent with the Metropolitan Transportation Plan (MTP) 2050 and air quality conformity determination report. The updated document is available on the Evansville MPO website.

Matthew Bullock made a motion for approval and David Broderhausen seconded the motion; motion carried.

d. 2023-2027 Coordinated Public Transit – Human Services Transportation Plan – presented by Matt Schriefer

A draft of the 2023-2027 Coordinated Public Transit – Human Services Transportation Plan was made available for public comment from January 25 through February 24, 2023. The draft was also provided to the Technical and Policy Committees and the Regional Transit Advisory Committee (RTAC) by email. Public Open Houses were conducted on February 8 at the Evansville Central Library and the Henderson County Public Library to gather additional feedback from the public.

The plan identifies the transit needs of seniors and individuals with a disability in Vanderburgh, Warrick and Henderson counties. Two public surveys, and RTAC meeting, and discussions with the region's transit agencies and non-profit organizations that provide transportation for seniors and individuals with disabilities all helped develop the draft plan and recommendations.

During the public comment period, the MPO received one comment related to updating the Warrick Area Transit System (WATS) routes which were recently adjusted. Those changes were made in the Transportation Providers chapter.

Rick Wilson made a motion for approval and Matthew Bullock seconded the motion; motion carried.

5. NEW BUSINESS

a. 2022-2026 TIP Modifications – presented by Pam Drach

The Evansville MPO modified the FY 2022-2026 Transportation Improvement Program on January 17, 2023 with the following:

Sponsor	Contract	Des#/ID#	Road	Description	County	Work Type	Funding Type	% Split	Action	Fiscal Year	Phase/S source	Current TIP Entry	New TIP Entry		
													Total	Federal	State/Local
													All amounts in thousands		
INDOT	B-44505	2200518	I 64	From 3.32 miles E of SR 65 interchange to 1.69 miles W of SR 37 interchange	Vanderburgh	Small Structures & Drains Construction	NHPP	80/20	Move PE	2023	PE	\$1,270	\$0	\$0	\$0
										2024	PE	\$0	\$1,270	\$1,016	\$254
INDOT	B-44506	2200972	I 64	From 0.82 miles E of SR 65 to 0.96 miles E of SR 65	Vanderburgh	Slide Correction	NHPP	80/20	Move PE	2023	PE	\$284	\$0	\$0	\$0
										2024	PE	\$0	\$284	\$227	\$57
INDOT	B-44508	2200649	US 41	Over Pond Flat Ditch 02.01 miles S of I-64	Vanderburgh	Bridge Replacement	NHPP	80/20	Move PE	2023	PE	\$568	\$0	\$0	\$0
										2024	PE	\$0	\$568	\$454	\$114
INDOT	B-44509	2200684	SR 57	01.08 miles S of I-69	Vanderburgh	Bridge Rehabilitation Or Repair	NHPP	80/20	Move PE	2023	PE	\$211	\$0	\$0	\$0
										2024	PE	\$0	\$211	\$169	\$42
INDOT	B-44512	2200688	SR 61	00.21 miles S of SR 68	Warrick	Bridge Thin Deck Overlay	STBG	80/20	Move PE	2023	PE	\$240	\$0	\$0	\$0
										2024	PE	\$0	\$240	\$192	\$48
INDOT	R-44499	2200044	US 41	1.57 miles S of SR 57 At St. George Road	Vanderburgh	Intersection Improvement	NHPP HSIP	80/20	Move PE	2023	PE	\$781	\$781	\$625	\$156
										2024	PE	\$175	\$956	\$765	\$191
INDOT	R-44500	2200038	SR 66	2.23 miles W of SR 65 at University Parkway Intersection	Vanderburgh	Intersection Improvement	STBG	80/20	Move PE	2023	PE	\$174	\$0	\$0	\$0
										2024	PE	\$0	\$174	\$139	\$35
INDOT	B-43986	2100812	SR 66	over UNT, 1.45mi E JCT SR 65	Vanderburgh	Small Structure Pipe Lining	STBG	80/20	Move PE	2022	PE	\$140	\$0	\$0	\$0
										2024	PE	\$0	\$140	\$112	\$28

This item was informational and did not require a committee action.

b. Henderson 2023 SHIFT Project Sponsorship – presented by Brooke Vorbeck

As part of Strategic Highway Investment Formula for Tomorrow (SHIFT) Kentucky Ahead transportation prioritization plan, the Evansville MPO must select six of their highest priority projects from Kentucky’s unfunded projects list to “sponsor”. The selected projects, along with those sponsored by KYTC District 2, will then be analyzed and given a data-driven score based on safety, congestion, economic growth, asset management and benefit/cost etc. Local and regional agencies will then have a chance to review the scores and apply “boost points” to any project that has merit above and beyond the identified performance measures.

The MPO has selected the projects listed below in coordination with local leaders from the City of Henderson and Henderson County. Approval allows the MPO to submit these projects to KYTC for sponsorship.

- Watson Lane/MP 0.309 to 0.850 and MP 1.2 to 1.395: 2-383.2
- KY 812/Turn lane by Sports Complex: CHAF-IP20230002
- KY 1539/Zion Larue Road-KY 351 to Kimsey Lane: CHAF-IP20080095
- KY 351/East of Adams Lane and Bishop: CHAF-IP20070066
- Van Wyk Road/I-69 to 5th Street: CHAF-IP20230028
- Tillman Bethel Road/US 60 to Melody Lane: CHAF-IP20230037

Nick Hall made a motion for approval and Doug Boom seconded the motion; motion carried.

c. 2023 Title VI Goals and Accomplishments Report – presented by Matt Schriefer

At the beginning of each year, the Evansville MPO develops a list of Title VI accomplishments from the prior year and Title VI goals for the upcoming year. These goals and accomplishments include completed and upcoming trainings and workshops, updates to Title VI documents and surveys, and the total number of Title VI complaints from the previous year.

The complete list forms the annual Title VI Goals and Accomplishments Report. The 2023 report will be added to the appendices of the Title VI Implementation Plan & Limited English Proficiency Plan.

This item was informational and did not require a committee action.

d. 2023 Transit Targets (TAM & PTASP) – presented by Matt Schriefer

METS and HART have been required to develop annual Transit Asset Management (TAM) Targets since completion of the Group TAM Plan in September 2018. At the end of each year, the MPO gathers fleet data from METS and HART to calculate the end of the previous year Performance Metrics and set the end of the current year Targets. Although not required, the MPO also calculates Performance Metrics and sets Targets for the non-profit vehicles. With approval of these Targets, the MPO will include them in the TIP and MTP documents. The table includes TAM Performance Measure definitions, end of 2022 Performance Metrics, and end of 2023 TAM Targets.

Starting in 2021, METS and HART are also required to develop annual Safety Targets. These Targets are listed in the Public Transit Agency Safety Plans (PTASP) for both METS and HART. The MPO worked with METS and HART to collect safety data to calculate Performance Metrics and set Targets. With approval of these Targets, the MPO will include them in the TIP and MTP documents. The table includes Safety Performance Measure definitions, end of 2021 Performance Metrics, and end of 2023 Safety Targets.

		METS		HART		MPO	
		End 2022 Measures	End 2023 Targets	End 2022 Measures	End 2023 Targets	End 2022 Measures	End 2023 Targets
Transit Asset Management	Rolling Stock (buses) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	40%	20%	n/a	n/a	n/a	n/a
	Rolling Stock (cutaways) - % of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB)	68%	42%	25%	25%	17%	25%
	Equipment - % of equipment that has exceeded ULB or with a condition rating below 3.0 on FTA's (TERM) Scale	71%	93%	0%	67%	6%	10%
	Facilities - % of facilities with a condition rating below 3.0 on FTA's Transit Economic Requirement Model (TERM) Scale	0%	0%	0%	0%	n/a	n/a
		METS		HART			
		End 2021 Measures	End 2023 Targets	End 2021 Measures	End 2023 Targets		
Transit Safety	Fatalities - Total number of fatalities that occurred at a transit facility or involving a transit revenue vehicle	Fixed Route	0	0	0	0	
		Demand Response	0	0	0	0	
	Injuries - Any injury (other than a fatality) requiring immediate medical attention that occurred at a transit facility or involving a transit revenue vehicle	Fixed Route	1	0	0	0	
		Demand Response	0	0	0	0	
	Safety Events - Any fatality, injury or other safety event (property damage, collisions, evacuations), that occurred at a transit facility or involving a transit revenue vehicle.	Fixed Route	2	0	0	0	
		Demand Response	0	0	0	0	
	System Reliability (major failures) - Distance between major mechanical failures that limit actual vehicle movement, require a tow, or create safety issues (n/a if no major mechanical failures)	Fixed Route	54,275 miles	75,000 miles	136,563 miles	75,000 miles	
		Demand Response	19,311 miles	50,000 miles	n/a	50,000 miles	

Nate Hahn asked about the METS 2023 target for the equipment percent exceeding the useful life; if that means that 93% of equipment has exceeded its useful life. Matt Schriefer explained that equipment includes vehicles used by drivers and staff to get back and forth to the terminal and the useful life on these vans and cars is around four years. METS typically keeps those for longer than four years. There is one more vehicle that will be passed its useful life this year but won't be replaced yet. Based on a follow-up question from Nate, Matt explained that rolling stock buses and rolling stock cutaways are included in the rolling stock category and the vehicles METS use internally are considered in the equipment category.

Matthew Bullock made a motion for approval and David Broderhausen seconded the motion; motion carried.

6. OTHER BUSINESS

None.

7. PUBLIC COMMENTS

None.

8. UPCOMING DATES

- CY 2023 EMPO Technical Meetings:
 - May 11th; July 13th; September 14th; November 9th.

Meeting adjourned.

Updates on Funded LPA Projects: Indiana

Project Sponsor	Project	Description	Preliminary Engineering/ Design				Right-of-Way	Design	Construction		Most Current Status Information
			Consultant Selection & NTP	Preliminary Field Check	Public Hearing / Meeting Notice	Environmental Approval	Right of Way Acquisition	Final Tracings	Bid Letting/ Award	Construction	
City of Evansville	Walnut Street Ph 2: Weinbach Ave to Vann Ave	Road Diet with bike and pedestrian accommodations, green infrastructure, and a multiuse path.	5/1/18	8/16/18	3/12/19	3/11/20	10/26/21	10/26/21	4/6/22	On Going	The project was let for bid on Jan 12, 2022. None of the bids received were below the engineers estimate. Project was relet on April 6, 2022, and awarded to Blankenberger Brothers, Inc. for a low bid of \$13,819,100. Utility relocations underway. From Weinbach to Boeke, the roadway has been restored to the intermediate course. Construction of the multi-use path continues. Traffic is allowed in from Boeke and several north-south side sideroads have been opened to accommodate residential traffic. From Boeke to Vann, waterline extension work is ongoing.
	Walnut Street Ph 3: MLK Jr Blvd to US 41			11/3/21	8/26/21	9/1/21	11/17/22	11/14/22	2/10/23		
	2nd St / Parrett St/ Jefferson St	Construction of a roundabout at the intersection	8/17/14	5/1/15	Various meetings	2/15/17	On Going				Additional public meeting was held on Aug. 28, 2017.
Vanderburgh County	Oak Hill Rd from Eastwood Dr to Millersburg Rd	Road widening with bike and pedestrian accommodations	10/3/18	5/13/20	5/27/22	9/14/22	On Going				Design and utility coordination work is continuing. Center Point Energy submitted easement documents indicating that they have reimbursable utility relocations on this project. The easement locations are being evaluated. Pavement design has been approved. Right of way activities are continuing with 37 of 48 parcels secured. Permit applications have been submitted.
	Oak Hill Rd from Lynch Rd to St George Rd	Road widening with bike and pedestrian accommodations	4/1/21	12/9/21	On Going	On Going					Work on early design is underway. Comments on the Stage 1 plans were received from INDOT. A preliminary field check was held on December 9, 2021. Field work for wetland delineation and archaeology sampling is complete. Right of way engineering is underway. Consultant is working on Stage 2 plans and utility coordination. The environmental document is being drafted and is on track for submittal to INDOT for review in June 2023.
	Wimberg Rd Bridge over Locust Creek	Bridge replacement	On Going								PE contract awarded to Beam Longest and Neff.
Warrick County	Telephone Rd: Bell Rd to Fuquay Rd	Road widening with bike and pedestrian accommodations	12/19/19	4/15/21	2/1/22	4/21/22	On Going				PE contract awarded to Lochmueller Group. Preliminary plans are in development. Utility coordination underway. Pavement design completed 3/10/22. Right of way acquisition underway with 73 of 79 offers made.
	Epworth Rd: from SR 662 to south of SR 66	Road widening with bike and pedestrian accommodations	7/26/22	On Going							PE contract awarded to Lochmueller Group. Survey activities underway. A kick-off meeting was held on October 11, 2022. A corridor traffic study and a hydraulic study were both started in January.

Dates Non-italicized dates reflect the completion date for the activity, Italicized dates reflect anticipated completion dates for the activity, where appropriate.

Updates on Funded Projects: Kentucky

Project Sponsor	Project	Description	Preliminary Engineering/ Design				Right-of-Way	Design	Construction		Comments
			Professional Services Procurement	Preliminary Line and Grade Plans	Public Meeting / Meeting Notice	Environmental Approval	Right of Way Acquisition	Construction Procurement Package	Bid Letting/ Award	Construction	
City/County of Henderson	Green River Road from Bend Gate Rd to Osage Dr	Sidewalk extension with ADA improvements and markings	4/10/19	6/30/19	9/16/19	8/9/2019 & 6/1/2021	On Going				The Categorical Exclusion for Minor Projects was approved. The City and KYTC will work together on the RW phase. Title Work is complete and the documents have been submitted to KYTC. The right-of-way phase is underway. Twelve of the 15 parcels are secured.
	Wathen Lane from US 60 to the City Limits	Corridor upgrade with widened travel lanes, curb, gutter, and sidewalk	8/7/19	11/11/19	On Going	10/20/21	Complete	On Going			Palmer Engineering selected to do the project design. Utility coordination completed in December 2020. Final design is complete. Right of way and utility work is underway. NOPA (notice of proposed acquisition) letters have been sent out to affected parcel owners. Utility plans are complete. All parcels have been secured. The Consultant is working on final plans for letting. HMG is in process of relocating gas mains along the corridor.
KYTC	Watson Lane from Sunset Ln to Green River Rd	Improve safety and reduce congestion.	1/29/19	6/6/19	9/16/19	10/30/20	On Going				The Phase 1 plans are complete and an alternative has been selected. Federal authorization has been received for the second phase of design. Utility Coordination is underway. Joint inspection meeting held October 28th. Project split into 2 sections/phases with the intersection improvement phase a priority. Updated RW plans were submitted the end of April. Utilities are working on plans. Appraisal activities are under contract and 19 appraisals are expected to be completed in March.
	KY 2183 and KY 1539	Intersection project to improve safety.	n/a	On Hold							Design plan revisions, to minimize utility impacts and costs, are being discussed. The City and County are reviewing the project purpose, need, benefits and costs to identify a preferred alternative. The County is reviewing low volume roundabout design options for potential impacts to the utilities at the intersection, particularly impacts to the gas line.

Dates Non-italicized dates reflect the completion date for the activity, Italicized dates reflect anticipated completion dates for the activity, where appropriate.

Updates on Funded INDOT Projects in MPO area

May-23

Des	Contract	Project Manager	Project	Description	Preliminary Engineering/ Design				Right-of-Way	Design	Construction		Most Current Status Information
					Consultant Selection & NTP	Preliminary Field Check	Public Hearing / Meeting Notice	Environmental Approval	Right of Way Acquisition	Final Tracings	Bid Letting/ Award	Construction	
2000514	B-43148	Malone, Brian	US 41 Bridge Over Pigeon Creek, SB	Bridge Replacement with Pavement from Diamond Avenue to 3700 feet north	Complete	Complete	Complete	1/27/21	N/A	Complete	4/10/21	On going	Paving is done. Waiting for final items.
2001766			US 41 From 0.02 mi S of SR 66 N Jct. (Diamond Ave.) to 0.74 mi N of SR 66, N Jct. (Diamond Ave.)	Pavement Replacement									
2000386	B-42643	Thomas, Michael	I 69 over Base Line Road/CR 600N, 3.30mi S I-64	Bridge Maintenance And Repair	Complete	Complete		Complete		Complete	8/10/22	On going	Pre-Con was held on 10/13/2022, and the Final acceptance was sent out on 12/07/2022.
2000639	B-42718	Risse, Dakota	SR 66 over Locust Creek, 2.86 mi W US 41	Bridge Thin Deck Overlay	Complete	Complete			N/A	Complete	10/13/22		Contract Awarded to Ram Construction for \$747,166.87
2000640			SR 66 over Grove Avenue, 2.73mi W US 41	Bridge Thin Deck Overlay									
2000641			SR 66 over CSX RR, 2.68mi W US 41	Bridge Thin Deck Overlay									
2000642			SR 66 over Pigeon Creek, Bike Path, 1.46mi W US 41	Bridge Thin Deck Overlay									
1800142	R-40567	Bullock, Matthew	SR 65 Over I-64 EB/WB Lanes, 02.61 mi S SR-68	Bridge Replacement	Complete	Complete		Complete	N/A	Complete	12/7/22	On going	Documents posted for 9/14/22 Letting. Project was not awardable on the 9/14/22 Letting so it is being Re-Let on the 12/7/22 Letting. Contract was awarded to Blankenberger Brothers for \$12,923,950. Bridge will be worked on fall and winter of 2023-24.
2000894	R-41160	Sprinkle, Emily	SR 68 From E. Jct SR 161 to US 231	HMA Overlay, Preventive Maintenance	Complete	Complete				Complete	12/7/22		Contract Awarded to J H Rudolph for \$2,169,903.93
1900782	B-44156	Bullock, Matthew	US 41 Over SR-66/Diamond Ave, 00.46 mi N SR-62	Bridge Deck Overlay	Complete	Complete				Complete	1/19/23		Project is posted on the January 19th Letting, have received several Contractor Questions. Awarded to E&B Paving for \$2,572,177.82. Maintenance of Traffic in place, work has begun on bridge.
1901940			US 41 From 1.27 miles N of SR66 to 0.44 miles S of SR57	Small Structures & Drains Construction									
2000638			US 41 over Pigeon Creek, .37mi N SR 66- JBNN	Bridge Deck Overlay									
1400195	R-39921	Malone, Brian	SR 66 At Epworth Road, 0.16 mile E I-69	Intersection improvement project	Complete	Complete	Complete	Complete	Complete	Complete	2/10/23		Temporary Signal work at Grimm Road starting Mid-May.
1902861	R-39421	McCormick, Katie	SR 66 At New Harmony Road (WB), W. Mill Road (EB), N Happe Road (EB & WB), and Detroy Road (EB & WB)	Auxiliary Lanes, Accel & Decel or Turn Lanes	Complete	Complete				Complete	2/10/23		Project is ready to be posted for the February 15th Letting. Awarded to J.H. Rudolph for \$4,001,027.82 - Pre-Construction meeting held 04/21/2023.
1700937	R-42753	Bullock, Matthew	SR 57 Over Schlensker Ditch, 4.44 mile N US-41	Bridge Deck Overlay	Complete	Complete			N/A	Complete	4/12/23		Received Stage 3 submittal, revised Pavement Design Patching and Joint work quantities. Working on Environmental Document and determining needed permits. Project moved to the April 12th 2023 Letting. Environmental CE-3 Submitted for review. Will post Public Notice near the end of January. Project will be advertised on the April Letting. Project was awarded to E&B Paving for the low bid of \$13,458,792.27
2000692			I 69 over UNT, 3+19 S JCT SR 57	Small Structure Pipe Lining									
2000715			I 69 over UNT, 0+98 S JCT I-64	Small Structure Pipe Lining									
2000717			I 69 over UNT, 0+74 S JCT I-64	Small Structure Pipe Lining									
2000863			SR 57 From US 41 to 1.32 mi N of US 41 (End of Concrete)	Concrete Pavement Restoration (CPR)									
2000889			I 69 From 2.3 mi E of US 41 to I-64	Concrete Pavement Restoration (CPR)									
2001114			SR 57 From S. Jct. of I 69 (end of Asphalt) to S. Jct. of I69 (Fly Over Ramp over I69)	Concrete Pavement Restoration (CPR)									
1593068	B-39367	Bullock, Matthew	I 64 Over Plum Creek, 3.92 miles W of SR-61, EBL	Replace Superstructure	Complete	Complete		Complete	N/A	Complete	5/10/23		Received all permits, project is ready to be posted on the March 15th Letting. Project was not awardable on the March letting, will be relet May 10th, 2023
1593069			I 64 Over Plum Creek, 3.92 miles W of SR-61, WBL	Replace Superstructure	Complete	Complete							
1902709	B-42876	Arnold, Troy	US 41 Pedestrian walk at US41 & Washington Ave	Pedestrian Bridge	5/13/20	5/12/21	6/6/22	Complete	Still in Process	Complete	5/10/23		Final Tracings submitted with RW and Utility exceptions.
2000186			US 41 0.87 mi S of SR62/66 (Washington Ave)	Intersection Improvement, Median U-Turn									
1900099	B-42187	Risse, Dakota	I 64 Over Abandoned N & S RR, EBL, 0.82 mi E SR-65	Bridge Deck Replacement	Complete	Complete					8/9/23		In design development
1900100			I 64 Over Abandoned N & S RR, WBL, 0.82 mi E SR-65	Bridge Deck Replacement									
1593066	B-39418	Risse, Dakota	SR 68 Over Simpson Branch, 2.33 miles E of SR-61	Bridge Replacement	Complete	Complete				Complete	9/13/23		Project moved to September 13th, 2023 letting.
1601066	R-41410	Bullock, Matthew	US 41 From N of SR 66/SR 62 (Lloyd Expwy) to 0.74 mi N of SR 66 (Diamond Ave)	Pavement replacement	Complete	Complete	Complete	Ongoing	N/A	9/5/23	9/13/23		Received Species list from City Arborist, R/W is working through Buying and Condemnation Process. Performing Subsurface investigation to finalize Utility Conflicts. Final Field Check to be scheduled for the end of May.
1800176	R-42748	Bullock, Matthew	SR 61 From 0.14 mi S of I-64 to 0.88 mi N of SR-68 (Lynnville)	HMA Overlay, Preventive Maintenance	Complete	Complete			On Going		9/13/23		Change Management in review. Project will be moving out of FY 23, new letting date not yet determined. Project is funded with R-42748 and moved to the 9/13/23 Letting.
2000736		Risse, Dakota	SR 61 Over Smith Fork, 2.15 mi N of SR 68	Bridge Deck Overlay	Complete	Complete	Complete					9/13/23	
2000860			SR 61 From 0.81 mi N of SR 68 (N Town Limits Lynnville) to SR 64	HMA Overlay, Preventive Maintenance									
1900115	B-42186	Risse, Dakota	SR 161 Over Coles Creek, 0.69 mi N SR-62	Replace Superstructure	Complete						10/12/23		In design development. Awaiting guidance on bats for one des. All else going well.
2000738			SR 61 Over Taylor Ditch, 2.55 mi N of SR 66	Bridge Deck Overlay									
2000739			SR 62 Over Otter Creek, 1.01 mi W of SR 161	Bridge Deck Overlay									
2000740			SR 62 Over Barren Fork, 2.28 mi W of SR 161	Bridge Deck Overlay									
2000741			SR 161 Over Little Red Creek, 0.13 mi S of SR 68	Bridge Deck Overlay									
2000768			SR 161 Over I-64 EB/WB 0.39 mi S of SR 68	Bridge Deck Overlay									
2000769			SR 161 Over I-64 EB/WB, 0.73 mi N of SR 68	Bridge Deck Overlay									
2101026			I 64 over UNT, 0.64 E JCT SR 161	Scour Protection (Erosion)									

Des	Contract	Project Manager	Project	Description	Preliminary Engineering/ Design				Right-of-Way	Design	Construction		Most Current Status Information		
					Consultant Selection & NTP	Preliminary Field Check	Public Hearing / Meeting Notice	Environmental Approval	Right of Way Acquisition	Final Tracings	Bid Letting/Award	Construction			
1701058	R-40551	Risse, Dakota	SR 62, various locations between SR 61 and the West Jct SR-161	Small structure replacements	7/31/18	8/15/19	N/A	All approvals done by 9/2/2020	On Going	1/24/22	10/12/23		Letting moved to 10/12/2023 due to Utility Coordination causing delay. Received work plans from Boonville Natural Gas, waiting on routers for each for signature. Will then begin processing.		
1700170			SR 161 10.46 miles N Jct SR-66	Small Structure Replacement											
1702071			SR 62 04.79 mile E SR-61	Small Structure Replacement											
1702072			SR 62 3.88 mile E, W Jct SR-161	Small Structure Replacement											
2000987	R-42736	McCormick, Katie	US 41 0.99 miles north to 3.33 miles North of SR 57/US 41 jct (9 Structures)	Small Structures & Drains Construction	Complete	Complete	Complete				10/12/23		Letting moved to 2/15/2024 - due to design/additional set backs on projects.		
2001053			I 69 I-69, 0.07 miles west to .42 miles west of US 41/I-69 jct (5 Structures)	Small Structures & Drains Construction											
1400005	R-37845	Bullock, Matthew	US 41 At Hillsdale Road, 2.04 miles N of SR 57	Intersection improvement project	9/2/15	2/26/20	7/21/20	9/10/20	On Going	8/21/20	11/15/23		Project Bundled, Awaiting Fees from Burgess & Niple to complete design of the structures. Working on Shared Use Agreement with CSX. Re-start field check scheduled for 3/7/23. Received Stage 3 on structure & revised U-turn length from Hillsdale		
1900273		Bullock, Matthew	US 41 1.80 mi N Jct SR-57-SB	Box Culvert Replacement					Complete	On Going				N/A	8/7/23
1900275			US 41 1.80 mi N Jct SR-57-NB	Box Culvert Replacement					Complete	On Going					
1900268	R-44898	Arnold, Troy	SR 66 At 1.79 mi E of US-41 (Vann Ave)	Intersection Improvement	3/9/22	8/1/22		On Going			11/15/23		Working on Stage 3. Obtaining SUE to identify utility conflict/relocations. Separated from R-42287.		
1900292			SR 66 At 1.20 mi W of I-69 (Burkhardt Rd)	Intersection Improvement				On Going							
1900317			SR 66 At 0.58 mi W of I-69 (Cross Pointe Blvd)	Intersection Improvement				On Going							
2000217			SR 66 At 2.25 mi E of US 41 (Stockwell Rd)	Intersection Improvement				On Going							
2200893	B-44549	McCormick, Katie	I 69 05.53 S I-64	Bridge Deck Overlay	Complete	12/14/22					1/18/24		Stage 2 files submitted for review.		
1500041	R-42287	Arnold, Troy	SR 62 Over CSX RR, 4.19 mile W of US 41	Bridge Replacement	Complete	3/9/22 & 3/30/22	8/1/22 & 4/1/23	On Going	11/1/23 & 7/1/24	7/24/23	2/15/24		Also working on environmental and utility coordination. RW Engineering complete and starting the acquisition process. Received Stage 2 plans & Estimates. Eastside projects Public Hearing held 3/7/23. Working on Stage 3 design. East side Intersection Improvement projects moved to Contract R-44898. Contract R-42287 moved to February 15/2024 Letting.		
1600060			SR 62 Over Tekopple Avenue, 4.09 miles W US-41	Bridge Replacement				On Going							
1602258			SR 62 Over Carpenter Creek, 4.43 miles W US-41	Bridge Replacement				On Going							
1702066			SR 62 Pedestrian Walk at SR-62 EB/WB	Bridge Replacement				On Going							
1900262			SR 62 At 6.62 mi W of US-41 (Schutte Rd)	Intersection Improvement				On Going							
1900263			SR 62 At 3.09 mi W of US-41 (St. Joseph Ave.)	Intersection Improvement				On Going							
1900264			SR 62 At 4.58 mi W of US-41 (Rosenberger Ave)	Intersection Improvement				On Going							
1900308			SR 62 From Rosenberger Rd (4.59 mi W of S Jct US-41) to 2.72 mi W of S Jct US-41 (Wabash Ave)	Road Reconstruction (3R/4R Standards)				On Going							
2000187			SR 62 2.72 mi W of US 41 (Wabash Ave)	Intersection Improvement				On Going							
2001917			SR 62 From Posey / Vand. Co. Line to Rosenberger Rd	Rubblize PCCP & HMA Overlay				On Going							
2100041	SR 62 At McDowell Road, 7.75 mi W of US41	Intersection Improvement	On Going												
2000485	B-42728	McCormick, Katie	SR 62 Over Caney Creek, 6.34 mi W of SR 261, EBL	Bridge Thin Deck Overlay	Complete						2/15/24		Preliminary Field Check scheduled for May 10, 2024		
2000486			SR 62 Over Caney Creek, 6.34 mi W of SR 261, WBL	Bridge Thin Deck Overlay											
2000487			SR 62 Over Stollberg Ditch, 5.35 mi W of SR 261, EBL	Bridge Thin Deck Overlay											
2000488			SR 62 Over Stollberg Ditch, 5.35 mi W of SR 261, WBL	Bridge Thin Deck Overlay											
2000129	R-42199	Sprinkle, Emily	SR 66 From 2.76 miles West of US 41 Jct	Slide Correction	Complete						2/15/24		In design development, moving to FY 25		
2200880	B-44547	Sturgeon, Clancy	I 64 03.04 E SR 65	Bridge Painting	On going						7/10/24		In design development		
2002134	B-43231	McCormick, Katie	I 69 NB over SR 66 EB/WB (LLOYD EXP), 01.55 S SR 62	Bridge Painting	On going						7/10/24		In design development		
2002135			I 69 SB over SR 66 EB/WB (LLOYD EXP), 01.55 S SR 62	Bridge Painting											
2002368			I 69 NB RAMP to SR 57 over I-69 NB/SB, 02.41 S I-64	Bridge Painting											
2001938	B-43232	Risse, Dakota	SR 261 over UNT, 3+70 N JCT SR 66	Small Structure Replacement with Bridge	On going						7/10/24		In design development		
2002063	B-43235	Bullock, Matthew	SR 68 over MILL CREEK, 00.26 E SR 61	Bridge Replacement	Complete	Complete	Complete				7/10/24		Received Waters Report, working on Permit Determination. Held Preliminary Field Check 1/11/23		
2001912	R-43248	Risse, Dakota	I 64 From 0.5 mi E of US 41 to 0.41 mi E of I-69	HMA Overlay, Preventive Maintenance	Complete		None	CE1 9/17/2019	N/A	8/4/25	9/11/24		In design development		
2201132	R-44695	Risse, Dakota	SR 68 From 1.2 mi E, US 41 to 4.0 mi W. of SR 61 intersection on SR 68 (RPs 23.2, 31.59 and 31.79)	Small Structures & Drains Construction							12/11/2024		Designer was picked in 2/2023.		
2002134	B-43231	McCormick, Katie	I 69 NB over SR 66 EB/WB (LLOYD EXP), 01.55 S SR 62	Bridge Painting	On going						2/12/25		In design development		
2002135			I 69 SB over SR 66 EB/WB (LLOYD EXP), 01.55 S SR 62												
2002368			I 69 NB RAMP to SR 57 over I-69 NB/SB, 02.41 S I-64												
2200910			I 69 01.55 N SR 66												
2200911			I 69 01.55 N SR 66	Bridge Painting											

Des	Contract	Project Manager	Project	Description	Preliminary Engineering/ Design				Right-of-Way	Design	Construction		Most Current Status Information
					Consultant Selection & NTP	Preliminary Field Check	Public Hearing / Meeting Notice	Environmental Approval	Right of Way Acquisition	Final Tracings	Bid Letting/Award	Construction	
1902739	B-44147	Thomas, Michael	SR 62 over HARPER DITCH, 01.78 E US 41	Substructure Repair And Rehabilitation							5/7/2025		This project was pushed out to letting 5/07/2025 due to permits. Permits are the only part left needed to get this project to letting.
2100633	B-43972	Risse, Dakota	SR 61 over CARTER-TRAYLOR DITCH, 00.08 E SR 261	Bridge Thin Deck Overlay							9/10/2025		In design development. Initial Field Check held October 26, 2022.
2100634			SR 61 over CYPRESS CREEK, 00.19 E SR 261	Bridge Thin Deck Overlay									
2100812	B-43986	Bullock, Matthew	SR 66 over UNT, 1.45mi E JCT SR 65	Small Structure Pipe Lining							10/8/2025		
1601011	R-39923	Bullock, Matthew	US 41 At Lynch Road, 1.0 mi N of SR-66	Intersection Improvement. Added left turn lane on SB US 41. No improvements on Lynch other than resurface.	Complete		None	CE1 9/17/2019	N/A	8/4/25	11/13/25		Project has been moved to FY 24 to help fund pavement replacement project on US 41 from Diamond Ave to the north end of the Project. This is going to happen with the US 41 Truss Bridge Project over Pigeon Creek. Project moving to Fiscal Year 2026 Letting. Project delayed to 11/13/2025 Letting.
2100260	R-43982	Bullock, Matthew	SR 57 From 1.32 N. US 41(End of Concrete) to S. Jct. of I 69 (end of Asphalt)	HMA Overlay, Preventive Maintenance							11/13/2025		
2100668	B-43969	Risse, Dakota	I 64 EBL over CR 100 W, 01.92 E SR 61	Bridge Deck Overlay							12/10/2025		In design development. Initial field check to be held on March 21, 2023.
2100669			I 64 WBL over CR 100 W, 01.92 E SR 61	Bridge Deck Overlay									
2100717			I 64 EBL over TRIB. OF COLES CREEK, 06.74 E SR 61	Bridge Deck Overlay									
2100718			I 64 WBL over TRIB. OF COLES CREEK, 06.74 E SR 61	Bridge Deck Overlay									
2100044	R-44013	Bullock, Matthew	SR 62 (Morgan Ave.) At Boeke Road, 1.01 mi E of US 41	Intersect. Improv. W/ Added Turn Lanes							3/11/2026		
2100051			SR 62 At Stockwell Road, 2.01 mi E of US 41	Intersect. Improv. W/ Added Turn Lanes									
2200688	B-44512	Risse, Dakota	SR 61 00.21 miles S of SR 68	Bridge Thin Deck Overlay							7/8/2026		
2200714			I 64 EB over Indiana Southern RR 03.00 miles W of SR 61	Bridge Thin Deck Overlay									
2200715			I 64 WB over Indiana Southern RR 03.00 miles W of SR 61	Bridge Thin Deck Overlay									
2200649	B-44508	Bullock, Matthew	US 41 NB over Pond Flat Ditch 02.01 miles S of I-64	Bridge Replacement							9/2/2026		
2200650			US 41 SB over Pond Flat Ditch 02.01 miles S of I-64	Bridge Replacement									
2200978	R-44501	Risse, Dakota	SR 61 From SR 66 to E Jct with SR 62	Concrete Pavement Restoration (CPR)							9/2/2026		
2200037	R-44499	Bullock, Matthew	US 41 0.66 miles S. of SR 57 at St. Petersburg Rd	Intersection Improvement							11/5/2026		
2200040			US 41 At SR 57 Intersection	Intersection Improvement							11/5/2026		
2200044			US 41 1.57 miles S of SR 57 At St. George Road	Intersection Improvement							11/5/2026		
2200518	R-44505	Sprinkle, Emily	I 64 From 3.32 miles E of SR 65 interchange to 1.69 miles W of SR 37 interchange	Small Structures & Drains Construction							11/5/2026		Scoping meeting was held on 3/6/2023.
2200972	R-44506	Sprinkle, Emily	I 64 From 0.82 miles E of SR 65 to 0.96 miles E of SR 65	Slide Correction							12/9/2026		Holding scoping meeting 5/8/2023.
2200684	B-44509	Bullock, Matthew	SR 57 01.08 miles S of I-69	Bridge Rehabilitation Or Repair							1/13/2027		
2200038	R-44500	Bullock, Matthew	SR 66 2.23 miles W of SR 65 at University Parkway Intersection	Intersection Improvement							2/10/2027		

Non-italicized dates reflect the completion date for the activity.
Italicized dates reflect anticipated completion dates for the activity, where appropriate.



March 21, 2023

Mr. Jay Mitchell, Supervisor
Technical Planning and Programming
Indiana Department of Transportation
100 N. Senate Avenue, Room N758-PL
Indianapolis, IN 46204

Mr. Thomas Witt, Metropolitan Planning Team
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622

Dear Mr. Mitchell and Mr. Witt:

The Evansville Metropolitan Planning Organization has modified the FY 2022-2026 Transportation Improvement Program (TIP) as per the attached spreadsheet. The modifications will be presented as an informational item at the May 11, 2023 Evansville MPO Policy Committee meeting.

Thank you for your assistance and should you have any questions or require additional information, please call me at (812) 436-7833.

Sincerely,

Seyed Shokouhzadeh
Executive Director

SS/PSD

cc: Karstin Carmany-George, IN – FHWA
Cecilia Godfrey, FTA – Region 5
Tony Maietta, US EPA Region V
Shawn Seals, IDEM
Jason Casteel, INDOT
Brandi Mischler, INDOT
Matthew Bullock, INDOT

Nick Vail, KY – FHWA
Todd Jeter, KY – FHWA
Deneatra Henderson, KYTC
Eric Perez, KYTC
Ron Rigney, KYTC
Mikael Pelfrey, KYTC

2022-2026 TIP Modification: March 2023

INDOT Use Only:

Requestor : Matt Bullock
Date : 3/20/2023
District : Vincennes

MPO Use Only:

Requestor : Evansville MPO
Date of MPO Action : 3/21/2023
Name of MPO Resolution, Minutes, or N/A : N/A
Air Quality Conformity (AQC) Date or N/A: 5/24/2022
District : Vincennes

Sponsor	Contract	Des#/ID#	Road	Description	County	Work Type	Funding Type	% Split	Action	Fiscal Year	Phase/Source	Current TIP Entry	New TIP Entry		
													Total	Federal	State/Local
													All amounts in thousands		
INDOT	R-42753	2000889	Various	Various locations in the Vincennes District	Vanderburgh	Concrete Pavement Restoration (CPR)	NHPP, STBG	80/20	Combine Contracts	2023	CN	\$11,527	\$11,867	\$9,494	\$2,373
	R-42787	2001114		Combine this Des#/Contract with R-42753 which includes moving the CN from 2024 to 2023.						2024	CN	\$340	\$0	\$0	\$0



April 19, 2023

Mr. Jay Mitchell, Supervisor
Technical Planning and Programming
Indiana Department of Transportation
100 N. Senate Avenue, Room N758-PL
Indianapolis, IN 46204

Mr. Thomas Witt, Metropolitan Planning Team
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
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Todd Jeter, KY – FHWA
Deneatra Henderson, KYTC
Eric Perez, KYTC
Ron Rigney, KYTC
Mikael Pelfrey, KYTC

2022-2026 TIP Modification: March 2023

INDOT Use Only:

Requestor : Matt Bullock
 Date : 4/17/2023
 District : Vincennes

MPO Use Only:

Requestor : Evansville MPO
 Date of MPO Action : 4/19/2023
 Name of MPO Resolution, Minutes, or N/A : N/A

Air Quality Conformity (AQC) Date or N/A: 5/24/2022
 District : Vincennes

Sponsor	Contract	Des#/ID#	Road	Description	County	Work Type	Funding Type	% Split	Action	Fiscal Year	Phase/Source	Current TIP Entry		New TIP Entry	
												Total	Federal	State/Local	Total
INDOT	B-43235	2002063	SR 68	Over Mill Creek, 0.26 mi E of SR 61	Warrick	Bridge Replacement	STBG	80/20	Move PE	2022	PE	\$181	\$0	\$0	\$0
										2023	PE	\$0	\$145	\$151	\$38
												All amounts in thousands			



To: Policy Board Members
Technical Committee Members

From: Seyed Shokouhzadeh, Executive Director

Subject: KYTC 4-Year Target Revisions - Recommendation

Date: May 4, 2023


The 2-year and 4-year performance measure targets for Pavement, Bridge and System Performance, along with other federally required targets, were originally approved by the EMPO Policy Board on November 10, 2022. KYTC has opted to revise the targets as shown:

	Kentucky - Previous		Kentucky - Revised	
	2-Year Target	4-Year Target	2-Year Target	4-Year Target
Interstate System - % of pavements in Good condition	n.a.	50%	55%	60%
Interstate System - % of pavements in Poor condition	n.a.	3%	4%	3%
Non-Interstate NHS System - % of pavements in Good condition	35%	35%	35%	40%
Non-Interstate NHS System - % of pavements in Poor condition	6%	6%	6%	5%
% of NHS Bridges, by deck area in Good condition	35%	35%	31%	27%
% of NHS Bridges, by deck area in Poor condition	3.7%	3.2%	3.7%	3.6%
Interstate System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	93%	93%	95%	93%
Non-Interstate NHS System - % of person-miles traveled that are reliable Level of travel time reliability (LOTTR)	n.a.	82.5%	91%	91%
Interstate System - Level of truck travel time reliability (TTTR)	1.25	1.25	1.3	1.35

At this time, the Evansville MPO is recommending the adoption and support of the KYTC revisions to the statewide targets as listed. The adoption and support of the targets are an action item for the May 11, 2023 Policy and Technical Committee meetings.

SS/PD

TO: Policy Committee Members
Technical Committee Members

FROM: Seyed Shokouhzadeh, Executive Director 

SUBJECT: Evansville – Henderson Adjusted Urbanized Area Boundary

DATE: May 4, 2023

For each decennial Census, the U.S. Census Bureau revisits the regulations for developing urban area boundaries. Changes in regulations for the 2020 Census led to modifications of urban areas across the country. Our region received a map of those changes in the fall of 2022.

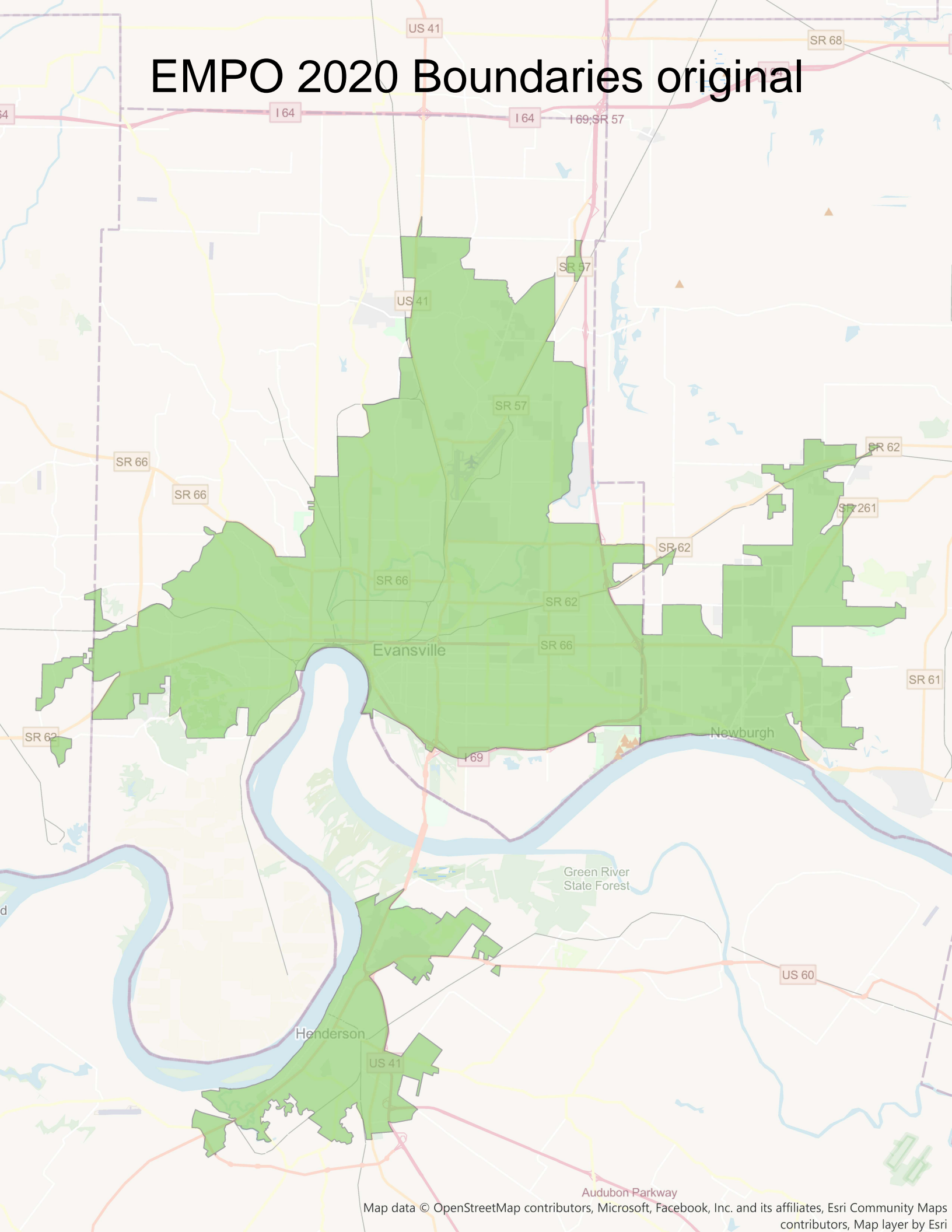
After receiving the map, the Evansville MPO conducted several meetings with local, State and Federal partners to discuss and review the 2020 Census Bureau designated urban boundaries and the appropriateness of the Census boundaries to the transportation planning process. The Census defined boundaries for 2020, developed for statistical purposes, separated the Evansville urban area and the Henderson urban area into two separate areas. This reflects a change from the single urbanized area that has been in place since the 1980s. Regulations provide an opportunity for local and State agencies to fix and/or adjust the Census defined areas as part of an adjustment process and submit an adjusted area to FHWA for consideration.

Based on the rules and guidelines presented by the Census and FHWA, using additional publicly available data from federal agencies, including FEMA and the U.S. Army Corp of Engineers, and utilizing current aerial photography and local knowledge we recommend that the adjusted urbanized area boundary submittal provides appropriate expansion and supports the continuation of a single Evansville – Henderson Urbanized Area for planning and funding allocation.

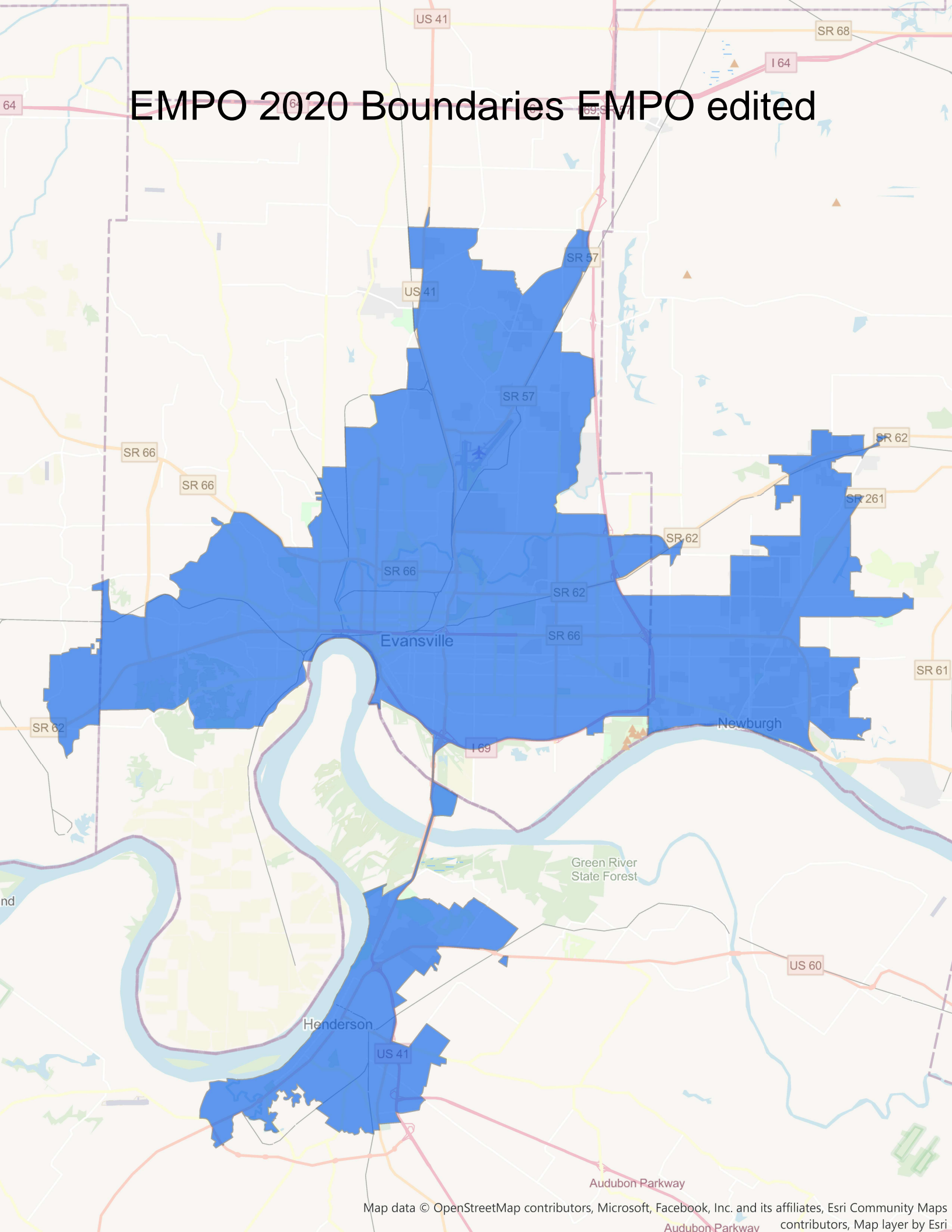
SS/MS

Attachment

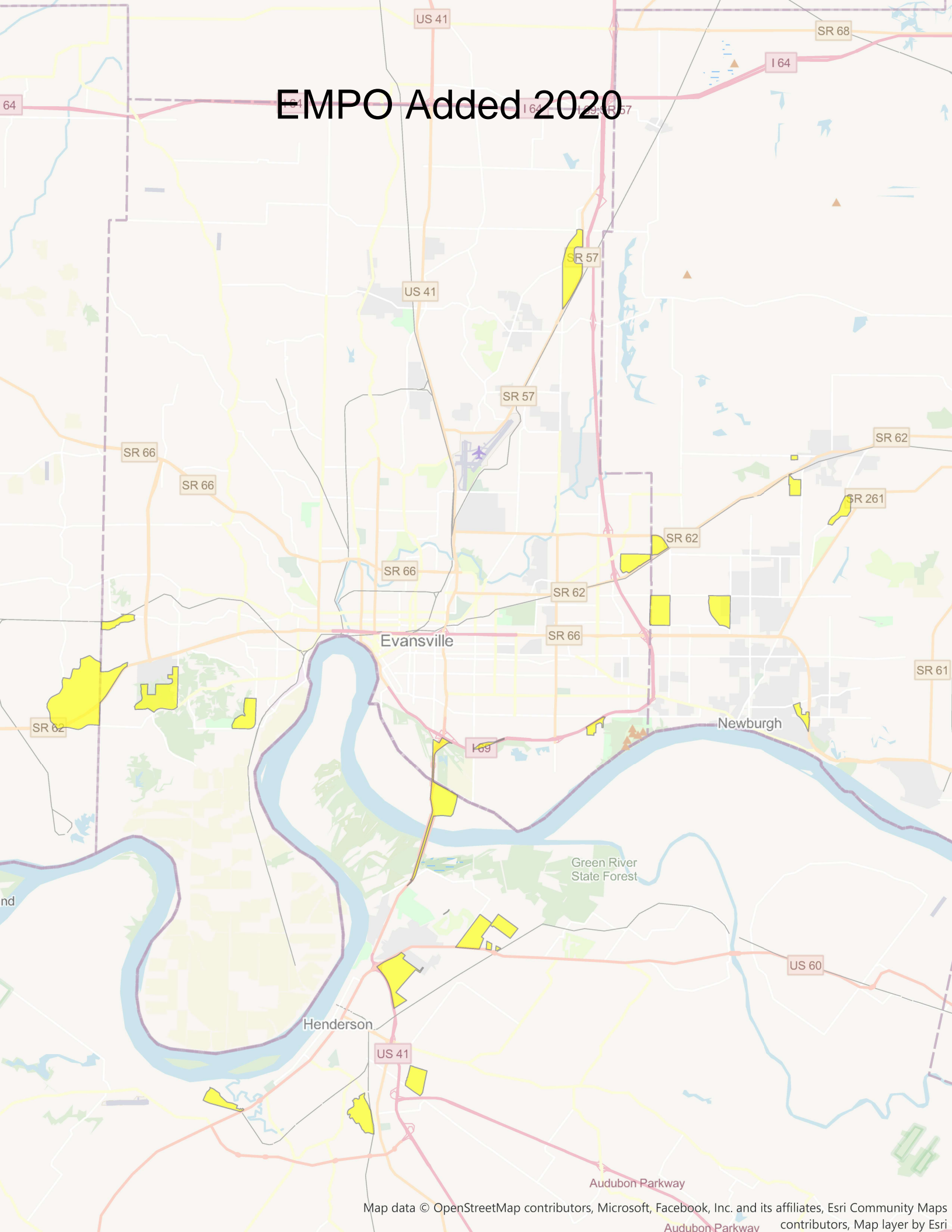
EMPO 2020 Boundaries original



EMPO 2020 Boundaries EMPO edited




EMPO Added 2020





Seyed Shokouhzadeh
Executive Director

TO: Policy/Technical Committee Members

FROM: Seyed Shokouhzadeh, EMPO Executive Director 

SUBJECT: Vanderburgh County Safety Action Plan and Warrick County Safety Action Plan

DATE: May 4, 2023

The Evansville Metropolitan Planning Organization (MPO) is committed to prioritizing safety in order to reduce the risk of death and serious injury that result from incidents on transportation systems in the region. These plans identify locations on the local road network that have experienced high crash rates and crashes involving fatalities and incapacitating injuries and outlines strategies to help achieve FHWA’s Zero Deaths Vision. Implementation of the plan will improve transportation safety for the users of the Evansville MPO regional network. The data was analyzed at a countywide level using the 2016-2020 Indiana Crash Database Automated Reporting Information Exchange System (ARIES) Crash Data. Stakeholder outreach included surveys and meetings in each county. Stakeholders included representatives from various city/county government agencies, law enforcement agencies, fire departments, and emergency management agencies. State roads and intersections with state roads were not evaluated as part of this plan. Any comments that were received during the process on state roads were forwarded to INDOT and INDOT was also present during the Stakeholder meetings.

The Vision of the plan is to establish a safety focused culture that promotes and implements Toward Zero Death strategies.

The goals of the plan include:

- Encourage Implementing proven safety solutions systemically to reduce fatal and severe crashes.
- Improve the safety and security of the transportation system for all users.
- Support the INDOT state performance targets and their goal towards reducing fatalities from 862 in 2020 to 550 in 2042.

The Vanderburgh County Safety Action Plan and Warrick County Safety Action Plan are an action item for the May 11, 2023 meeting. The approval of these Safety Action Plans will allow the local government agencies to apply for a Safe Streets for All (SS4A) Demonstration or Implementation Grant.

SS/BV



Draft

VANDERBURGH COUNTY SAFETY ACTION PLAN

(currently includes Recommendations and Appendices)

Evansville MPO



Henderson • Vanderburgh • Warrick

Recommendations

The evaluation of data and the stakeholder engagement process identified four focus areas.

1. Safe Roads for All Users
2. Infrastructure
3. Additional Data Gathering/General Strategies
4. Education/Enforcement

Objectives	Partners
Safe Roads for All Users	
<ul style="list-style-type: none"> • Prioritize projects that reduce serious injuries and fatalities to ensure safe and secure transportation networks for all users. • Maintain and monitor transportation infrastructure conditions to preserve regional transportation networks. • Maintain a state of good repair for transit and paratransit vehicles and facilities to ensure a safe and secure transit system. 	MPO, LPAs, Transit Agencies
Infrastructure	
<ul style="list-style-type: none"> • Complete safety audits to identify safety issues and opportunities for safety improvements on both a site specific and system level. • Complete additional planning documents at an intersection/segment specific or corridor level. • Prioritize and Implement projects that will improve safety at intersections and segments identified in this plan in Appendix A and B using proven safety countermeasures including, but not limited to, those found in Appendix G. • Evaluate and implement speed management techniques in roadway design and traffic control. 	LPAs
Additional Data Gathering/General Strategies	
<ul style="list-style-type: none"> • Evaluate implemented safety projects before and after to determine their effectiveness. • Analyze safety data at least every two years to identify high severity crash areas. • Improve responder and motorist safety through traffic incident management trainings and technology deployment. • Evaluate the current programs and technology being utilized by each agency and make improvements as necessary. • Hold stakeholder meetings at least every 2 years to discuss potential safety issues/strategies. • Review existing data gaps and prioritize improvements and implement strategies and/or technology to fill the gaps. 	MPO, LPAs, Transit Agencies, Law Enforcement Agencies, INDOT
Education/Enforcement	
<ul style="list-style-type: none"> • Expand enforcement of traffic laws including but not limited to speeding, running red lights, distracted driving, and driving under the influence. 	Law Enforcement
<ul style="list-style-type: none"> • Expand current education and awareness efforts for bicyclist and pedestrian education, safety, and awareness. • Expand current education and awareness efforts for school zone awareness and construction zone awareness. • Expand current education and awareness efforts on the dangers of distracted driving, driving under the influence, and aggressive driving. • Expand current education and awareness efforts on how to navigate roundabouts or other newly designed intersections/ road layouts. 	MPO, LPAs, Law Enforcement

A

**OVERALL DATA
(2016-2020 ARIES DATA)**

Location	Road Type	Crashes	Fatality	Incapacitating Injuries	Injuries	Bike	Pedestrian	Deer	Crash Rate	Jurisdiction	Top Crash Type	Top Crash Type - Number of Crashes	Second Highest Crash Type	Second Highest Crash Type - Number of Crashes	Right of Way Control
1st Avenue- Allens Lane to Colonial Avenue	Segment	170	0	7	44	0	4	2	12.811	Evansville	Rear End	90	Right Angle	36	Not Applicable
1st Avenue- Colonial Avenue to Buena Vista Road	Segment	45	0	1	13	0	3	1	16.112	Evansville	Rear End	20	Right Angle	11	Not Applicable
1st Avenue- Columbia Street to Morgan Avenue	Segment	75	1	3	26	2	1	0	5.748	Evansville	Rear End	27	Right Angle	21	Not Applicable
2nd Street/Fulton Avenue	Intersection-Arterial/Arterial	63	0	5	17	5	1	0	1.244	Evansville	Right Angle	15	Rear End	14	Signal
Allens Lane/First Avenue	Intersection-Arterial/Collector	63	0	0	12	0	1	0	1.587	Evansville	Rear End	39	Right Angle	11	Signal
Allens Lane/Kratzville Road	Intersection-Collector/Collector	25	0	0	7	0	0	0	1.012	Evansville	Rear End	12	Right Angle	10	Signal
Baker Avenue- Division Street to Morgan Avenue	Segment	56	0	5	22	0	2	0	21.748	Evansville	Right Angle	31	Same Direction Sideswipe	6	Not Applicable
Baseline Road- Old State Road to SR 57	Segment	23	0	0	4	0	0	11	1.338	Vanderburgh	Collision with Deer	10	Ran off Road	8	Not Applicable
Baseline Road/ Old Princeton Road	Intersection-Collector/Collector	21	0	4	7	0	0	0	2.936	Vanderburgh	Right Angle	18	Ran off Road	2	Stop Sign
Baseline Road/Husky Road	Intersection-Collector/Local	14	0	3	6	0	0	0	0.963	Vanderburgh	Right Angle	8	Left Turn & Left/Right Turn	2	Stop Sign
Bayard Park Drive- Hebron Avenue to Green River Road	Segment	22	0	0	4	0	1	0	96.07	Evansville	Rear End	9	Right Angle	9	Not Applicable
Bellemeade Avenue- St. Mary's Drive to Hebron Avenue	Segment	64	0	6	16	0	0	0	13.406	Evansville	Right Angle	36	Rear End	7	Not Applicable
Bellemeade Avenue/Governor Street	Intersection-Arterial/Collector	32	0	6	18	0	0	0	4.254	Evansville	Right Angle	22	Rear End	4	Signal
Bellemeade Avenue/Green River Road	Intersection-Arterial/Collector	76	0	5	22	0	2	0	1.375	Evansville	Rear End	29	Right Angle	22	Signal
Bellemeade Avenue/Hebron Avenue	Intersection-Collector/Local	38	0	4	8	0	0	0	2.937	Evansville	Right Angle	26	Left Turn	4	Stop Sign
Bellemeade Avenue/Vann Avenue	Intersection-Collector/Collector	50	0	4	22	0	0	0	1.863	Evansville	Right Angle	27	Rear End	10	Signal
Boonville New Harmony Road- Browning Road to Petersburg Road	Segment	28	0	4	9	0	0	5	1.497	Vanderburgh	Ran off Road	16	Collision with Deer	5	Not Applicable
Boonville New Harmony Road- Cynthiana Road to St. Joseph Avenue	Segment	28	0	2	8	0	0	5	2.241	Darmstadt/ Vanderburgh	Ran off Road	18	Collision with Deer	4	Not Applicable
Boonville New Harmony Road- Darmstadt Road to East of Martin Road near CSX RR Crossing	Segment	24	0	1	8	0	0	1	2.534	Darmstadt	Ran off Road	9	Rear End	5	Not Applicable
Boonville New Harmony Road- Old State Road to Browning Road	Segment	27	0	1	8	0	0	6	1.745	Vanderburgh	Ran off Road	12	Collision with Deer	5	Not Applicable
Boonville New Harmony Road/Green River Road	Intersection-Arterial/Arterial	31	0	0	9	0	0	0	1.091	Vanderburgh	Right Angle	18	Rear End	7	Signal
Boonville New Harmony Road/St Joseph Avenue	Intersection-Arterial/Arterial	17	0	3	6	0	0	0	1.498	Darmstadt	Right Angle	15	Backing Crash	2	All way Stop
Broadway Avenue- Nurrenbern Road to Middle Mount Vernon Road	Segment	21	0	0	4	0	0	6	1.448	Evansville/ Vanderburgh	Ran off Road	8	Collision with Deer	4	Not Applicable
Buena Vista Road/First Avenue	Intersection-Arterial/Collector	85	0	10	24	1	0	0	1.944	Evansville	Rear End	41	Right Angle	26	Signal
Buena Vista Road/Kratzville Road	Intersection-Collector/Collector	21	0	0	1	0	0	0	0.76	Evansville	Rear End	6	Right Angle	6	Stop Sign
Buena Vista Road/Stringtown Road	Intersection-Collector/Collector	40	0	1	3	0	0	0	1.257	Evansville	Rear End	15	Left Turn	9	Signal
Cass Avenue/Lodge Avenue	Intersection-Local/Local	8	0	0	3	0	0	0	1.622	Evansville	Same Direction Sideswipe	4	Multiple types had 1	0	Stop Sign
Cherry Street/1st Street	Intersection-Local/Local	8	0	0	1	0	0	0	1.422	Evansville	Right Angle	6	Same Direction Sideswipe & Rear End	1	Stop Sign
Colonial Avenue- 1st Avenue to Tremont Road	Segment	35	0	1	10	0	3	0	99.15	Evansville	Rear End	15	Right Angle	8	Not Applicable
Colonial Avenue/First Avenue	Intersection-Arterial/Local	46	0	2	15	0	3	1	1.293	Evansville	Rear End	21	Right Angle	9	Signal
Colorado Avenue/First Avenue	Intersection-Arterial/Local	58	0	1	7	1	0	0	1.202	Evansville	Rear End	32	Right Angle	12	Signal
Columbia Street/Burkhardt Road	Intersection-Arterial/Local	39	0	2	10	0	0	0	0.654	Evansville	Rear End	26	Right Angle	7	Signal
Constellation Drive- Green River Road to the Dead End	Segment	13	0	0	1	0	0	0	128.713	Evansville	Left Turn	3	Rear End & Right Angle	3	Not Applicable
Corbierre Avenue/Ingle Avenue	Intersection-Local/Local	9	0	1	1	0	1	0	1.215	Evansville	Right Angle	5	Same Direction Sideswipe	2	Stop Sign
Covert Avenue/Green River Road	Intersection-Arterial/Arterial	85	0	2	15	0	1	0	1.795	Evansville	Right Angle	26	Rear End	20	Signal
Covert Avenue/Kentucky Avenue	Intersection-Collector/Collector	17	0	4	9	0	1	0	1.538	Evansville	Right Angle	12	Left Turn & Ran off Road	2	Signal
Covert Avenue/Vann Avenue	Intersection-Arterial/Collector	65	0	4	22	0	1	0	2.133	Evansville	Right Angle	24	Rear End	15	Signal
Covert Avenue/Weinbach Avenue	Intersection-Arterial/Arterial	59	0	6	22	1	3	0	2.173	Evansville	Rear End	16	Right Angle	15	Signal
Cox Avenue/Rosenburger Avenue	Intersection-Local/Local	10	0	0	2	0	0	0	0.956	Evansville	Right Angle	6	Same Direction Sideswipe	2	Stop Sign
Darmstadt Road- Apple Lane to Mohr Road	Segment	52	1	5	8	0	0	5	4.965	Vanderburgh	Ran off Road	24	Rear End	6	Not Applicable
Darmstadt Road- Bartles Road to Bradley Drive	Segment	13	0	1	1	0	0	8	2.469	Vanderburgh	Collision with Deer	6	Ran off Road	4	Not Applicable
Darmstadt Road- Boonville New Harmony Road to Old Princeton Road	Segment	7	1	2	4	0	0	1	1.486	Darmstadt/ Vanderburgh	Ran off Road	3	Multiple types had 1	0	Not Applicable
Darmstadt Road- south of Schenk Road to Boonville New Harmony Road	Segment	41	0	2	8	0	0	11	1.891	Darmstadt/ Vanderburgh	Ran off Road	20	Collision with Deer & Rear End	5	Not Applicable
Delaware Street- 12th Avenue to Wabash Avenue	Segment	55	0	3	15	2	0	0	18.092	Evansville	Right Angle	32	Same Direction Sideswipe	6	Not Applicable
Delaware Street/St. Joseph Avenue	Intersection-Arterial/Arterial	41	0	4	10	0	3	0	0.854	Evansville	Right Angle	22	Rear End	8	Signal
Division Street/First Avenue	Intersection-Arterial/Arterial	115	0	6	26	2	0	0	3.611	Evansville	Right Angle	62	Rear End	35	Signal
Division Street/Mary Street	Intersection-Collector/Local	32	0	4	10	1	0	0	1.103	Evansville	Right Angle	21	Rear End	5	Signal
Division Street/Stockwell Road	Intersection-Collector/Local	39	0	0	4	0	0	0	1.481	Evansville	Rear End	26	Ran off Road & Same Direction Sideswipe	6	Stop Sign
Division Street/Weinbach Avenue	Intersection-Arterial/Local	54	0	2	15	1	0	0	1.46	Evansville	Right Angle	19	Rear End	13	Signal
Fairway Drive/First Avenue	Intersection-Arterial/Local	48	0	1	9	0	0	0	1.228	Evansville	Rear End	22	Right Angle	13	Stop Sign
Florida Street- 7th Avenue to Fulton Avenue	Segment	14	0	0	6	0	3	0	32.941	Evansville	Right Angle	5	Same Direction Sideswipe	3	Not Applicable
Florida Street/Fulton Avenue	Intersection-Arterial/Local	14	0	1	7	1	3	0	0.625	Evansville	Right Angle	7	Same Direction Sideswipe	3	Stop Sign
Franklin Street- Edgar Street to west of Harriet Street	Segment	12	0	0	5	1	2	0	19.386	Evansville	Right Angle	6	Rear End	3	Not Applicable
Franklin Street/Mary Street	Intersection-Collector/Local	12	0	0	5	1	2	0	0.939	Evansville	Right Angle	6	Rear End	3	Signal
Franklin Street/St. Joseph Avenue	Intersection-Arterial/Arterial	81	0	4	14	1	2	1	1.498	Evansville	Right Angle	32	Rear End	20	Signal
Fulton Avenue- Florida Street to Shanklin Street	Segment	36	0	4	14	3	3	0	7.561	Evansville	Right Angle	14	Rear End	8	Not Applicable
Fulton Avenue- Maryland Street to Florida Street	Segment	27	0	0	10	1	3	0	4.586	Evansville	Right Angle	11	Same Direction Sideswipe	5	Not Applicable
Garvin Street- Sycamore Street to the Lloyd Expressway	Segment	115	0	13	39	0	0	0	165.706	Evansville	Right Angle	103	Rear End & Same Direction Sideswipe	4	Not Applicable
Governor Street- John Street to Lloyd Expressway	Segment	32	0	4	4	0	0	0	121.212	Evansville	Right Angle	14	Same Direction Sideswipe	12	Not Applicable
Governor Street- Sycamore Street to John Street	Segment	50	0	6	12	0	0	0	107.759	Evansville	Right Angle	29	Same Direction Sideswipe	12	Not Applicable
Green River Road- Constellation Drive to Davis Lant Drive	Segment	103	0	2	23	0	0	0	4.09	Evansville	Rear End	41	Right Angle	29	Not Applicable
Green River Road- Lynch Road to north of Hirsch Road	Segment	43	0	4	16	0	0	3	2.05	Evansville/ Vanderburgh	Rear End	16	Right Angle	10	Not Applicable
Green River Road- Pollack Avenue to Covert Avenue	Segment	34	1	4	9	0	0	0	2.527	Evansville	Rear End	10	Same Direction Sideswipe	7	Not Applicable

Location	Road Type	Crashes	Fatality	Incapacitating Injuries	Injuries	Bike	Pedestrian	Deer	Crash Rate	Jurisdiction	Top Crash Type	Top Crash Type - Number of Crashes	Second Highest Crash Type	Second Highest Crash Type - Number of Crashes	Right of Way Control
Hebron Avenue- Bellemeade to Lincoln Avenue	Segment	48	0	4	10	0	0	0	113.208	Evansville	Right Angle	30	Left Turn	5	Not Applicable
Hess Avenue- Franklin Street to Michigan Street	Segment	6	0	0	1	0	0	0	214.286	Evansville	Rear End	2	Same Direction Sideswipe	2	Not Applicable
Hogue Road/Tekoppel Avenue	Intersection-Collector/Collector	17	0	1	2	0	0	0	0.698	Evansville	Rear End	12	Right Angle	2	Stop Sign
Illinois Street/12th Street	Intersection-Local/Local	8	0	1	2	0	0	0	1.768	Evansville	Right Angle	5	Multiple types had 1	0	Stop Sign
Illinois Street/Wabash Avenue of Flags	Intersection-Local/Local	11	0	0	2	0	0	0	1.062	Evansville	Right Angle	7	Multiple types had 1	0	Stop Sign
Indiana Street/Cross Pointe Boulevard	Intersection-Collector/Local	39	0	2	6	0	0	1	1.003	Evansville	Right Angle	16	Same Direction Sideswipe	9	Stop Sign
John Street- Governor Street to the Lloyd Expressway On ramp	Segment	133	0	15	39	0	0	0	97.009	Evansville	Right Angle	112	Same Direction Sideswipe	10	Not Applicable
John Street/1st Avenue/4th Street	Intersection-Arterial/Arterial	102	0	7	27	2	0	0	4.917	Evansville	Right Angle	60	Rear End	25	Signal
John Street/1st Avenue/3rd Street	Intersection-Arterial/Arterial	94	0	6	26	2	0	0	3.325	Evansville	Right Angle	61	Rear End	17	Signal
John Street/Garvin Street	Intersection-Arterial/Local	106	0	12	36	0	0	0	6.665	Evansville	Right Angle	98	Rear End	3	Stop Sign
John Street/Governor Street	Intersection-Arterial/Local	33	0	4	4	0	0	0	2.374	Evansville	Right Angle	14	Same Direction Sideswipe	12	Stop Sign
John Street/Vine Street/Main Street	Intersection-Collector/Local	27	0	2	8	0	0	0	1.071	Evansville	Right Angle	13	Rear End	8	Signal
Koessel Road- Upper Mount Vernon Road to New Harmony Road	Segment	9	0	1	2	0	0	6	5.65	Vanderburgh	Collision with Deer	6	Right Angle	3	Not Applicable
Lincoln Avenue/Cullen Avenue	Intersection-Collector/Local	28	0	1	7	0	0	0	0.982	Evansville	Rear End	15	Right Angle	7	Stop Sign
Lincoln Avenue/Green River Road	Intersection-Arterial/Arterial	114	0	6	23	1	0	0	1.634	Evansville	Rear End	63	Right Angle	24	Signal
Lincoln Avenue/Newburgh Road	Intersection-Collector/Collector	39	0	5	9	0	0	0	1.068	Evansville	Ran off Road	16	Rear End	15	Stop Sign
Lodge Avenue- I-69 to Washington Avenue	Segment	68	0	5	21	1	0	0	8.989	Evansville	Right Angle	29	Same Direction Sideswipe	11	Not Applicable
Louisiana Street- Main Street to Governor Street	Segment	20	0	2	6	1	2	0	28.129	Evansville	Right Angle	6	Rear End	5	Not Applicable
Lynch Road- Maxx Road to Oak Hill Road	Segment	55	2	3	15	0	0	2	2.209	Evansville	Rear End	36	Other Explain in Narrative, Ran off Road, & Same Direction Sideswipe	4	Not Applicable
Lynch Road/Burkhardt Road	Intersection-Arterial/Arterial	56	0	5	26	0	0	0	0.847	Evansville	Right Angle	20	Rear End	17	Signal
Lynch Road/Green River Road	Intersection-Arterial/Arterial	228	0	22	60	0	1	0	2.364	Evansville	Rear End	124	Left Turn	41	Signal
Lynch Road/Oak Hill Road	Intersection-Arterial/Collector	100	0	2	32	0	0	1	1.357	Evansville/ Vanderburgh	Rear End	40	Right Angle	29	Signal
Mary Street- Illinois Street to Virginia Street	Segment	19	0	1	6	1	2	0	8.752	Evansville	Right Angle	10	Rear End	3	Not Applicable
Maryland Street- Hess Avenue to St. Joseph Avenue	Segment	47	0	1	5	0	0	0	70.571	Evansville	Right Angle	17	Rear End	11	Not Applicable
Mohr Road/St. Joseph Avenue	Intersection-Arterial/Local	23	1	2	6	0	0	0	2.182	Vanderburgh	Right Angle	13	Left Turn, Opposite Direction Sideswipe, & Ran off Road	2	Stop Sign
Morgan Avenue/Bartlett Avenue	Intersection-Local/Local	10	0	0	0	0	0	0	0.677	Evansville	Right Angle	5	Rear End	3	Stop Sign
Mulberry Street- 2nd Street to 3rd Street	Segment	25	0	0	5	0	0	0	91.912	Evansville	Right Angle	21	Same Direction Sideswipe	2	Not Applicable
Oak Grove Road/Green River Road	Intersection-Arterial/Collector	61	0	1	11	0	0	0	0.965	Evansville	Rear End	48	Same Direction Sideswipe	8	Stop Sign
Oak Hill Road- Lynch Road to Saint George Road	Segment	79	0	3	17	0	1	6	3.081	Evansville/ Vanderburgh	Rear End	45	Right Angle	11	Not Applicable
Old State Road- Arista Drive to Sunrise Drive	Segment	11	0	0	2	0	0	0	18.364	Vanderburgh	Rear End	8	Ran off Road	2	Not Applicable
Old State Road- south of Mt. Ashley Road (near CSX Transportation RR Crossing) to US 41	Segment	25	0	0	3	0	0	6	2.452	Darmstadt/ Vanderburgh	Ran off Road	7	Collision with Deer	6	Not Applicable
Old State Road- Strawberry Hill Road to CSX RR Crossing	Segment	45	0	3	8	0	0	9	2.975	Vanderburgh	Ran off Road	13	Right Angle	12	Not Applicable
Orchard Road- St. Joseph Avenue to Schenk Road	Segment	9	0	0	1	0	0	2	3.535	Darmstadt/ Vanderburgh	Ran off Road	5	Collision with Deer	2	Not Applicable
Orchard Road- west of Northridge Drive to St. Joseph Avenue	Segment	11	0	0	4	0	0	3	3.167	Darmstadt/ Vanderburgh	Ran off Road	5	Right Angle	3	Not Applicable
Oregon Street- Fulton Avenue to 4th Avenue	Segment	7	0	0	2	1	0	0	142.857	Evansville	Other Explain in Narrative	2	Rear End & Same Direction Sideswipe	2	Not Applicable
Pearl Drive/Red Bank Road	Intersection-Collector/Local	40	0	1	9	0	0	0	0.782	Evansville/ Vanderburgh	Rear End	19	Same Direction Sideswipe	7	Signal
Pfeiffer Road/Stringtown Road	Intersection-Collector/Local	30	0	3	9	0	0	2	1.228	Evansville	Rear End	8	Ran off Road	7	Stop Sign
Plantation Court- dead end to Weinbach Avenue	Segment	8	0	0	1	0	0	0	181.818	Evansville	Backing Crash	4	Multiple types had 1	0	Not Applicable
Riverside Drive- East of Lodge Avenue to US 41	Segment	37	0	6	12	1	1	0	7.898	Evansville	Rear End	24	Right Angle	6	Not Applicable
Riverside Drive- Governor Street to Grand Avenue	Segment	39	0	6	12	0	1	0	5.154	Evansville	Right Angle	13	Rear End	10	Not Applicable
Seven Hills Road/Barton Road/Volkman Road	Intersection-Local/Local	4	1	2	3	0	0	0	1.448	Vanderburgh	Right Angle	2	Ran off Road & Same Direction Sideswipe	1	Stop Sign
Spring Valley Road/Green River Road	Intersection-Arterial/Local	47	0	1	11	0	0	0	0.886	Evansville	Rear End	23	Right Angle	12	Signal
St Joseph Avenue- Meier Road to Orchard Road	Segment	59	1	3	17	0	0	9	2.101	Darmstadt/ Vanderburgh	Right Angle	20	Ran off Road	15	Not Applicable
St Joseph Avenue- Mesker Park Drive to Diamond Avenue	Segment	69	0	4	13	1	0	9	2.032	Evansville/ Vanderburgh	Rear End	36	Same Direction Sideswipe	10	Not Applicable
St Joseph Avenue- Mill Road to Meier Road	Segment	66	0	2	14	1	1	3	4.403	Vanderburgh	Ran off Road	26	Rear End	25	Not Applicable
St Joseph Avenue- Virginia Street to Delaware Street	Segment	14	0	0	1	0	3	0	4.058	Evansville	Right Angle	6	Rear End & Same Direction Sideswipe	3	Not Applicable
Sugar Creek Drive/Green River Road	Intersection-Arterial/Local	37	0	0	9	0	0	0	0.6	Evansville	Rear End	16	Left Turn & Right Angle	7	Signal
University Drive/Rosenburger Avenue	Intersection-Collector/Local	25	0	2	4	0	0	0	0.78	Evansville	Right Angle	9	Left Turn	4	Stop Sign
Virginia Street- Green River Road to Burkhardt Road	Segment	128	0	4	33	1	1	0	5.485	Evansville	Right Angle	48	Rear End	42	Not Applicable
Virginia Street/Barker Avenue	Intersection-Local/Local	10	0	0	1	1	0	0	1.26	Evansville	Right Angle	4	Same Direction Sideswipe	2	Stop Sign
Virginia Street/Burkhardt Road	Intersection-Arterial/Collector	143	0	3	20	0	0	0	1.821	Evansville	Rear End	73	Same Direction Sideswipe	20	Signal
Virginia Street/Fares Avenue	Intersection-Collector/Collector	22	0	0	3	0	0	0	1.145	Evansville	Right Angle	9	Same Direction Sideswipe	3	Stop Sign
Virginia Street/Green River Road	Intersection-Arterial/Collector	136	0	1	20	0	0	0	1.582	Evansville	Rear End	70	Same Direction Sideswipe	22	Signal
Vogel Road- Oak Hill Road to Weinbach Road	Segment	15	0	0	3	0	0	0	500	Evansville	Right Angle	7	Left Turn	3	Not Applicable
Vogel Road/Green River Road	Intersection-Arterial/Collector	106	0	7	19	0	0	0	1.349	Evansville	Rear End	65	Right Angle	16	Signal
Vogel Road/Stockwell Road	Intersection-Collector/Collector	19	0	1	4	0	0	0	0.652	Evansville	Rear End	10	Right Angle	3	All way Stop
Walnut Street/Garvin Street	Intersection-Arterial/Arterial	30	0	5	12	1	2	0	1.995	Evansville	Right Angle	18	Same Direction Sideswipe	8	Signal
Washington Avenue- Garvin Street to Kentucky Avenue	Segment	25	0	3	10	2	1	0	2.628	Evansville	Rear End	8	Right Angle	8	Not Applicable

Location	Road Type	Crashes	Fatality	Incapacitating Injuries	Injuries	Bike	Pedestrian	Deer	Crash Rate	Jurisdiction	Top Crash Type	Top Crash Type - Number of Crashes	Second Highest Crash Type	Second Highest Crash Type - Number of Crashes	Right of Way Control
Washington Avenue- Kentucky Avenue to Lodge Avenue	Segment	62	1	10	21	1	2	0	6.487	Evansville	Right Angle	20	Same Direction Sideswipe	14	Not Applicable
Washington Avenue- Vann Avenue to Professional Boulevard	Segment	57	0	3	18	0	0	0	4.375	Evansville	Right Angle	22	Left Turn	11	Not Applicable
Washington Avenue/Boeke Road	Intersection-Arterial/Arterial	94	0	9	29	1	0	0	2.864	Evansville	Right Angle	39	Rear End	18	Signal
Washington Avenue/Burkhardt Road	Intersection-Collector/Collector	17	0	0	6	0	0	0	0.703	Evansville	Left Turn	6	Right Angle	6	Stop Sign
Washington Avenue/Green River Road	Intersection-Arterial/Arterial	84	0	5	28	0	0	0	1.469	Evansville	Rear End	43	Right Angle	19	Signal
Washington Avenue/Newburgh Road	Intersection-Collector/Collector	24	1	1	4	0	0	0	0.956	Evansville	Rear End	18	Other Explain in Narrative & Ran off Road	2	Stop Sign
Washington Avenue/Vann Avenue	Intersection-Arterial/Collector	89	0	3	26	0	1	0	2.43	Evansville	Right Angle	40	Left Turn & Rear End	17	Signal
Washington Avenue/Weinbach Avenue	Intersection-Arterial/Arterial	79	1	6	27	2	2	0	2.389	Evansville	Right Angle	22	Rear End	20	Signal
Waterford Boulevard/Tutor Lane	Intersection-Local/Local	16	0	0	4	0	0	0	2.541	Evansville	Right Angle	15	Left Turn	1	Stop Sign
Weinbach Avenue- Franklin Street to Vogel Road	Segment	71	0	5	20	1	0	0	6.911	Evansville	Right Angle	25	Rear End	16	Not Applicable
Williamsburg Drive/Burkhardt Road	Intersection-Arterial/Local	47	0	0	8	0	0	0	0.79	Evansville	Rear End	28	Same Direction Sideswipe	11	Signal
Wortman Road- Darmstadt Road to east of Jeffrey Court	Segment	5	1	1	1	0	0	1	2.738	Darmstadt	Head On	2	Ran off Road	2	Not Applicable

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**COUNTYWIDE DATA
(2016-2020 ARIES DATA)**

Highest Total Number of Crashes (2016-2020) - Arterial/Arterial Intersections

East to West Road	North to South Road	Crashes	Jurisdiction
Lynch Road	Green River Road	228	Evansville
Division Street	First Avenue	115	Evansville
Lincoln Avenue	Green River Road	114	Evansville
John Street	1st Avenue/4th Street	102	Evansville
Washington Avenue	Boeke Road	94	Evansville
John Street	1st Avenue/3rd Street	94	Evansville
Covert Avenue	Green River Road	85	Evansville
Washington Avenue	Green River Road	84	Evansville
Franklin Street	St. Joseph Avenue	81	Evansville
Washington Avenue	Weinbach Avenue	79	Evansville

Highest Total Number of Crashes (2016-2020) - Arterial/Collector Intersections

East to West Road	North to South Road	Crashes	Jurisdiction
Virginia Street	Burkhardt Road	143	Evansville
Virginia Street	Green River Road	136	Evansville
Vogel Road	Green River Road	106	Evansville
Lynch Road	Oak Hill Road	100	Evansville/Vanderburgh
Washington Avenue	Vann Avenue	89	Evansville
Buena Vista Road	First Avenue	85	Evansville
Bellemeade Avenue	Green River Road	76	Evansville
Covert Avenue	Vann Avenue	65	Evansville
Allens Lane	First Avenue	63	Evansville
Oak Grove Road	Green River Road	61	Evansville

Highest Total Number of Crashes (2016-2020) - Collector/Collector Intersections -

East to West Road	North to South Road	Crashes	Jurisdiction
Bellemeade Avenue	Vann Avenue	50	Evansville
Buena Vista Road	Stringtown Road	40	Evansville
Lincoln Avenue	Newburgh Road	39	Evansville
Allens Lane	Kratzville Road	25	Evansville
Washington Avenue	Newburgh Road	24	Evansville
Virginia Street	Fares Avenue	22	Evansville
Baseline Road	Old Princeton Road	21	Vanderburgh
Buena Vista Road	Kratzville Road	21	Evansville
Vogel Road	Stockwell Road	19	Evansville
Covert Avenue	Kentucky Avenue	17	Evansville
Hogue Road	Tekoppel Avenue	17	Evansville
Washington Avenue	Burkhardt Road	17	Evansville

Highest Total Number of Crashes (2016-2020) - Arterial/Local Intersections

East to West Road	North to South Road	Crashes	Jurisdiction
John Street	Garvin Street	106	Evansville
Colorado Avenue	First Avenue	58	Evansville
Division Street	Weinbach Avenue	54	Evansville
Fairway Drive	First Avenue	48	Evansville
Spring Valley Road	Green River Road	47	Evansville
Williamsburg Drive	Burkhardt Road	47	Evansville
Colonial Avenue	First Avenue	46	Evansville
Columbia Street	Burkhardt Road	39	Evansville
Sugar Creek Drive	Green River Road	37	Evansville
John Street	Governor Street	33	Evansville

Highest Total Number of Crashes (2016-2020) - Collector/Local Intersections

East to West Road	North to South Road	Crashes	Jurisdiction
Pearl Drive	Red Bank Road	40	Evansville/Vanderburgh
Division Street	Stockwell Road	39	Evansville
Indiana Street	Cross Pointe Boulevard	39	Evansville
Bellemeade Avenue	Hebron Avenue	38	Evansville
Division Street	Mary Street	32	Evansville
Pfeiffer Road	Stringtown Road	30	Evansville
Lincoln Avenue	Cullen Avenue	28	Evansville
John Street/Vine Street	Main Street	27	Evansville
University Drive	Rosenburger Avenue	25	Evansville
Baseline Road	Husky Road	14	Vanderburgh

Highest Total Number of Crashes (2016-2020) - Local/Local Intersections

East to West Road	North to South Road	Crashes	Jurisdiction
Waterford Boulevard	Tutor Lane	16	Evansville
Illinois Street	Wabash Avenue of Flags	11	Evansville
Cox Avenue	Rosenburger Avenue	10	Evansville
Morgan Avenue	Bartlett Avenue	10	Evansville
Virginia Street	Barker Avenue	10	Evansville
Corbierre Avenue	Ingle Avenue	9	Evansville
Cass Avenue	Lodge Avenue	8	Evansville
Cherry Street	1st Street	8	Evansville
Illinois Street	12th Street	8	Evansville
Seven Hills Road	Barton Road/Volkman Road	4	Vanderburgh

Intersection Top Crash Rate

East to West Road	North to South Road	Crash Rate	Jurisdiction	Top Crash Type	#	Second Highest Crash Type	#
John Street	Garvin Street	6.665	Evansville	Right Angle	98	Rear End	3
John Street	1st Avenue/4th Street	4.917	Evansville	Right Angle	60	Rear End	25
Bellemeade Avenue	Governor Street	4.254	Evansville	Right Angle	22	Rear End	4
Division Street	First Avenue	3.611	Evansville	Right Angle	62	Rear End	35
John Street	1st Avenue/3rd Street	3.325	Evansville	Right Angle	61	Rear End	17
Bellemeade Avenue	Hebron Avenue	2.937	Evansville	Right Angle	26	Left Turn	4
Baseline Road	Old Princeton Road	2.936	Vanderburgh	Right Angle	18	Ran off Road	2
Washington Avenue	Boeke Road	2.864	Evansville	Right Angle	39	Rear End	18
Waterford Boulevard	Tutor Lane	2.541	Evansville	Right Angle	15	Left Turn	1
Washington Avenue	Vann Avenue	2.43	Evansville	Right Angle	40	Left Turn & Rear End	17

Segment Top Crash Rate - (Arterial or Collector Roads)

East to West Road North to South Road	Crash Rate	Jurisdiction	Top Crash Type	#	Second Highest Crash Type	#
Garvin Street- Sycamore Street to the Lloyd Expressway	165.706	Evansville	Right Angle	103	Rear End & Same Direction Sideswipe	4
Governor Street- John Street to Lloyd Expressway	121.212	Evansville	Right Angle	14	Same Direction Sideswipe	12
Governor Street- Sycamore Street to John Street	107.759	Evansville	Right Angle	29	Same Direction Sideswipe	12
Maryland Street- Hess Avenue to St. Joseph Avenue	70.571	Evansville	Right Angle	17	Rear End	11
Franklin Street- Edgar Street to west of Harriet Street	19.386	Evansville	Right Angle	6	Rear End	3
Old State Road- Arista Drive to Sunrise Drive	18.364	Vanderburgh	Rear End	8	Ran off Road	2
Delaware Street- 12th Avenue to Wabash Avenue	18.092	Evansville	Right Angle	32	Same Direction Sideswipe	6
1st Avenue- Colonial Avenue to Buena Vista Road	16.112	Evansville	Rear End	20	Right Angle	11
Bellemeade Avenue- St. Mary's Drive to Hebron Avenue	13.406	Evansville	Right Angle	36	Rear End	7
1st Avenue- Allens Lane to Colonial Avenue	12.811	Evansville	Rear End	90	Right Angle	36

Segment Top Crash Rate - (Local Roads)

East to West Road North to South Road	Crash Rate	Jurisdiction	Top Crash Type	#	Second Highest Crash Type	#
Vogel Road- Oak Hill Road to Weinbach Road	500	Evansville	Right Angle	7	Left Turn	3
Hess Avenue- Franklin Street to Michigan Street	214.286	Evansville	Rear End	2	Same Direction Sideswipe	2
Plantation Court- dead end to Weinbach Avenue	181.818	Evansville	Backing Crash	4	Multiple types had 1	0
Oregon Street- Fulton Avenue to 4th Avenue	142.857	Evansville	Other Explain in Narrative	2	Rear End & Same Direction Sideswipe	2
Constellation Drive- Green River Road to the Dead End	128.713	Evansville	Left Turn	3	Rear End & Right Angle	3
Hebron Avenue- Bellemeade to Lincoln Avenue	113.208	Evansville	Right Angle	30	Left Turn	5
Colonial Avenue- 1st Avenue to Tremont Road	99.15	Evansville	Rear End	15	Right Angle	8
John Street- Governor Street to the Lloyd Expressway On ramp	97.009	Evansville	Right Angle	112	Same Direction Sideswipe	10
Bayard Park Drive- Hebron Avenue to Green River Road	96.07	Evansville	Rear End	9	Right Angle	9
Mulberry Street- 2nd Street to 3rd Street	91.912	Evansville	Right Angle	21	Same Direction Sideswipe	2

Highest Number of Accidents with Fatalities/Incapacitating Injuries - Intersections

East to West Road	North to South Road	Number of Crashes	Jurisdiction
Lynch Road	Green River Road	22	Evansville
John Street	Garvin Street	12	Evansville
Buena Vista Road	First Avenue	10	Evansville
Washington Avenue	Boeke Road	9	Evansville
John Street	1st Avenue/4th Street	7	Evansville
Washington Avenue	Weinbach Avenue	7	Evansville
Vogel Road	Green River Road	7	Evansville
Division Street	First Avenue	6	Evansville
John Street	1st Avenue/ 3rd Street	6	Evansville
Bellemeade Avenue	Governor Street	6	Evansville

Highest Number of Accidents with Fatalities/Incapacitating Injuries- Segments

Location	Number of Crashes	Jurisdiction
John Street- Governor Street to the Lloyd Expressway On ramp	15	Evansville
Garvin Street- Sycamore Street to the Lloyd Expressway	13	Evansville
Washington Avenue- Kentucky Avenue to Lodge Avenue	11	Evansville
1st Avenue- Allens Lane to Colonial Avenue	7	Evansville
Governor Street- Sycamore Street to John Street	6	Evansville
Bellemeade Avenue- St. Mary's Drive to Hebron Avenue	6	Evansville
Riverside Drive- East of Lodge Avenue to US 41	6	Evansville
Riverside Drive- Governor Street to Grand Avenue	6	Evansville
Darmstadt Road- Apple Lane to Mohr Road	6	Vanderburgh

Highest Number of Accidents with Fatalities/Injuries - Intersections

East to West Road	North to South Road	Number of Crashes	Jurisdiction
Lynch Road	Green River Road	60	Evansville
John Street	Garvin Street	36	Evansville
Lynch Road	Oak Hill Road	32	Evansville/ Vanderburgh
Washington Avenue	Boeke Road	29	Evansville
Washington Avenue	Weinbach Avenue	28	Evansville
Washington Avenue	Green River Road	28	Evansville
John Street	1st Avenue/4th Street	27	Evansville
Division Street	First Avenue	26	Evansville
John Street	1st Avenue/ 3rd Street	26	Evansville
Lynch Road	Burkhardt Road	26	Evansville
Washington Avenue	Vann Avenue	26	Evansville

Highest Number of Accidents with Fatalities/Injuries - Segments

East to West Road North to South Road	Number of Crashes	Jurisdiction
1st Avenue- Allens Lane to Colonial Avenue	44	Evansville
John Street- Governor Street to the Lloyd Expressway On ramp	39	Evansville
Garvin Street- Sycamore Street to the Lloyd Expressway	39	Evansville
Virginia Street- Green River Road to Burkhardt Road	33	Evansville
1st Avenue- Columbia Street to Morgan Avenue	27	Evansville
Green River Road- Constellation Drive to Davis Lant Drive	23	Evansville
Washington Avenue- Kentucky Avenue to Lodge Avenue	22	Evansville
Baker Avenue- Division Street to Morgan Avenue	22	Evansville
Lodge Avenue- I-69 to Washington Avenue	21	Evansville
Weinbach Avenue- Franklin Street to Vogel Road	20	Evansville
St Joseph Avenue- Meier Road to Orchard Road	18	Darmstadt/ Vanderburgh

Highest Number of Crashes with Bicycles/Pedestrians - Intersections

Location	Total Crashes	Bike Crashes	Pedestrian Crashes	Jurisdiction
2nd Street/Fulton Avenue	6	5	1	Evansville
Florida Street/Fulton Avenue	4	1	3	Evansville
Covert Avenue/Weinbach Avenue	4	1	3	Evansville
Washington Avenue/Weinbach Avenue	4	2	2	Evansville
Franklin Street/St. Joseph Avenue	3	1	2	Evansville
Colonial Avenue/First Avenue	3	0	3	Evansville
Franklin Street/Mary Street	3	1	2	Evansville
Delaware Street/St. Joseph Avenue	3	0	3	Evansville
Walnut Street/Garvin Street	3	1	2	Evansville

Highest Number of Crashes with Bicycles/Pedestrians - Segments

Location	Total Crashes	Bike Crashes	Pedestrian Crashes	Jurisdiction
Fulton Avenue- Florida Street to Shanklin Street	6	3	3	Evansville
1st Avenue- Allens Lane to Colonial Avenue	4	0	4	Evansville
Fulton Avenue- Maryland Street to Florida Street	4	1	3	Evansville
1st Avenue- Colonial Avenue to Buena Vista Road	3	0	3	Evansville
St Joseph Avenue- Virginia Street to Delaware Street	3	0	3	Evansville
Franklin Street- Edgar Street to west of Harriet Street	3	1	2	Evansville
Florida Street- 7th Avenue to Fulton Avenue	3	0	3	Evansville
Louisiana Street- Main Street to Governor Street	3	1	2	Evansville
Mary Street- Illinois Street to Virginia Street	3	1	2	Evansville
Colonial Avenue- 1st Avenue to Tremont Road	3	0	3	Evansville
Washington Avenue- Garvin Street to Kentucky Avenue	3	2	1	Evansville
Washington Avenue- Kentucky Avenue to Lodge Avenue	3	1	2	Evansville
1st Avenue- Columbia Street to Morgan Avenue	3	2	1	Evansville

Highest Number of Accidents Involving Deer Roadway - (Segments)

Location	Number of Crashes	Jurisdiction
Baseline Road- Old State Road to SR 57	11	Vanderburgh
Darmstadt Road- south of Schenk Road to Boonville New Harmony Road	11	Darmstadt/ Vanderburgh
Old State Road- Strawberry Hill Road to CSX RR Crossing	9	Vanderburgh
St Joseph Avenue- Mesker Park Drive to Diamond Avenue	9	Evansville/ Vanderburgh
St Joseph Avenue- Meier Road to Orchard Road	9	Darmstadt/ Vanderburgh
Darmstadt Road- Bartles Road to Bradley Drive	8	Vanderburgh
Koressel Road- Upper Mount Vernon Road to New Harmony Road	6	Vanderburgh
Old State Road- south of Mt. Ashley Road (near CSX Transportation RR Crossing) to US 41	6	Darmstadt/ Vanderburgh
Broadway Avenue- Nurrenbern Road to Middle Mount Vernon Road	6	Evansville/ Vanderburgh
Boonville New Harmony Road- Old State Road to Browning Road	6	Vanderburgh
Oak Hill Road- Lynch Road to Saint George Road	6	Evansville/ Vanderburgh

Top Crash Locations per Manner of Crash - (Intersection)

East to West Road	North to South Road	Manner of Crash	Number of Crashes	Jurisdiction
Lynch Road	Green River Road	Rear End	124	Evansville
John Street	Garvin Street	Right Angle	98	Evansville
Virginia Street	Burkhardt Road	Rear End	73	Evansville
Virginia Street	Green River Road	Rear End	70	Evansville
Vogel Road	Green River Road	Rear End	65	Evansville
Lincoln Avenue	Green River Road	Rear End	63	Evansville
Division Street	First Avenue	Right Angle	62	Evansville
John Street	1st Avenue/ 3rd Street	Right Angle	61	Evansville
John Street	1st Avenue/4th Street	Right Angle	60	Evansville
Oak Grove Road	Green River Road	Rear End	48	Evansville

Top Crash Locations per Manner of Crash - (Segments)

Location	Manner of Crash	Number of Crashes	Jurisdiction
John Street- Governor Street to the Lloyd Expressway On ramp	Right Angle	112	Evansville
Garvin Street- Sycamore Street to the Lloyd Expressway	Right Angle	103	Evansville
1st Avenue- Allens Lane to Colonial Avenue	Rear End	90	Evansville
Virginia Street- Green River Road to Burkhardt Road	Right Angle	48	Evansville
Oak Hill Road- Lynch Road to Saint George Road	Rear End	45	Evansville/ Vanderburgh
Virginia Street- Green River Road to Burkhardt Road	Rear End	42	Evansville
Green River Road- Constellation Drive to Davis Lant Drive	Rear End	41	Evansville
St Joseph Avenue- Mesker Park Drive to Diamond Avenue	Rear End	36	Evansville/ Vanderburgh
Bellemeade Avenue- St. Mary's Drive to Hebron Avenue	Right Angle	36	Evansville
1st Avenue- Allens Lane to Colonial Avenue	Right Angle	36	Evansville
Lynch Road- Maxx Road to Oak Hill Road	Rear End	36	Evansville
Delaware Street- 12th Avenue to Wabash Avenue	Right Angle	32	Evansville

Vanderburgh Top Areas of Focus-Based on Fatalities/Incapacitating Injuries/Injuries

Location	Type	Fatality Crashes	Incapacitating Injury Crashes	Injury Crashes	Jurisdiction
Darmstadt Road- Apple Lane to Mohr Road	Segment	1	5	8	Vanderburgh
St Joseph Avenue- Meier Road to Orchard Road	Segment	1	3	17	Darmstadt/Vanderburgh
Mohr Road/St. Joseph Avenue	Intersection-Arterial/Local	1	2	6	Vanderburgh
Darmstadt Road- Boonville New Harmony Road to Old Princeton Road	Segment	1	2	4	Darmstadt/Vanderburgh
Seven Hills Road/Barton Road/Volkman Road	Intersection-Local/Local	1	2	3	Vanderburgh
Green River Road- Lynch Road to north of Hirsch Road	Segment	0	4	16	Evansville/Vanderburgh
St Joseph Avenue- Mesker Park Drive to Diamond Avenue	Segment	0	4	13	Evansville/Vanderburgh
Boonville New Harmony Road- Browning Road to Petersburg Road	Segment	0	4	9	Vanderburgh
Baseline Road/ Old Princeton Road	Intersection-Collector/Collector	0	4	7	Vanderburgh
Oak Hill Road- Lynch Road to Saint George Road	Segment	0	3	17	Evansville/Vanderburgh
Old State Road- Strawberry Hill Road to CSX RR Crossing	Segment	0	3	8	Vanderburgh
Baseline Road/Husky Road	Intersection-Collector/Local	0	3	6	Vanderburgh
Lynch Road/Oak Hill Road	Intersection-Arterial/Collector	0	2	32	Evansville/Vanderburgh

Evansville Top Areas of Focus-Based on Fatalities/Incapacitating Injuries/Injuries

Location	Type	Fatality Crashes	Incapacitating Injury Crashes	Injury Crashes	Jurisdiction
Lynch Road- Maxx Road to Oak Hill Road	Segment	2	3	15	Evansville
Washington Avenue- Kentucky Avenue to Lodge Avenue	Segment	1	10	21	Evansville
Washington Avenue/Weinbach Avenue	Intersection-Arterial/Arterial	1	6	27	Evansville
Green River Road- Pollack Avenue to Covert Avenue	Segment	1	4	9	Evansville
1st Avenue- Columbia Street to Morgan Avenue	Segment	1	3	26	Evansville
Washington Avenue/Newburgh Road	Intersection-Collector/Collector	1	1	4	Evansville
Lynch Road/Green River Road	Intersection-Arterial/Arterial	0	22	60	Evansville
John Street- Governor Street to the Lloyd Expressway On ramp	Segment	0	15	39	Evansville
Garvin Street- Sycamore Street to the Lloyd Expressway	Segment	0	13	39	Evansville
John Street/Garvin Street	Intersection-Arterial/Local	0	12	36	Evansville
Buena Vista Road/First Avenue	Intersection-Arterial/Collector	0	10	24	Evansville

Darmstadt Top Areas of Focus-Based on Fatalities/Incapacitating Injuries/Injuries

Location	Type	Fatality Crashes	Incapacitating Injury Crashes	Injury Crashes	Jurisdiction
St Joseph Avenue- Meier Road to Orchard Road	Segment	1	3	17	Darmstadt/Vanderburgh
Darmstadt Road- Boonville New Harmony Road to Old Princeton Road	Segment	1	2	4	Darmstadt/Vanderburgh
Wortman Road- Darmstadt Road to east of Jeffrey Court	Segment	1	1	1	Darmstadt
Boonville New Harmony Road/St Joseph Avenue	Intersection-Arterial/Arterial	0	3	6	Darmstadt
Boonville New Harmony Road- Cynthiana Road to St. Joseph Avenue	Segment	0	2	8	Darmstadt/Vanderburgh
Darmstadt Road- south of Schenk Road to Boonville New Harmony Road	Segment	0	2	8	Darmstadt/Vanderburgh
Boonville New Harmony Road- Darmstadt Road to East of Martin Road near CSX Transportation RR Crossing	Segment	0	1	8	Darmstadt

Number of Crashes Involving a Fatality by Jurisdiction

Year	Darmstadt	Evansville	Vanderburgh
2016	1	4	0
2017	1	6	4
2018	0	7	2
2019	0	2	2
2020	1	4	2
Total	3	23	10

Number of Crashes Involving an Incapacitating Injury by Jurisdiction

Year	Darmstadt	Evansville	Vanderburgh
2016	0	42	9
2017	3	57	13
2018	1	33	21
2019	3	352	40
2020	2	313	48
Total	9	797	131

Vanderburgh Countywide Non-State Road Crash Statistics - Top 5

Manner of Crash

Manner of Crash	Percentage of Total Crashes
Rear End	35.7%
Right Angle	20.6%
Same Direction Sideswipe	11.3%
Ran off Road	10.9%
Left Turn	5.6%

Primary Factor

Primary Factor	Percentage
Following too Closely	31.7%
Failure to Yield Right of Way	22.2%
Ran Off Road Right	8.9%
Disregard Signal/Regulatory Sign	6.9%
Improper Lane Usage	5.4%

Vanderburgh Countywide Non-State Road Crash Statistics - Top 5

Light Condition

Light Condition	Crash Percentage
Daylight	71.5%
Dark (Lighted)	15.6%
Dark (Not Lighted)	8.1%
Dawn/Dusk	4.6%
Unknown	0.2%

Weather Condition

Weather Condition	Crash Percentage
Clear	64.6%
Cloudy	18.8%
Rain	14.2%
Snow	1.6%

Roadway Characteristic

Roadway Characteristic	Crash Percentage
Straight/Level	82.9%
Straight/Grade	8.6%
Curve/Level	3.7%
Curve/Grade	2.2%
Straight/Hillcrest	1.9%

Surface Condition

Surface Condition	Crash Percentage
Dry	77.8%
Wet	19.8%
Snow/Slush	1.2%
Ice	1.1%

Vanderburgh Countywide Non-State Road Crash Statistics - Top 5

Vehicle Type

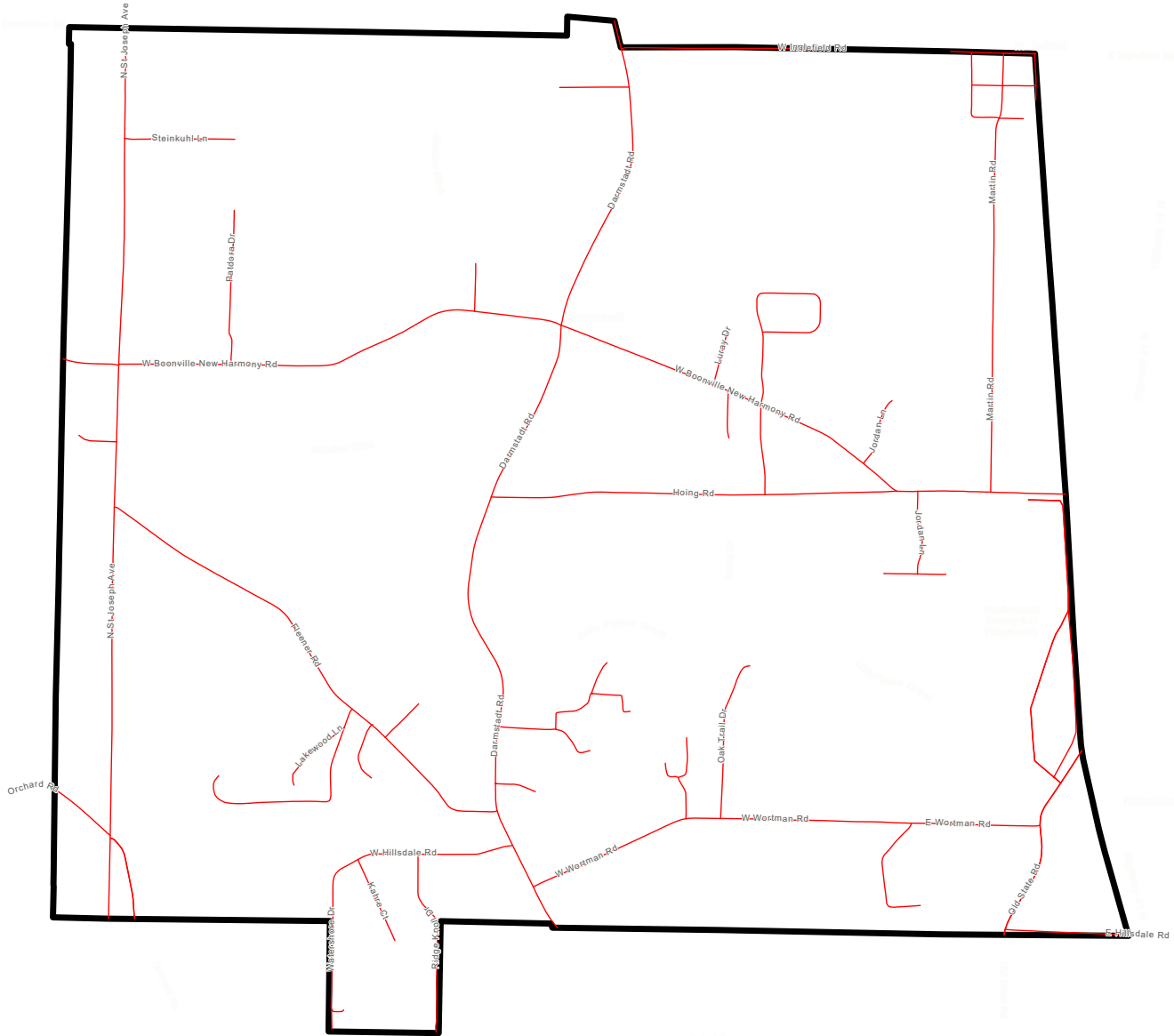
Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/Pick-Up/SUV	96.4%
Motorcycle	0.8%
Unknown	0.6%
Truck (Single 3 or More Axles)	0.5%
Tractor	0.2%

Roadway Junction

Roadway Junction	Percentage of Total Crashes
Four-Way Intersection	48.7
No Junction Involved	34.2
T-Intersection	15.8
Y-Intersection	0.5
Ramp	0.4

C DARMSTADT DATA

Darmstadt Local Roads



	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not including State Roads	Total Number of Fatalities Not Including State Roads
Total Fatality Count	2	3	2	3
Average Annual Motor-Vehicle Involved Roadway Fatalities	0.4	0.6	0.4	0.6
5-Year Fatality Rate (per 100,000 persons)	29.13	43.70	29.13	43.70

Percentage of Population in Underserved Communities

0%

Darmstadt Non-State Road Crash Manner

All Crashes

Manner of Crash	Percentage
Ran off Road	31.5%
Right Angle	19.5%
Collision with Deer	13.4%
Rear End	11.4%
Opposite Direction Sideswipe	6%

Fatality or Incapacitating Injury Crash

Manner of Crash	Percentage
Ran off Road	40%
Right Angle	30%
Head On	10%
Other Explain in Narrative	10%
Right Turn	10%

Darmstadt Non-State Road Crash Primary Factor

All Crashes

Primary Factor	Percentage
Ran off Road Right	26.8%
Failure to Yield Right of Way	20.1%
Animal/Object in Roadway	18.1%
Following too Closely	10.1%
Left of Center	5.4%

Fatality or Incapacitating Injury Crash

Primary Factor	Percentage
Ran off Road Right	40%
Failure to Yield Right of Way	20%
Disregard Signal/Reg Sign	10%
Driver Distracted-Explain in Narrative	10%
Left of Center	10%
Unsafe Speed	10%

Darmstadt Non-State Road Crash Statistics - Top 5

Light Condition

Light Condition	Crash Percentage
Daylight	59.1%
Dark (Not Lighted)	29.5%
Dark (Lighted)	6%
Dawn/Dusk	5.4%

Weather Condition

Weather Condition	Crash Percentage
Clear	57.7%
Rain	19.5%
Cloudy	18.8%
Snow	2%
Sleet/Hail	1.3%

Roadway Characteristic

Roadway Characteristic	Crash Percentage
Straight/Level	59.1%
Straight/Grade	13.4%
Curve/Grade	12.1%
Curve/Level	8.1%
Straight/Hillcrest	5.4%

Surface Condition

Surface Condition	Crash Percentage
Dry	69.8%
Wet	26.2%
Snow/Slush	2%
Ice	2%

Darmstadt Non-State Road Crash Statistics - Top 5

Vehicle Type

Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/ Pick-up/SUV/Van	92.3%
Motorcycle	3.6%
Truck (Single 2 Axle, 6 Tires)	1.4%
Truck (Single 3 or more axles)	0.9%
Unknown	0.8%

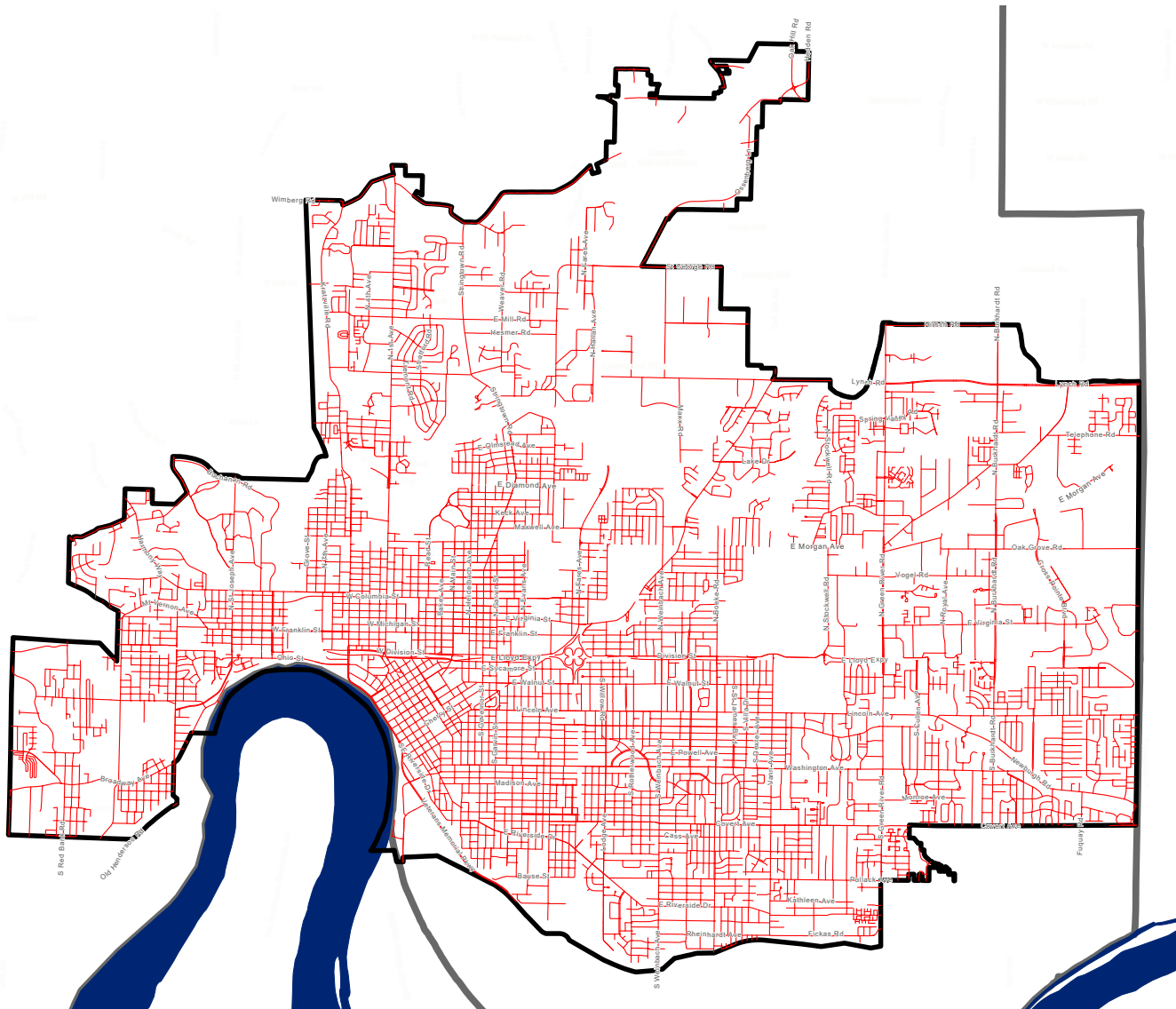
Roadway Junction

Roadway Junction	Percentage of Total Crashes
No Junction Involved	71.8%
Four-Way Intersection	17.4%
T-Intersection	7.4%
Y-Intersection	3.4%

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D EVANSVILLE DATA

Evansville Local Roads



	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not including State Roads	Total Number of Fatalities Not Including State Roads
Total Fatality Count	49	54	33	35
Average Annual Motor-Vehicle Involved Roadway Fatalities	9.8	10.8	6.6	7
5-Year Fatality Rate (per 100,000 persons)	8.35	9.21	7.33	7.67
Percentage of Population in Underserved Communities				
57%				

Evansville Non-State Road Crash Manner

All Crashes

Manner of Crash	Crash Percentage
Rear End	29%
Right Angle	28.1%
Same Direction Sideswipe	12.3%
Ran off Road	8.1%
Left Turn	7.2%

Fatality or Incapacitating Injury Crash

Primary Factor	Crash Percentage
Failure to Yield Right of Way	35.7%
Disregard Signal/ Reg Sign	18.4%
Following too Closely	11.5%
Ran off Road Right	9.7%
Other (Driver)- Explain in Narrative	3.8%

Evansville Non-State Road Crash Primary Factor

All Crashes

Primary Factor	Crash Percentage
Failure to Yield Right of Way	28%
Following too Closely	25.1%
Disregard Signal/ Reg Sign	9.6%
Ran off Road Right	7.2%
Improper Lane Usage	6.1%

Fatality or Incapacitating Injury Crash

Primary Factor	Crash Percentage
Failure to Yield Right of Way	35.7%
Disregard Signal/ Reg Sign	18.4%
Following too Closely	11.5%
Ran off Road Right	9.7%
Other (Driver)- Explain in Narrative	3.8%

Evansville Non-State Road Crash Statistics - Top 5

Light Condition

Light Condition	Crash Percentage
Daylight	74.1%
Dark (Lighted)	18.6%
Dawn/Dusk	4.5%
Dark (Not Lighted)	2.7%
Unknown	0.2%

Weather Condition

Weather Condition	Crash Percentage
Clear	64.6%
Cloudy	19.4%
Rain	14.3%
Snow	1.3%
Sleet/Hail	0.3%

Roadway Characteristic

Roadway Characteristic	Crash Percentage
Straight/Level	88.2%
Straight/Grade	6.2%
Curve/Level	2.5%
Straight/Hillcrest	1.3%
Curve/Grade	1.2%

Surface Condition

Surface Condition	Crash Percentage
Dry	78.3%
Wet	19.8%
Snow/Slush	1%
Ice	0.7%
Loose Material on Road	0.1%

Evansville Non-State Road Crash Statistics - Top 5

Vehicle Type

Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/ Pick-up/SUV/Van	97%
Motorcycle	0.6%
Unknown	0.6%
Tractor/One Semi Trailer	0.4%
Truck (Single 3 or more axles)	0.4%

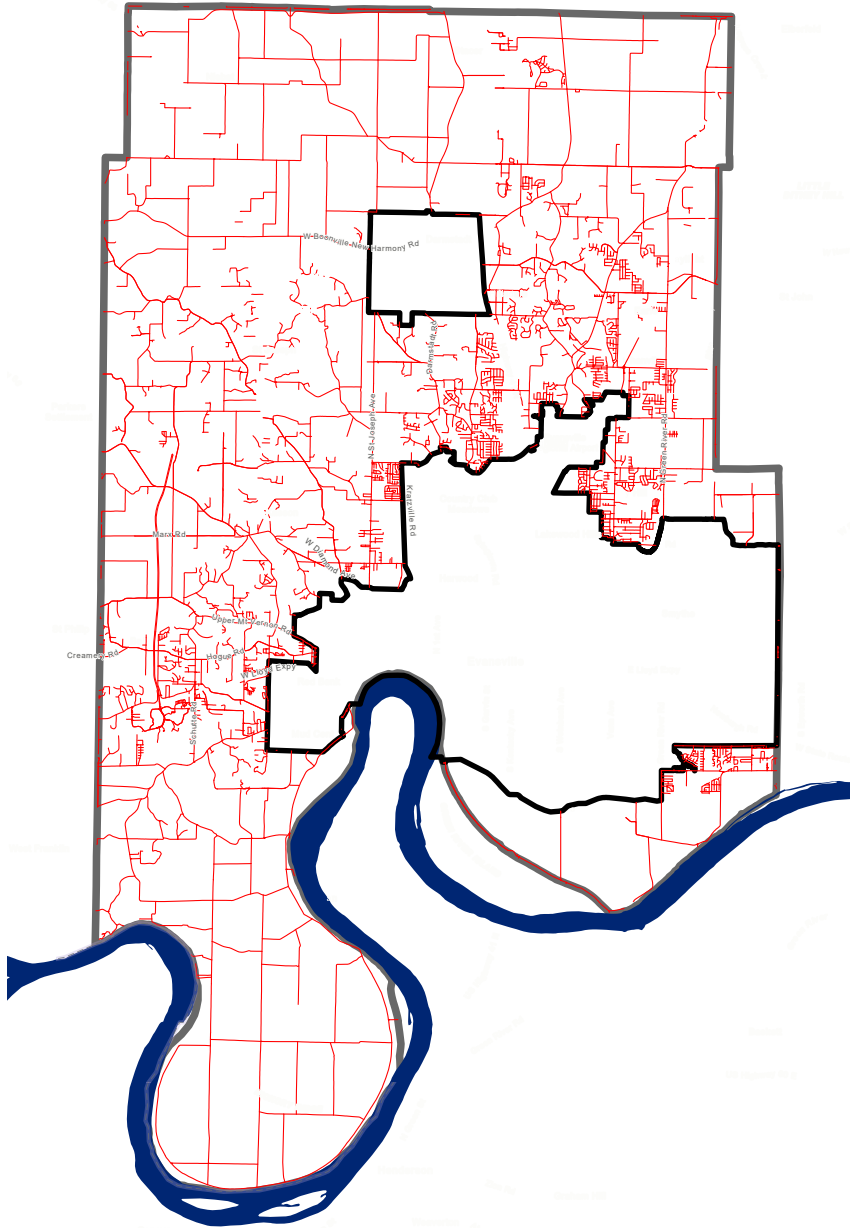
Roadway Junction

Roadway Junction	Percentage of Total Crashes
Four-Way Intersection	54.9%
No Junction Involved	28%
T-Intersection	15.8%
Y-Intersection	0.5%
Ramp	0.4%

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E VANDERBURGH COUNTY DATA

Vanderburgh County Jurisdiction Local Roads



	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not including State Roads	Total Number of Fatalities Not Including State Roads
Total Fatality Count	27	28	15	15
Average Annual Motor-Vehicle Involved Roadway Fatalities	5.4	5.6	3	3
5-Year Fatality Rate (per 100,000 persons)	8.79	9.11	4.88	4.88
Percentage of Population in Underserved Communities				
4% (Unincorporated)				

Vanderburgh County Jurisdiction Non-State Road Crash Manner - Top 5

All Crashes

Manner of Crash	Percentage
Ran off Road	30.2%
Rear End	18.3%
Right Angle	14.5%
Collision with Deer	8.8%
Opposite Direction Sideswipe	5.5%

Fatality or Incapacitating Injury Crash

Manner of Crash	Percentage
Ran off Road	41.4%
Right Angle	23.6%
Head On	10%
Rear End	7.9%
Left Turn	5.7%
Other Explain in Narrative	5.7%

Vanderburgh County Jurisdiction Non-State Road Crash Primary Factor - Top 5

All Crashes

Primary Factor	Percentage
Ran off Road Right	24.7%
Failure to Yield Right of Way	16.6%
Following too Closely	15.1%
Animal/Object in Roadway	11.2%
Unsafe Backing	4.7%

Fatality or Incapacitating Injury Crash

Primary Factor	Percentage
Ran off Road Right	32.9%
Failure to Yield Right of Way	27.1%
Left of Center	8.6%
Disregard Signal/Reg Sign	6.4%
Following too Closely	5%

Vanderburgh County Jurisdiction Non-State Road Crash Statistics - Top 5

Light Condition

Light Condition	Crash Percentage
Daylight	61%
Dark (Not Lighted)	30.9%
Dawn/Dusk	4%
Dark (Lighted)	3.8%
Unknown	0.3%

Weather Condition

Weather Condition	Crash Percentage
Clear	63.3%
Rain	17%
Cloudy	16%
Snow	2.4%
Sleet/Hail	0.7%

Roadway Characteristic

Roadway Characteristic	Crash Percentage
Straight/Level	63.4%
Straight/Grade	13.3%
Curve/Level	11.8%
Curve/Grade	5.6%
Straight/Hillcrest	4.3%

Surface Condition

Surface Condition	Crash Percentage
Dry	72.3%
Wet	24%
Snow/Slush	2.1%
Ice	1.2%
Water (Standing or Moving)	0.2%

Vanderburgh County Jurisdiction Non-State Road Crash Statistics - Top 5

Vehicle Type

Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/ Pick-up/SUV/Van	93.1%
Motorcycle	1.4%
Unknown	1.4%
Truck (Single 3 or more axles)	0.9%
Truck (Single 2 Axle, 6 Tires)	0.8%

Roadway Junction

Roadway Junction	Percentage of Total Crashes
No Junction Involved	62.9%
Four-Way Intersection	19%
T-Intersection	16.5%
Traffic Circle/Roundabout	0.6%
Ramp	0.4%
Y-Intersection	0.4%

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F FARS DATA

Darmstadt FARS Data Summary

Year	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not including State Roads	Total Number of Fatalities Not Including State Roads
2017	1	1	1	1
2018	0	0	0	0
2019	0	0	0	0
2020	1	2	1	2
2021	0	0	0	0
Total Fatality Count	2	3	2	3
Average Annual Motor-Vehicle Involved Roadway Fatalities	0.4	0.6	0.4	0.6
5-Year Fatality Rate (per 100,000 persons)	29.13	43.70	29.13	43.70










Evansville FARS Data Summary







Year	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not including State Roads	Total Number of Fatalities Not Including State Roads
2017	10	12	7	9
2018	8	8	7	7
2019	8	8	5	5
2020	9	12	5	5
2021	14	14	9	9
Total Fatality Count	49	54	33	35
Average Annual Motor-Vehicle Involved Roadway Fatalities	9.8	10.8	6.6	7
5-Year Fatality Rate (per 100,000 persons)	8.35	9.21	7.33	7.67




Vanderburgh FARS Data Summary









Year	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not including State Roads	Total Number of Fatalities Not Including State Roads
2017	8	8	5	5
2018	6	6	3	3
2019	4	4	2	2
2020	5	6	3	3
2021	4	4	2	2
Total Fatality Count	27	28	15	15
Average Annual Motor-Vehicle Involved Roadway Fatalities	5.4	5.6	3	3
5-Year Fatality Rate (per 100,000 persons)	8.79	9.11	4.88	4.88



G COUNTERMEASURES


		Action	Safety Benefit
Intersection	Engineering		
		Adding backplates with retroreflective borders to traffic signals to improve visibility	15% reduction in total crashes <i>*Safety Impact of Increased Traffic Signal Backboards Conspicuity</i>
		Reduced Left-Turn Conflict Intersections by utilizing reduced crossing U-turns (RCUT) and Median U-Turns (MUT)	<ul style="list-style-type: none"> • 54% reduction in fatal and injury crashes two way stop controlled to RCUT • 22% reduction in fatal and injury crashes signalized intersection to signalized RCUT • 63% reduction in fatal and injury crashes unsignalized intersection to unsignalized RCUT • 30% reduction in intersection related injury crash rate with MUT <i>*FHWA, MoDOT, NC State University</i>
		Modifying the yellow change intervals can reduce the amount of red lights ran	<ul style="list-style-type: none"> • 36-50% reduction in red light running • 8-14% reduction in total crashes • 12% reduction in injury crashes <i>*NCHRP Report 731: Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections</i>
		Incorporate corridor access management by <ul style="list-style-type: none"> • Reducing density through driveway closure, consolidation, or relocation • Manage spacing of intersection and access points • Limit allowable movements at driveways (such as right in/right out only) • Place driveways on an intersection approach corner rather than a receiving corner • Implement raised medians that preclude across-roadway movements • Provide turn lanes • Use lower speed one way or two way off arterial circulation roads 	<ul style="list-style-type: none"> • 5-23% reduction in total crashes along 2-lane rural roads by reducing driveway density • 25-31% reduction in fatal and injury crashes along urban/suburban arterials reducing driveway density
		Replace signals, 2-way-stop controls, and all way stop controls with roundabouts	<ul style="list-style-type: none"> • 82% reduction in fatal and injury crashes at 2-way-stop controlled intersection to a roundabout • 78% reduction in fatal and injury crashes at signalized intersections to a roundabout
		Dedicated left and right turn lanes at intersections	<ul style="list-style-type: none"> • 28-48% reduction in total crashes by adding left turn lanes • 36% reduction in fatal and injury crashes with positive offset left turn lanes • 14-26% reduction in total crashes by adding right turn lanes <i>*FHWA</i>
		Systematic application of multiple low-cost countermeasures at stop-controlled intersections On the Through Approach <ul style="list-style-type: none"> • Doubled up oversized advance intersection warning signs with supplemental street name signs • Retroflective sheeting on sign post • Enhanced pavement markings that identify the street edges On the Stop Approach <ul style="list-style-type: none"> • Doubled up oversized advance "Stop Ahead" intersection warning signs with flashing beacons • Doubled up (left and right) oversized stop signs • Retroflective sheeting on sign post • Properly placed stop bar • Removal of vegetation, parking, or obstructions that limit sight distance • Double arrow warning signs at stem T-Intersections 	<ul style="list-style-type: none"> • 10% reduction of fatal and injury crashes at all locations/types/areas • 15% reduction of nighttime crashes at all locations/types/areas • 27% reduction of fatal and injury crashes at rural intersections • 19% reduction of fatal and injury crashes at 2-lane by 2 lane intersections • Average cost benefit ratio 12:1
	Enforcement		
		Enforcement blitz for intersections that have a high rate of crashes due to running lights or speed	No statistics available on benefit
Education			
	Public service announcements regarding dangers of running red lights and stop signs	No statistics found	










		Action	Safety Benefit
Roadway Departure	Engineering		
		<ul style="list-style-type: none"> Wider edge lanes (6") Roadside design improvements at curves Longitudinal rumble strips and stripes Median barriers 	<ul style="list-style-type: none"> 37% reduction for non-intersection, fatal, and injury crashes on rural, two lane roads 22% reduction in fatal and injury crashes on rural freeways Benefit Cost Ratio of 25:1 for fatal and serious injury crashes on two lane rural roads
		SafetyEdge Technology shapes the edge of pavement at approximately 30 degrees from the pavement cross slope during the paving process	<ul style="list-style-type: none"> 11% reduction in fatal and injury crashes 21% reduction in run off road crashes 19% reduction in head on crashes 700:1 to 1,500:1 benefit cost ratio
		Enhanced delineation for horizontal curves <ul style="list-style-type: none"> Pavement markings In-lane curve warning pavement markings Retroreflective strips on sign post Delineators Chevron signs Enhanced conspicuity Dynamic curve warning signs Sequential dynamic chevrons 	<ul style="list-style-type: none"> 25% reduction in night time crashes and 16% reduction in non-intersection fatal and injury crashes with chevron signs 15% reduction in fatal and injury cases with oversized chevron signs 60% reduction in fatal and injury crashes with sequential dynamic chevrons 35-38% reduction in all crashes with in lane curve warning
		Roadside design improvements at curves <ul style="list-style-type: none"> Clear zone improvements Slope flattening Adding or widening shoulders Cable barrier Metal beam guardrail Concrete barrier 	<ul style="list-style-type: none"> 8% reduction for single vehicle crashes by flattening the side slope from 1V:3H to 1V:4H 12% reduction for single vehicle crashes by flattening side slope from 1V:4H to 1V:6H 22% reduction for all crashes by increasing the distance to roadside features from 3.3 ft to 16.7 ft 44% reduction for all crashes by increasing the distance to roadside features from 16.7 to 30 ft.
		Longitudinal rumble strips and stripes on two-lane roads	<ul style="list-style-type: none"> 44-64% reduction in head-on fatal and injury crashes on two lane rural roads by adding center line rumble strips 13-51% reduction in single vehicle run off road fatal and injury crashes on two lane rural roads.
		Median barriers <ul style="list-style-type: none"> Cable barriers Metal-beam guardrails Concrete barriers 	<ul style="list-style-type: none"> 97% reduction in cross-median crashes when median barriers are installed on rural four lane freeways

		Action	Safety Benefit
Speed Management	Engineering		
		Variable Speed Limits (VSL)	<ul style="list-style-type: none"> VSL can reduce total crashes on freeway up to 34%, reduce rear-end crashes by 65%, reduce fatal and injury crashes by 51% Benefit cost ratios range between 9:1 and 40:1
		Incorporating appropriate speed limits for all users	**no real stats**
	Enforcement		
	Speed Safety Cameras	<ul style="list-style-type: none"> Fixed units reduce crashes on urban principal arterials up to 54% for all crashes and 47% for injury crashes P2P units can reduce fatal and injury crashes on urban expressways, freeways, and principal arterials up to 37% Mobile units can reduce fatal and injury crashes on urban principal arterials up to 20% 	

		Action	Safety Benefit
Pedestrian/Bicyclist	Engineering		
		Crosswalk Visibility Enhancements-Multilane road crossings with vehicle volumes greater than 10,000 AADT, a marked crosswalk is typically not sufficient. This could include incorporating high visibility crosswalks, increased lighting, and signing and pavement markings	<ul style="list-style-type: none"> • 40% reduction in pedestrian injury crashes by incorporating high visibility crosswalks • 42% reduction in pedestrian crashes by incorporating intersection lighting • 25% reduction in pedestrian crashes by adding advance yield or stop markings and signs
		Leading pedestrian interval	<ul style="list-style-type: none"> • 13% reduction in pedestrian vehicle crashes at intersections
		Roadway diets	<ul style="list-style-type: none"> • 19-47% reduction in total crashes with 4 lanes to 3 lane road diet conversions
		Bicycle Lanes	<ul style="list-style-type: none"> • 49% reduction in crashes on urban 4-lane undivided collector and local roads by adding a bicycle lane • 30% reduction in crashes on urban 2-lane undivided collectors and local roads
		Medians and pedestrian refuge islands in urban and suburban areas	<ul style="list-style-type: none"> • 46% reduction in pedestrian crashes with medians with marked crosswalks • 56% reduction in pedestrian crashes with pedestrian refuge islands
		Walkways	<ul style="list-style-type: none"> • 56-89% reduction in crashes involving pedestrians walking along the roadway by adding sidewalks • 71% reduction in crashes involving pedestrians walking along roadways by adding paved shoulders
		Rectangular Rapid Flashing Beacons (RRFB)	<ul style="list-style-type: none"> • 47% reduction in pedestrian crashes with RRFBs • 98% increase in motorist yielding rate by incorporating RRFBs.
	Pedestrian Hybrid Beacons	<ul style="list-style-type: none"> • 55% reduction in pedestrian crashes • 29% reduction in total crashes • 15% reduction in serious injury and fatal crashes 	

		Action	Safety Benefit
Distracted Driving	Enforcement		
		Increase enforcement on distracted driving and increase fines	No statistics found
	Education		
	Communications outreach on distracted driving dangers	No statistics found	

		Action	Safety Benefit
Drowsy Driving	Education		
		Communications outreach out drowsy driving dangers	No statistics found

		Action	Safety Benefit
Drunk Driving	Enforcement		
		Increase enforcement and punishment for drunk driving	No statistics found
	Education		
	Communications outreach on drunk driving	No statistics found	
Rear-End Crash	Engineering		
		Replace permissive left turns with protected left turns	No statistics found
		Restrict or eliminate turning maneuvers	No statistics found
		Employ Signal Coordination-platooning can help reduce major road rear end crashes due to speed changes	No statistics found
Emergency Response Time	Action		
	Safety Benefit		
Emergency Response Time	Emergency Management		
		Traffic Incident Management	No statistics found
Failure to Yield Right of Way	Action		
	Safety Benefit		
Failure to Yield Right of Way	Education		
		Provide driver refresher courses to those who have their licenses	No statistics found
Roadway Departure, Intersection, and Pedestrian Crashes	Action		
	Safety Benefit		
	Engineering		
	Pavement Friction Management <ul style="list-style-type: none"> • horizontal curves • interchange ramps • intersection approaches <ul style="list-style-type: none"> ◦ higher speed signalized and stop controlled intersections ◦ steep downward grades • locations with a history of <ul style="list-style-type: none"> ◦ rear-end ◦ failure to yield ◦ wet weather ◦ red light running crashes ◦ crosswalk approaches 	<ul style="list-style-type: none"> • VSL can reduce total crashes on freeway up to 34%, reduce rear-end crashes by 65%, reduce fatal and injury crashes by 51% • Benefit cost ratios range between 9:1 and 40:1 	
	Lighting <ul style="list-style-type: none"> • Continuous lighting along rural and urban highways • Increased lighting at intersections and pedestrian crossings 	<ul style="list-style-type: none"> • 42% reduction in nighttime injury pedestrian crashes at intersections • 33-38% reduction in nighttime crashes at rural and urban intersections • 28% reduction in nighttime injury crashes on rural and urban highways 	



Draft

WARRICK COUNTY SAFETY ACTION PLAN

(currently includes Recommendations and Appendices)

Evansville MPO



Henderson • Vanderburgh • Warrick

Recommendations

The evaluation of data and the stakeholder engagement process identified four focus areas.

1. Safe Roads for All Users
2. Infrastructure
3. Additional Data Gathering/General Strategies
4. Education/Enforcement

Objectives	Partners
Safe Roads for All Users	
<ul style="list-style-type: none"> • Prioritize projects that reduce serious injuries and fatalities to ensure safe and secure transportation networks for all users. • Maintain and monitor transportation infrastructure conditions to preserve regional transportation networks. • Maintain a state of good repair for transit and paratransit vehicles and facilities to ensure a safe and secure transit system. 	MPO, LPAs, Transit Agencies
Infrastructure	
<ul style="list-style-type: none"> • Complete safety audits to identify safety issues and opportunities for safety improvements on both a site specific and system level. • Complete additional planning documents at an intersection/segment specific or corridor level. • Prioritize and Implement projects that will improve safety at intersections and segments identified in this plan in Appendix A and B using proven safety countermeasures including, but not limited to, those found in Appendix J. • Evaluate and implement speed management techniques in roadway design and traffic control. 	LPAs
Additional Data Gathering/General Strategies	
<ul style="list-style-type: none"> • Evaluate implemented safety projects before and after to determine their effectiveness. • Analyze safety data at least every two years to identify high severity crash areas. • Improve responder and motorist safety through traffic incident management trainings and technology deployment. • Evaluate the current programs and technology being utilized by each agency and make improvements as necessary. • Hold stakeholder meetings at least every 2 years to discuss potential safety issues/strategies. • Review existing data gaps and prioritize improvements and implement strategies and/or technology to fill the gaps. 	MPO, LPAs, Transit Agencies, Law Enforcement Agencies, INDOT
Education/Enforcement	
<ul style="list-style-type: none"> • Expand enforcement of traffic laws including but not limited to speeding, running red lights, distracted driving, and driving under the influence. 	Law Enforcement
<ul style="list-style-type: none"> • Expand current education and awareness efforts for bicyclist and pedestrian education, safety, and awareness. • Expand current education and awareness efforts for school zone awareness and construction zone awareness. • Expand current education and awareness efforts on the dangers of distracted driving, driving under the influence, and aggressive driving. • Expand current education and awareness efforts on how to navigate roundabouts or other newly designed intersections/ road layouts. 	MPO, LPAs, Law Enforcement

A

**OVERALL DATA
(2016-2020 ARIES DATA)**

Location	Road Type	Crashes	Fatality	Incapacitating Injuries	Injuries	Bike	Pedestrian	Deer	Crash Rate	Jurisdiction	Top Crash Type	Top Crash Type - Number of Crashes	Second Highest Crash Type	Second Highest Crash Type - Number of Crashes	Right of Way Control
2nd Street-Cherry Street to Locust Street	Segment	11	0	1	1	0	0	0	15.293	Boonville	Left Turn, Right Angle, and Same Direction Sideswipe	3	Not Applicable	0	Not Applicable
3rd Street-Olive Street to South of Lovers Lane	Segment	6	0	0	0	0	0	2	9.791	Boonville	Collision with Deer	2	Multiple types had 1	0	Not Applicable
4th Street-Sycamore Street to Poplar Street	Segment	13	0	2	3	0	0	0	8.073	Boonville	Right Angle	5	Ran off Road	3	Not Applicable
5th Street-Oak Street to SR 62	Segment	10	0	1	2	0	0	0	15.258	Boonville	Right Angle	5	Other-Explain in Narrative	3	Not Applicable
8th Street-Millis Avenue to Walnut Street	Segment	9	0	0	2	0	1	0	7.307	Boonville	Backing Crash	2	Rear End	2	Not Applicable
Anderson Road-Ferstel Road to Vann Road	Segment	11	0	2	2	0	0	2	1.557	Newburgh/ Warrick	Right Angle	5	Backing Crash & Collision with Deer	2	Not Applicable
Anderson Road-Vann Road to Jenner Road	Segment	16	0	0	6	0	0	1	1.338	Warrick	Right Angle	13	Multiple types had 1	0	Not Applicable
Asbury Cemetery Road-Helm Road to Remington Drive	Segment	8	0	0	1	0	0	7	2.165	Warrick	Collision with Deer	6	Ran off Road	2	Not Applicable
Bell Oaks Drive/Bell Road (north intersection)	Intersection-Collector/Local	23	0	0	5	0	0	0	0.852	Warrick	Right Angle	11	Head On & Same Direction Sideswipe	3	Stop Sign
Bell Oaks Drive/Bell Road (south intersection)	Intersection-Collector/Local	33	0	1	6	0	0	0	1.32	Warrick	Right Angle	17	Rear End	5	Stop Sign
Bell Oaks Drive/Old State Route 261	Intersection-Arterial/Local	12	0	0	1	0	0	0	0.429	Warrick	Left Turn	5	Right Angle	5	Stop Sign
Bell Oaks Drive/Wynntree Drive	Intersection-Local/Local	20	0	0	6	0	0	0	2.222	Warrick	Right Angle	14	Left Turn	3	Stop Sign
Bell Oaks Drive-west of Merchant Drive to Old State Route 261	Segment	40	0	0	9	0	0	0	12.234	Warrick	Right Angle	20	Left Turn	9	Not Applicable
Bell Road-East Bell Oaks Drive to West Bell Oaks Drive	Segment	45	0	1	8	0	0	0	37.908	Warrick	Right Angle	21	Rear End	8	Not Applicable
Bell Road-Edgewood Drive to Yorkridge Court	Segment	10	0	0	0	0	0	7	3.781	Newburgh/ Warrick	Collision with Deer	7	Rear End	2	Not Applicable
Bell Road-Primrose Court to Edgewood Drive	Segment	8	0	0	0	0	0	4	4.39	Newburgh/ Warrick	Collision with Deer	4	Rear End	4	Not Applicable
Bell Road-Vann Road to Kingston Drive	Segment	33	0	1	8	0	0	1	14.708	Warrick	Right Angle	22	Ran off Road	5	Not Applicable
Bell Road-Yorkridge Court to Lancaster Drive	Segment	9	0	0	0	0	0	4	4.618	Warrick	Collision with Deer	4	Rear End	2	Not Applicable
Dale-Heilman Road-Deer Fly Lane to County Line	Segment	9	0	1	2	0	0	0	7.133	Warrick	Ran off Road	6	Opposite Direction Sideswipe	2	Not Applicable
Division Street-5th Street to 6th Street	Segment	5	0	2	2	1	0	0	83.893	Boonville	Right Angle	3	Left Turn & Other-Explain in Narrative	1	Not Applicable
Eby Road-Folsomville Road to Hart Road	Segment	7	1	1	2	0	0	2	1.769	Warrick	Ran off Road	3	Collision with Deer	2	Not Applicable
Epworth Road-Lincoln Avenue to State Route 66	Segment	37	0	0	9	0	0	2	2.839	Warrick	Rear End	23	Right Angle	5	Not Applicable
Epworth Road-State Route 662 to Lincoln Avenue	Segment	18	0	0	4	0	0	1	1.608	Warrick	Ran off Road	9	Left Turn, Rear End, and Same Direction Sideswipe	2	Not Applicable
Folsomville Road-Eby Road to Polk Road	Segment	49	0	1	7	0	0	31	2.839	Warrick	Collision with Deer	29	Ran off Road	11	Not Applicable
Folsomville Road-Gentry Road to I-64	Segment	22	1	0	5	0	0	13	3.633	Warrick	Collision with Deer	12	Ran off Road	4	Not Applicable
Fuquay Road-Bosma Drive to Gardner Road	Segment	14	0	0	6	0	0	2	2.605	Warrick	Ran off Road	6	Right Angle	5	Not Applicable
Gray Street/State Street	Intersection-Collector/Collector	9	0	0	2	0	0	0	1	Newburgh	Right Angle	4	Rear End	2	Stop Sign
High Pointe Drive/Bell Road	Intersection-Collector/Local	11	0	0	2	0	0	0	0.379	Warrick	Right Angle	4	Left Turn & Rear End	2	Signal
High Pointe Drive-Libbert Road to Bell Road	Segment	16	0	0	3	0	0	0	3.469	Warrick	Right Angle	5	Ran off Road	4	Not Applicable
Inderrieden Road-Millersburg Road to New Harmony Road	Segment	3	1	1	1	0	0	0	2.813	Warrick	Collision with Object in Road, Non-Collision, and Ran off Road	1		0	Not Applicable
Lakeshore Drive/Bell Road	Intersection-Collector/Local	12	0	0	6	0	0	0	0.545	Warrick	Right Angle	7	Left Turn & Rear End	2	Stop Sign
Lincoln Avenue/Bell Road	Intersection-Collector/Collector	27	0	1	8	0	1	0	0.844	Warrick	Rear End	10	Right Angle	10	Signal
Lincoln Avenue/Epworth Road	Intersection-Collector/Collector	23	0	0	4	0	0	0	0.821	Warrick	Rear End	13	Right Angle	8	Signal
Lincoln Avenue/Frame Road	Intersection-Collector/Collector	28	0	1	8	0	0	0	1.333	Warrick	Right Angle	25	Multiple types had 1	0	All way Stop
Lincoln Avenue/Grimm Road	Intersection-Collector/Local	16	0	0	5	0	0	0	1	Warrick	Right Angle	10	Head On & Non-Collision	2	All way Stop
Lincoln Avenue/Martin Road	Intersection-Collector/Local	10	0	0	1	0	0	0	0.833	Warrick	Right Angle	4	Ran off Road & Rear End	2	All way Stop
Lincoln Avenue/Old State Route 261	Intersection-Arterial/Collector	30	0	1	1	0	0	0	1.034	Warrick	Rear End	17	Right Angle	4	Signal
Maken Drive/Wynntree Drive	Intersection-Local/Local	20	0	0	6	0	0	0	2	Warrick	Right Angle	14	Left Turn	3	Stop Sign
Martin Road-Ferstel Road to Westlake Road	Segment	8	0	0	2	0	0	1	7.52	Warrick	Ran off Road	5	Multiple types had 1	0	Not Applicable
Martin Road-Lincoln Avenue to Danielle Lane	Segment	13	0	0	1	0	0	1	82.803	Warrick	Ran off Road	4	Right Angle	4	Not Applicable
Maxville Road-Maxville Road to County Line	Segment	9	0	0	2	0	0	4	5.008	Warrick	Collision with Deer	4	Ran off Road	3	Not Applicable
New Hope Road-Yankeetown Road to Pigeon Valley Road	Segment	14	0	1	4	0	0	4	2.753	Warrick	Ran off Road	6	Collision with Deer	4	Not Applicable
North Street/3rd Street	Intersection-Arterial/Collector	5	0	1	1	0	0	0	0.5	Boonville	Right Angle	4	Backing Crash	1	Stop Sign
North Street-west of Ratliff Court to 3rd Street	Segment	11	0	1	1	0	0	2	8.491	Boonville	Collision with Deer & Opposite Direction Sideswipe	2	Ran off Road & Right Angle	2	Not Applicable
Oak Grove Road/Anderson Road	Intersection-Local/Local	13	0	0	5	0	0	0	0.929	Warrick	Right Angle	13		0	Stop Sign
Oak Grove Road/Epworth Road	Intersection-Collector/Collector	21	0	1	7	0	0	0	0.677	Warrick	Rear End	7	Left Turn	6	Signal
Oak Grove Road/Libbert Road	Intersection-Collector/Local	11	0	0	2	0	0	0	0.524	Warrick	Right Angle	6	Rear End	5	All way Stop
Oak Grove Road-Anderson Road to Megan Drive	Segment	14	0	0	6	0	0	0	24.574	Warrick	Right Angle	13	Head On	1	Not Applicable

Location	Road Type	Crashes	Fatality	Incapacitating Injuries	Injuries	Bike	Pedestrian	Deer	Crash Rate	Jurisdiction	Top Crash Type	Top Crash Type - Number of Crashes	Second Highest Crash Type	Second Highest Crash Type - Number of Crashes	Right of Way Control
Old State Road 61-Homestead Drive to Stonehaven Circle	Segment	10	0	0	2	0	0	4	7.542	Boonville	Collision with Deer	4	Head On, Ran off Road, and Rear End	2	Not Applicable
Old State Road 61-south of Lovers Lane to Homestead Drive	Segment	8	0	0	0	0	0	3	3.452	Boonville/Warrick	Collision with Deer	3	Rear End	3	Not Applicable
Old State Road 61-Stonehaven Circle to Shelton Road	Segment	25	0	0	4	0	0	19	2.599	Boonville/Warrick	Collision with Deer	19	Rear End	4	Not Applicable
Old State Route 662/Ellebusch Road	Intersection-Arterial/Local	8	0	0	2	0	0	0	0.348	Newburgh/ Warrick	Rear End	4	Same Direction Sideswipe	3	Signal
Old State Route 662/Yorkshire Drive/Frame Road	Intersection-Arterial/Collector	15	0	0	2	0	0	0	0.682	Newburgh	Rear End	10	Right Angle	3	Stop Sign
Old State Route 662-Driftwood Lane to Maple Lane	Segment	6	0	0	0	0	0	3	1.818	Newburgh	Collision with Deer	2	Rear End	2	Not Applicable
Old State Route 662-Phelps Drive to Lower Knob Hill Drive	Segment	10	0	0	1	0	0	0	4.606	Newburgh	Rear End	10		0	Not Applicable
Pelzer Road-Flemming Road to south of Caney Creek	Segment	20	0	0	3	0	0	7	4.554	Warrick	Ran off Road	7	Collision with Deer	6	Not Applicable
Pollack Avenue-curve on Pollack Avenue to SR 662	Segment	14	0	0	3	0	0	2	14.176	Warrick	Ran off Road	7	Collision with Deer and Head On	2	Not Applicable
Rockport Road-Metzger Road to Maple Grove Road	Segment	15	0	0	0	0	0	8	2.808	Warrick	Collision with Deer	8	Ran off Road	7	Not Applicable
Roeder Road/New Hope Road/Yankeetown Road	Intersection-Collector/Collector	11	0	0	5	0	0	2	2.2	Warrick	Right Angle	9	Collision with Deer	2	Stop Sign
Sharon Road/State Street	Intersection-Collector/Collector	8	0	1	2	0	0	0	0.286	Newburgh	Rear End	4	Ran off Road	2	Signal
Stacer Road-south of Ferguson Street to SR 662	Segment	9	0	0	0	0	0	0	13.251	Warrick	Ran off Road	3	Rear End	2	Not Applicable
Stahl Road/Epworth Road	Intersection-Collector/Local	29	0	1	10	0	0	0	1.381	Warrick	Right Angle	14	Rear End	6	Signal
State Street/Bell Road	Intersection-Arterial/Collector	8	0	0	1	0	0	1	0.296	Newburgh/ Warrick	Rear End	5	Right Angle	2	Signal
Sycamore Street/4th Street	Intersection-Arterial/Local	5	0	1	1	0	0	0	0.625	Boonville	Right Angle	4	Left Turn	1	Stop Sign
Sycamore Street-3rd Street to 4th Street	Segment	11	0	1	1	0	0	0	90.684	Boonville	Right Angle	5	Left Turn	2	Not Applicable
Sycamore Street-4th Street to 6th Street	Segment	9	0	1	1	0	0	0	63.114	Boonville	Right Angle	5	Multiple types had 1	0	Not Applicable
Sycamore Street-Vine Street to 1st Street	Segment	8	0	0	0	0	0	0	48.9	Boonville	Right Angle	5	Multiple types had 1	0	Not Applicable
Telephone Road/Epworth Road	Intersection-Collector/Collector	20	0	0	2	0	0	0	0.69	Warrick	Right Angle	9	Rear End	5	Stop Sign
Telephone Road/Fuquay Road	Intersection-Collector/Collector	14	0	0	3	0	0	0	1.273	Warrick	Ran off Road	6	Rear End	5	Stop Sign
Tennyson Road-Winchester Road to Tennyson Road	Segment	9	0	0	2	0	0	1	3.926	Warrick	Ran off Road	7	Other-Explain in Narrative & Ran off Road	1	Not Applicable
Vann Road/Anderson Road	Intersection-Collector/Local	23	0	0	5	0	0	0	1.438	Warrick	Right Angle	13	Rear End	4	Stop Sign
Vann Road/Bell Road	Intersection-Collector/Local	25	0	1	8	0	0	0	1.786	Warrick	Right Angle	21	Multiple types had 1	0	Stop Sign
Vann Road-Casey Road to Anderson Road	Segment	25	0	0	3	0	0	15	2.027	Warrick	Collision with Deer	15	Rear End	4	Not Applicable
Venetian Drive/Epworth Road	Intersection-Collector/Local	10	0	0	1	0	0	0	0.476	Warrick	Rear End	7	Same Direction Sideswipe	2	Stop Sign
Walnut Street/3rd Street	Intersection-Local/Local	5	0	0	1	0	0	0	1	Boonville	Right Angle	4	Head On	1	Stop Sign
Walnut Street-3rd Street to 8th Street	Segment	13	0	0	2	0	0	0	32.92	Boonville	Right Angle	7	Multiple types had 1	0	Not Applicable
Walnut Street-Cypress Street to 3rd Street	Segment	19	0	0	1	0	0	0	38.43	Boonville	Right Angle	8	Left Turn	3	Not Applicable
Water Street/Monroe Street	Intersection-Local/Local	4	0	0	0	0	0	0	2	Newburgh	Rear End	3	Other-Explain in Narrative	1	All way Stop
Water Street-Madison Street to Monroe Street	Segment	8	0	0	1	1	0	0	97.561	Newburgh	Rear End	4	Other-Explain in Narrative	3	Not Applicable
Water Street-Monroe Street to State Street	Segment	11	1	0	0	0	0	0	96.746	Newburgh	Other-Explain in Narrative	6	Rear End	3	Not Applicable
Willow Pond Road-Ella Circle to Frame Road	Segment	11	0	0	3	0	0	3	3.724	Warrick	Ran off Road	4	Collision with Deer	3	Not Applicable
Wyntree Drive-SR 66 to the end of the road	Segment	20	0	0	6	0	0	0	22.862	Warrick	Right Angle	14	Left Turn	4	Not Applicable
Yankeetown Road-Eble Road to New Hope Road	Segment	17	0	0	3	0	0	8	3.687	Warrick	Ran off Road	8	Collision with Deer	7	Not Applicable
Yankeetown Road-Huffman Road to Maple Grove Road	Segment	11	0	1	3	0	0	3	2.526	Warrick	Ran off Road	6	Collision with Deer	3	Not Applicable

B

**COUNTYWIDE DATA
(2016-2020 ARIES DATA)**

Highest Total Number of Crashes (2016-2020) - Arterial/Collector & Collector/Collector Intersections

East to West Road	North to South Road	Road Type	Crashes	Jurisdiction
Lincoln Avenue	Old State Route 261	Intersection-Arterial/Collector	30	Warrick County
Lincoln Avenue	Frame Road	Intersection-Collector/Collector	28	Warrick County
Lincoln Avenue	Bell Road	Intersection-Collector/Collector	27	Warrick County
Lincoln Avenue	Epworth Road	Intersection-Collector/Collector	23	Warrick County
Oak Grove Road	Epworth Road	Intersection-Collector/Collector	21	Warrick County
Telephone Road	Epworth Road	Intersection-Collector/Collector	20	Warrick County
Old State Route 662	Yorkshire Drive/Frame Road	Intersection-Arterial/Collector	15	Newburgh
Telephone Road	Fuquay Road	Intersection-Collector/Collector	14	Warrick County
Roeder Road/New Hope Road	Yankeetown Road	Intersection-Collector/Collector	11	Warrick County
Gray Street	State Street	Intersection-Collector/Collector	9	Newburgh
Sharon Road	State Street	Intersection-Collector/Collector	8	Newburgh
State Street	Bell Road	Intersection-Arterial/Collector	8	Newburgh/Warrick County
North Street	3rd Street	Intersection-Arterial/Collector	5	Boonville

Highest Total Number of Crashes (2016-2020) - Arterial/Local & Collector/Local Intersections

East to West Road	North to South Road	Road Type	Crashes	Jurisdiction
Bell Oaks Drive (East) (south intersection)	Bell Road	Intersection- Collector/Local	33	Warrick County
Stahl Road	Epworth Road	Intersection- Collector/Local	29	Warrick County
Vann Road	Bell Road	Intersection- Collector/Local	25	Warrick County
Bell Oaks Drive (West) (North Intersection)	Bell Road	Intersection- Collector/Local	23	Warrick County
Vann Road	Anderson Road	Intersection- Collector/Local	23	Warrick County
Lincoln Avenue	Grimm Road	Intersection- Collector/Local	16	Warrick County
Bell Oaks Drive	Old State Route 261	Intersection- Arterial/Local	12	Warrick County
Lakeshore Drive	Bell Road	Intersection- Collector/Local	12	Warrick County
High Pointe Drive	Bell Road	Intersection- Collector/Local	11	Warrick County
Oak Grove Road	Libbert Road	Intersection- Collector/Local	11	Warrick County
Lincoln Avenue	Martin Road	Intersection- Collector/Local	10	Warrick County
Venetian Drive	Epworth Road	Intersection- Collector/Local	10	Warrick County
Old State Route 662	Ellerbusch Road	Intersection- Arterial/Local	8	Newburgh/Warrick County
Sycamore Street	4th Street	Intersection- Arterial/Local	5	Boonville

Highest Total Number of Crashes (2016-2020) - Local/Local Intersections

East to West Road	North to South Road	Road Type	Crashes	Jurisdiction
Bell Oaks Drive	Wynntree Drive	Intersection-Local/Local	20	Warrick County
Maken Drive	Wyntree Drive	Intersection-Local/Local	20	Warrick County
Oak Grove Road	Anderson Road	Intersection-Local/Local	13	Warrick County
Walnut Street	3rd Street	Intersection-Local/Local	5	Boonville
Water Street	Monroe Street	Intersection-Local/Local	4	Newburgh

Intersection Top Crash Rate

East to West Road	North to South Road	Crash Rate	Jurisdiction	Top Crash Type	#	Second Highest Crash Type	#
Bell Oaks Drive	Wynntree Drive	2.222	Warrick County	Right Angle	14	Left Turn	3
Roeder Road/ New Hope Road	Yankeetown Road	2.2	Warrick County	Right Angle	9	Collision with Deer	2
Maken Drive	Wyntree Drive	2	Warrick County	Right Angle	14	Left Turn	3
Water Street	Monroe Street	2	Newburgh	Rear End	3	Other-Explain in Narrative	1
Vann Road	Bell Road	1.786	Warrick County	Right Angle	21	Multiple types had 1	0
Vann Road	Anderson Road	1.438	Warrick County	Right Angle	13	Rear End	4
Stahl Road	Epworth Road	1.381	Warrick County	Right Angle	14	Rear End	6
Lincoln Avenue	Frame Road	1.333	Warrick County	Right Angle	25	Multiple types had 1	0
Bell Oaks Drive (East) (South Intersection)	Bell Road	1.32	Warrick County	Right Angle	17	Rear End	5
Telephone Road	Fuquay Road	1.273	Warrick County	Ran off Road	6	Rear End	5
Lincoln Avenue	Old State Route 261	1.034	Warrick County	Rear End	17	Right Angle	4

Highest Number of Accidents with Injuries where at least one was Incapacitating at Intersection

East to West Road	North to South Road	Number of Crashes	Jurisdiction
Stahl Road	Epworth Road	10	Warrick County
Lincoln Avenue	Bell Road	8	Warrick County
Lincoln Avenue	Frame Road	8	Warrick County
Vann Road	Bell Road	8	Warrick County
Oak Grove Road	Epworth Road	7	Warrick County
Bell Oaks Drive(East) (South Intersection)	Bell Road	6	Warrick County

Top Crash Locations per Manner of Crash (Intersection)

East to West Road	North to South Road	Number of Crashes	Manner of Crash	Jurisdiction
Lincoln Avenue	Frame Road	25	Right Angle	Warrick County
Vann Road	Bell Road	21	Right Angle	Warrick County
Lincoln Avenue	Old State Route 261	17	Rear End	Warrick County
Bell Oaks Drive (East) (South intersection)	Bell Road	17	Right Angle	Warrick County
Stahl Road	Epworth Road	14	Right Angle	Warrick County
Bell Oaks Drive	Wynntree Drive	14	Right Angle	Warrick County
Maken Drive	Wynntree Drive	14	Right Angle	Warrick County
Vann Road	Anderson Road	13	Right Angle	Warrick County
Lincoln Avenue	Epworth Road	13	Rear End	Warrick County
Oak Grove Road	Anderson Road	13	Right Angle	Warrick County
Bell Oaks Drive (West) (North intersection)	Bell Road	11	Right Angle	Warrick County
State Route 662	Yorkshire Drive/Frame Road	10	Rear End	Newburgh
Lincoln Avenue	Grimm Road	10	Right Angle	Warrick County
Lincoln Avenue	Bell Road	10	Rear End	Warrick County
Lincoln Avenue	Bell Road	10	Right Angle	Warrick County

Segment Top Crash Rate (Collector or Above)

Road	Location	Crash Rate	Jurisdiction	Top Crash Type	#	Second Highest Crash Type	#
Bell Road	East Bell Oaks Drive to West Bell Oaks Drive	37.908	Warrick	Right Angle	21	Rear End	8
2nd Street	Cherry Street to Locust Street	15.293	Boonville	Left Turn & Right Angle	3	Same Direction Sideswipe	3
Bell Road	Vann Road to Kingston Drive	14.708	Warrick	Right Angle	22	Ran off Road	5
Stacer Road	south of Ferguson Street to SR 662	13.251	Warrick	Ran off Road	3	Rear End	2
3rd Street	Olive Street to South of Lovers Lane	9.791	Boonville	Collision with Deer	2	Multiple types had 1	0
North Street	west of Ratliff Court to 3rd Street	8.491	Boonville	Collision with Deer & Opposite Direction Sideswipe	2	Ran off Road & Right Angle	2
4th Street	Sycamore Street to Poplar Street	8.073	Boonville	Right Angle	5	Ran off Road	3
8th Street	Millis Avenue to Walnut Street	7.307	Boonville	Backing Crash	2	Rear End	2
Dale-Heilman Road	Deer Fly Lane to County Line	7.133	Warrick	Ran off Road	6	Opposite Direction Sideswipe	2
Maxville Road	Maxville Road to County Line	5.008	Warrick	Collision with Deer	4	Ran off Road	3

Segment Top Crash Rate (Local)

Road	Location	Crash Rate	Jurisdiction	Top Crash Type	#	Second Highest Crash Type	#
Water Street	Madison Street to Monroe Street	97.561	Newburgh	Rear End	4	Other-Explain in Narrative	3
Water Street	Monroe Street to State Street	96.746	Newburgh	Other-Explain in Narrative	6	Rear End	3
Sycamore Street	3rd Street to 4th Street	90.684	Boonville	Right Angle	5	Left Turn	2
Division Street	5th Street to 6th Street	83.893	Boonville	Right Angle	3	Left Turn & Other-Explain in Narrative	1
Martin Road	Lincoln Avenue to Danielle Lane	82.803	Warrick	Ran off Road	4	Right Angle	4
Sycamore Street	4th Street to 6th Street	63.114	Boonville	Right Angle	5	Multiple types had 1	0
Sycamore Street	Vine Street to 1st Street	48.9	Boonville	Right Angle	5	Multiple types had 1	0
Walnut Street	Cypress Street to 3rd Street	38.43	Boonville	Right Angle	8	Left Turn	3
Walnut Street	3rd Street to 8th Street	32.92	Boonville	Right Angle	7	Multiple types had 1	0
Oak Grove Road	Anderson Road to Megan Drive	24.574	Warrick	Right Angle	13	Head On	1

Highest Number of Accidents with Injuries (Segments)

Road	Location	Number of Crashes	Jurisdiction
Bell Oaks Drive	west of Merchant Drive to Old State Route 261	9	Warrick
Epworth Road	Lincoln Avenue to State Route 66	9	Warrick
Bell Road	East Bell Oaks Drive to West Bell Oaks Drive	8	Warrick
Bell Road	Vann Road to Kingston Drive	8	Warrick
Folsomville Road	Eby Road to Polk Road	7	Warrick
Anderson Road	Vann Road to Jenner Road	6	Warrick
Fuquay Road	Bosma Drive to Gardner Road	6	Warrick
Oak Grove Road	Anderson Road to Megan Drive	6	Warrick
Wyntree Drive	SR 66 to the end of the road	6	Warrick
Folsomville Road	Gentry Road to I-64	5	Warrick

Highest Number of Accidents with Injuries with at least one Incapacitating Injury or Fatality (Segments)

Road	Location	Number of Crashes	Jurisdiction
Folsomville Road	Gentry Road to I-64	6	Warrick
Bell Road	East Bell Oaks Drive to West Bell Oaks Drive	8	Warrick
Bell Road	Vann Road to Kingston Drive	8	Warrick
Folsomville Road	Eby Road to Polk Road	7	Warrick
New Hope Road	Yankeetown Road to Pigeon Valley Road	4	Warrick

Highest Number of Accidents Involving Deer Roadway (Segments)

Road	Location	Number of Crashes	Jurisdiction
Folsomville Road	Eby Road to Polk Road	31	Warrick
Old State Road 61	Stonehaven Circle to Shelton Road	19	Boonville/Warrick
Vann Road	Casey Road to Anderson Road	15	Warrick
Folsomville Road	Gentry Road to I-64	13	Warrick
Yankeetown Road	Eble Road to New Hope Road	8	Warrick
Rockport Road	Metzger Road to Maple Grove Road	8	Warrick
Pelzer Road	Flemming Road to south of Caney Creek	7	Warrick
Asbury Cemetery Road	Helm Road to Remington Drive	7	Warrick
Bell Road	Edgewood Drive to Yorkridge Court	7	Newburgh/Warrick

Top Crash Locations per Manner of Crash (Segments)

East to West Road	North to South Road	Manner of Crash	Number of Crashes	Jurisdiction
Folsomville Road	Eby Road to Polk Road	Collision with Deer	29	Warrick
Epworth Road	Lincoln Avenue to State Route 66	Rear End	23	Warrick
Bell Road	Vann Road to Kingston Drive	Right Angle	22	Warrick
Bell Road	East Bell Oaks Drive to West Bell Oaks Drive	Right Angle	21	Warrick
Bell Oaks Drive	west of Merchant Drive to Old State Route 261	Right Angle	20	Warrick
Old State Road 61	Stonehaven Circle to Shelton Road	Collision with Deer	19	Boonville/Warrick
Vann Road	Casey Road to Anderson Road	Collision with Deer	15	Warrick
Wyntree Drive	SR 66 to the end of the road	Right Angle	14	Warrick
Anderson Road	Vann Road to Jenner Road	Right Angle	13	Warrick

Number of Crashes on Non-State Roads Involving a Fatality by Jurisdiction

Year	Boonville	Chandler	Elberfeld	Lynnville	Newburgh	Tennyson	Warrick County (Unincorporated)
2016	0	0	0	0	0	0	1
2017	0	0	0	0	0	0	1
2018	0	0	0	0	3	0	2
2019	0	0	0	0	0	0	1
2020	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	6

Number of Crashes on Non-State Roads Involving an Incapacitating Injury by Jurisdiction

Year	Boonville	Chandler	Elberfeld	Lynnville	Newburgh	Tennyson	Warrick County (Unincorporated)
2016	4	1	0	0	4	0	9
2017	5	0	0	0	0	0	4
2018	3	3	0	0	1	0	9
2019	0	1	0	0	0	0	13
2020	0	0	1	0	0	0	5
Total	12	5	1	0	5	0	40

Warrick County Non-State Road Crash Statistics - Top 5

Manner of Crash

Manner of Crash	Percentage of Total Crashes
Ran off Road	22.4%
Rear End	18.2%
Right Angle	15.1%
Collision with Deer	14.7%
Backing Crash	6.6%

Primary Factor

Primary Factor	Percentage
Failure to Yield Right of Way	17.2%
Animal/Object in Roadway	16.7%
Ran Off Road Right	13.7%
Unsafe Backing	13.2%
Disregard Signal/Reg Sign	6.9%

Warrick County Non-State Road Crash Statistics - Top 5

Light Condition

Light Condition	Crash Percentage
Daylight	61.7%
Dark (Not Lighted)	22.2%
Dark (Lighted)	10.5%
Dawn/Dusk	5.5%
Unknown	0.1%

Weather Condition

Weather Condition	Crash Percentage
Clear	66.5%
Cloudy	16.6%
Rain	12.9%
Snow	2.3%
Fog/Smoke/Smog	0.9%

Roadway Characteristic

Roadway Characteristic	Crash Percentage
Straight/Level	64%
Straight/Grade	18.5%
Straight/Hillcrest	7.1%
Curve/Level	5.9%
Curve/Grade	3.8%

Surface Condition

Surface Condition	Crash Percentage
Dry	76%
Wet	17.8%
Ice	2.7%
Snow/Slush	1.9%
Loose Material on Road	1.3%

Warrick County Non-State Road Crash Statistics - Top 5

Vehicle Type

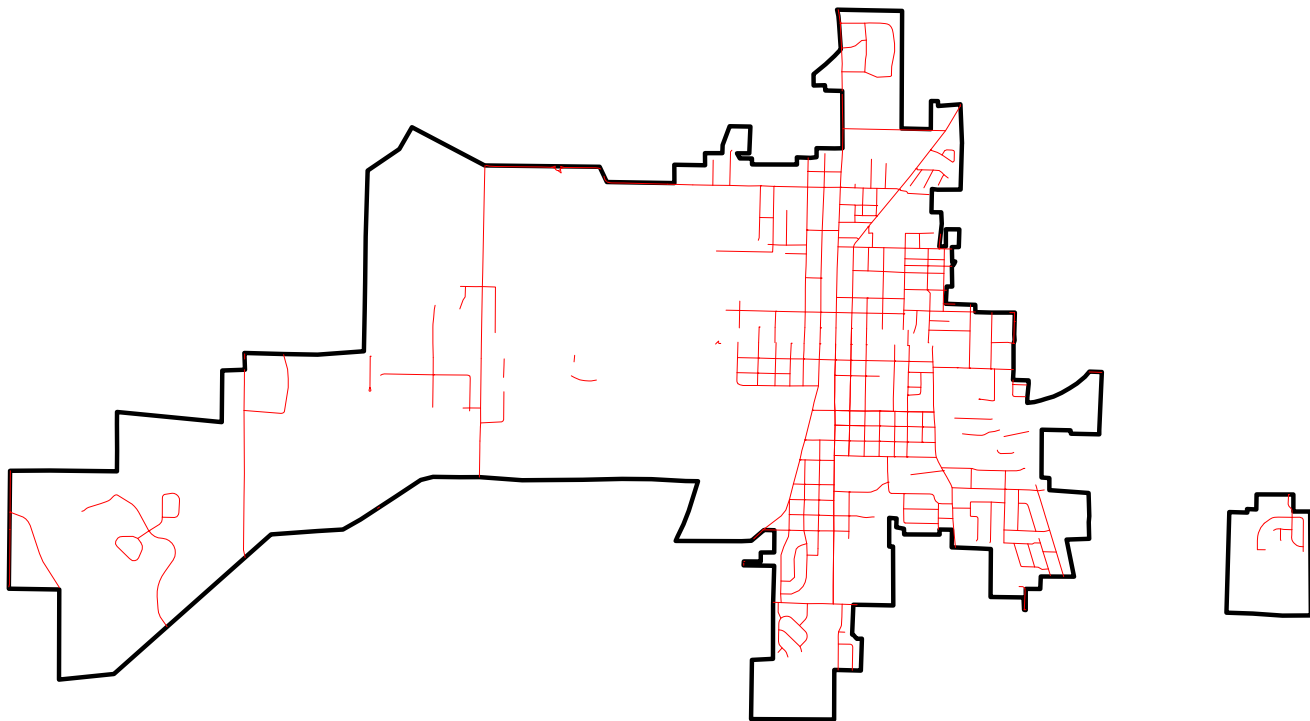
Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/Pick-Up/SUV	95.6%
Motorcycle	0.9%
Unknown	0.7%
Truck (Single 2 Axle, 6 Tires)	0.5%
Bus/Seats 15+ Persons with Driver & Truck (Single 3 or More Axles)	0.4%

Roadway Junction

Roadway Junction	Percentage of Total Crashes
No Junction Involved	56.8%
Four-Way Intersection	26.8%
T-Intersection	15.5%
Y-Intersection	0.5%
Five Point or More, Interchange, Railroad Crossings, & Traffic Circle/ Roundabout	0.1%

C BOONVILLE DATA

Boonville Local Roads



	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not including State Roads	Total Number of Fatalities Not Including State Roads
Total Fatality Count	2	2	1	1
Average Annual Motor-Vehicle Involved Roadway Fatalities	0.4	0.4	0.2	0.2
5-Year Fatality Rate (per 100,000 persons)	5.96	5.96	2.98	2.98
Percentage of Population in Underserved Communities				
0%				

Boonville Non-State Road Crash Manner

All Crashes

Manner of Crash	Percentage
Right Angle	17.9%
Ran off Road	16%
Rear End	11.8%
Backing Crash	11.5%
Other-Explain in Narrative	8%

Fatality or Incapacitating Injury Crash

Manner of Crash	Percentage
Right Angle	41.7%
Ran Off Road	25%
Rear End	25%
Left Turn	8.3%

Boonville Non-State Road Crash Primary Factor

All Crashes

Primary Factor	Percentage
Failure to Yield Right of Way	22%
Animal/Object in Roadway	9.6%
Unsafe Backing	9.6%
Ran off Road Right	9.3%
Improper Turning	7%

Fatality or Incapacitating Injury Crash

Primary Factor	Percentage
Failure to Yield Right of Way	50%
Following too Closely	25%
Ran off Road Right	16.7%
Other (Driver)-Explain in Narrative	8.3%

Boonville Non-State Road Crash Statistics - Top 5

Light Condition

Light Condition	Crash Percentage
Daylight	69%
Dark (Lighted)	14.7%
Dark (Not Lighted)	12.8%
Dawn/Dusk	3.2%

Weather Condition

Weather Condition	Crash Percentage
Clear	69.3%
Cloudy	17.6%
Rain	8.9%
Snow	2.2%
Severe Cross Wind & Blowing Sand/Soil/Snow	0.6%

Roadway Characteristic

Roadway Characteristic	Crash Percentage
Straight/Level	69.6%
Straight/ Grade	19.5%
Straight/Hillcrest	6.1%
Curve/Level	2.2%
Curve/Grade & Curve/Hillcrest	1%

Surface Condition

Surface Condition	Crash Percentage
Dry	80.5%
Wet	15%
Snow/Slush	2.9%
Ice	0.6%
Loose Material on Road	0.6%

Boonville Non-State Road Crash Statistics - Top 5

Vehicle Type

Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/ Pick-up/SUV/Van	95.6%
Bus/Seats 15+ Persons with Driver	0.9%
Truck (Single 2 Axle, 6 Tires)	0.9%
Bus Seats 9-15 Persons with Driver, Motor Driven Cycle Class A or B, Motorcycle, Tractor/One Semi Trailer, Truck (Single 3 or more axles), & Unknown Type	0.4%

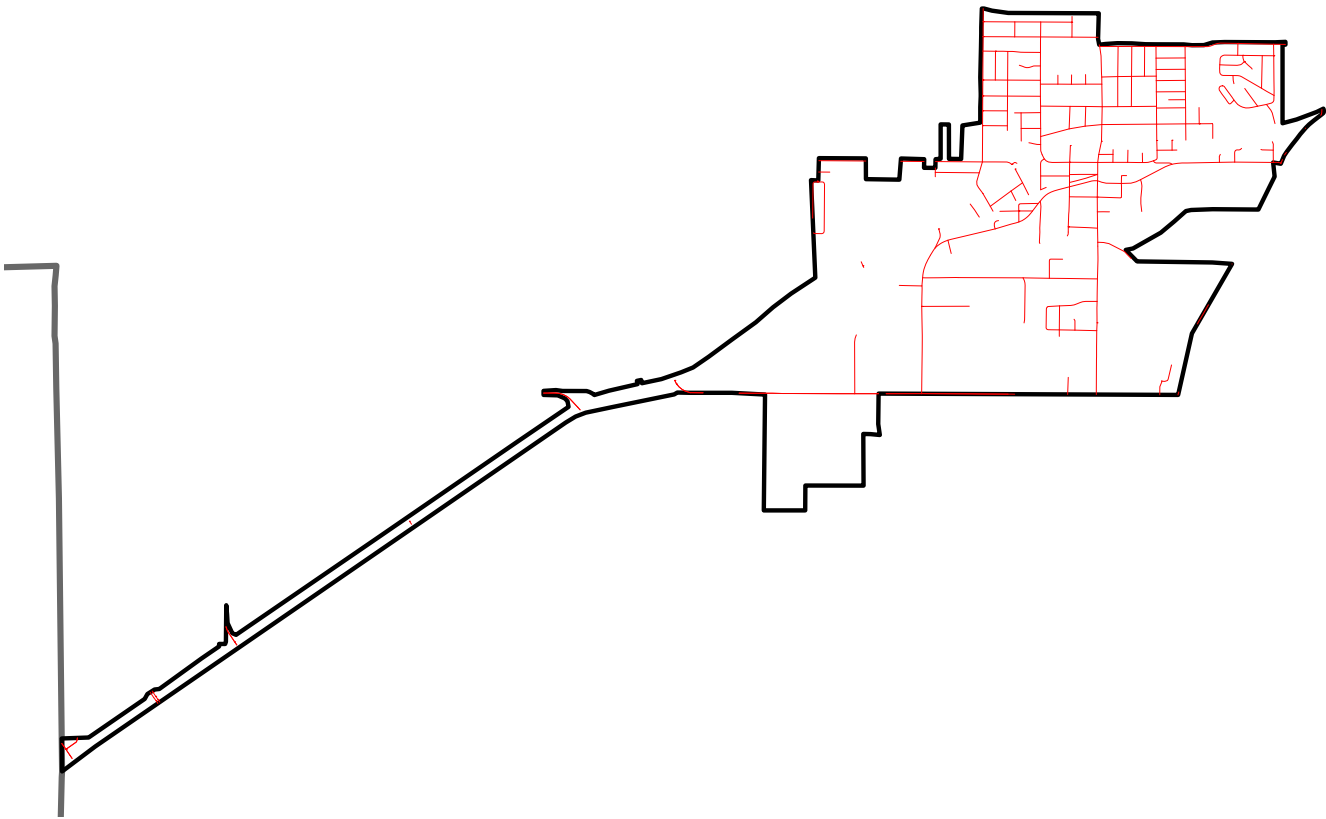
Roadway Junction

Roadway Junction	Percentage of Total Crashes
No Junction Involved	67.1%
Four-Way Intersection	19.2%
T-Intersection	12.1%
Interchange	0.6%
Railroad Crossings	0.6%

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D CHANDLER DATA

Chandler Local Roads



	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not including State Roads	Total Number of Fatalities Not Including State Roads
Total Fatality Count	2	2	0	0
Average Annual Motor-Vehicle Involved Roadway Fatalities	0.4	0.4	0	0
5-Year Fatality Rate (per 100,000 persons)	10.83	10.83	0.00	0.00
Percentage of Population in Underserved Communities				
0%				

Chandler Non-State Road Crash Manner

All Crashes

Manner of Crash	Crash Percentage
Ran off Road	19.3%
Rear End	17.6%
Backing Crash	16%
Right Angle	16%
Left Turn	7.6%

Fatality or Incapacitating Injury Crash

Manner of Crash	Crash Percentage
Ran off Road	60%
Head On	20%
Left Turn	20%

Chandler Non-State Road Crash Primary Factor

All Crashes

Primary Factor	Crash Percentage
Failure to Yield Right of Way	22.7%
Unsafe Backing	16%
Following too Closely	15.1%
Animal/Object in Roadway	8.4%
Disregard Signal/ Reg Sign	7.6%

Fatality or Incapacitating Injury Crash

Primary Factor	Crash Percentage
Failure to Yield Right of Way	40%
Overcorrecting/Oversteering	20%
Ran off Road Right	20%
Other (Driver)- Explain in Narrative	20%

Chandler Non-State Road Crash Statistics - Top 5

Light Condition

Light Condition	Crash Percentage
Daylight	65.5%
Dark (Not Lighted)	19.3%
Dark (Lighted)	10.9%
Dawn/Dusk	4.2%

Weather Condition

Weather Condition	Crash Percentage
Clear	67.2%
Cloudy	16.8%
Rain	12.6%
Blowing Sand/Soil/Snow	1.7%
Fog/Smoke/Smog & Severe Cross Wind	0.8%

Roadway Characteristic

Roadway Characteristic	Crash Percentage
Straight/Level	65.5%
Straight/Grade	15.1%
Curve/Level	11.8%
Straight/Hillcrest	5%
Curve/Grade & Curve Hillcrest	0.8%

Surface Condition

Surface Condition	Crash Percentage
Dry	79%
Wet	18.5%
Snow/Slush	1.7%
Water Standing or Moving	0.8%

Chandler Non-State Road Crash Statistics Top 5

Vehicle Type

Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/ Pick-up/SUV/Van	95.2%
Motor Driven Cycle Class A or B	1.2%
Unknown	1.2%
Tractor/One Semi Trailer	1.2%
Truck (Single 2 Axle, 6 Tires)	1.2%

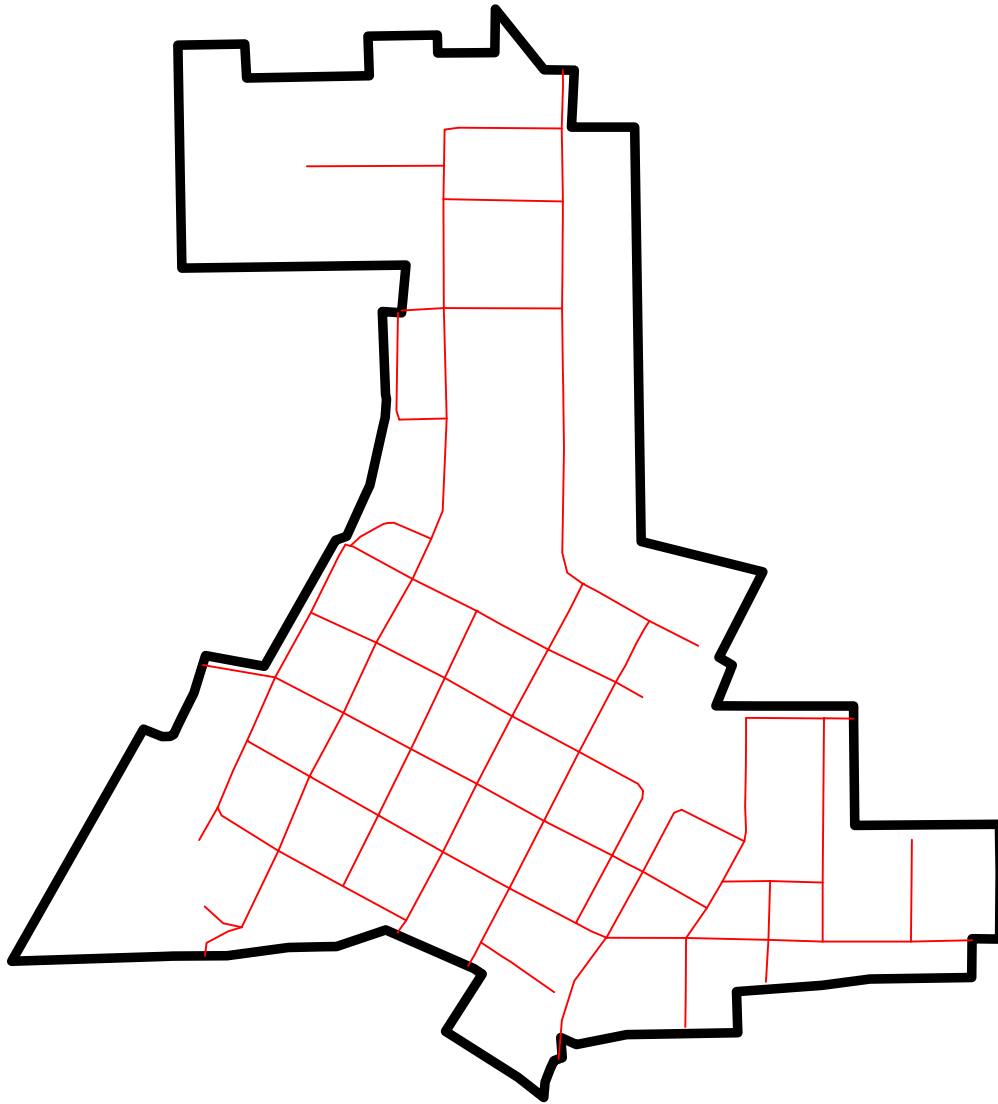
Roadway Junction

Roadway Junction	Percentage of Total Crashes
No Junction Involved	55.5%
Four-Way Intersection	26.1%
T-Intersection	15.1%
Y-Intersection	1.7%
Five Point or More	0.8%
Railroad Crossings	0.8%

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E ELBERFELD DATA

Elberfeld Local Roads



Elberfeld Non-State Road Crash Manner - Top 5

All Crashes

Manner of Crash	Percentage
Ran off Road	25%
Backing Crash	12.5%
Head On	12.5%
Opposite Direction Sideswipe	12.5%
Other-Explain in Narrative	12.5%
Right Angle	12.5%
Same Direction Sideswipe	12.5%

Fatality or Incapacitating Injury Crash

Manner of Crash	Percentage
Ran off Road	100%

Elberfeld Non-State Road Crash Primary Factor - Top 5

All Crashes

Primary Factor	Percentage
Left of Center	25%
Ran off Road Right	25%
Disregard Signal/Reg Sign	12.5%
Improper Passing	12.5%
Unsafe Backing	12.5%
Unsafe Speed	12.5%

Fatality or Incapacitating Injury Crash

Primary Factor	Percentage
Ran off Road Right	100%

Elberfeld Non-State Road Crash Statistics - Top 5

Light Condition

Light Condition	Crash Percentage
Dark (Lighted)	50%
Daylight	37.5%
Dawn/Dusk	12.5%

Weather Condition

Weather Condition	Crash Percentage
Clear	75%
Rain	25%

Roadway Characteristic

Roadway Characteristic	Crash Percentage
Straight/Level	75%
Curve/Level	25%

Surface Condition

Surface Condition	Crash Percentage
Dry	75%
Wet	25%

Elberfeld Non-State Road Crash Statistics - Top 5

Vehicle Type

Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/ Pick-up/SUV/Van	100%

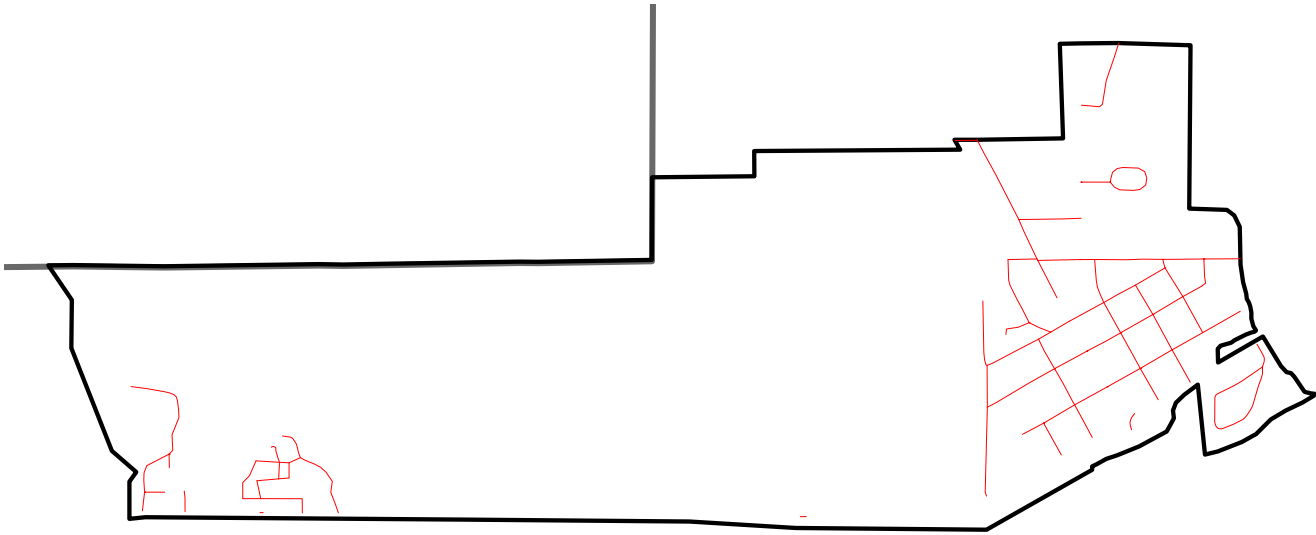
Roadway Junction

Roadway Junction	Percentage of Total Crashes
No Junction Involved	62.5%
T-Intersection	25%
Four-Way Intersection	12.5%

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F LYNNVILLE DATA

Lynnville Local Roads



Lynnville Non-State Road Crash Manner - Top 5

All Crashes

Manner of Crash	Percentage
Ran off Road	37.5%
Opposite Direction Sideswipe	25%
Backing Crash	12.5%
Right Angle	12.5%
Same Direction Sideswipe	12.5%

Fatality or Incapacitating Injury Crash

Manner of Crash	Percentage
Not Applicable	

Lynnville Non-State Road Crash Primary Factor - Top 5

All Crashes

Primary Factor	Percentage
Ran off Road Right	25%
Unsafe Backing	25%
Failure to Yield Right of Way	12.5%
Improper Lane Usage	12.5%
Left of Center	12.5%
Unsafe Speed	12.5%

Fatality or Incapacitating Injury Crash

Primary Factor	Percentage
Not Applicable	

Lynnville Non-State Road Crash Statistics - Top 5

Light Condition

Light Condition	Crash Percentage
Daylight	87.5%
Dark (Lighted)	12.5%

Weather Condition

Weather Condition	Crash Percentage
Clear	87.5%
Cloudy	12.5%

Roadway Characteristic

Roadway Characteristic	Crash Percentage
Straight/Level	37.5%
Straight/Grade	25%
Curve/Grade	12.5%
Curve/Level	12.5%
Straight/Hillcrest	12.5%

Surface Condition

Surface Condition	Crash Percentage
Dry	87.5%
Loose Material on Road	12.5%

Lynnville Non-State Road Crash Statistics - Top 5

Vehicle Type

Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/ Pick-up/SUV/Van	83.3%
Unknown	16.7%

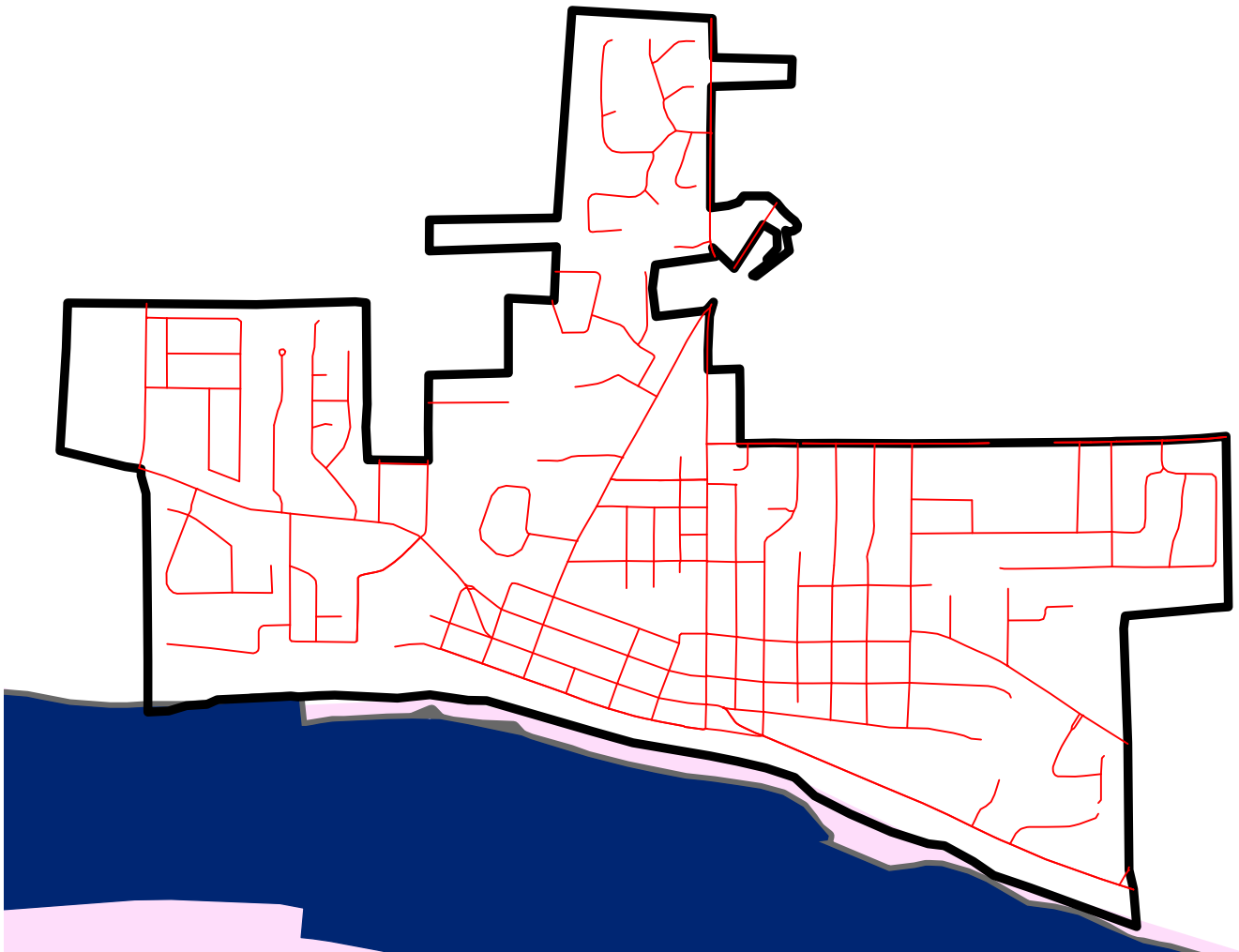
Roadway Junction

Roadway Junction	Percentage of Total Crashes
No Junction Involved	75%
T-Intersection	25%

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G NEWBURGH DATA

Newburgh Local Roads



	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not including State Roads	Total Number of Fatalities Not Including State Roads
Total Fatality Count	4	4	2	2
Average Annual Motor-Vehicle Involved Roadway Fatalities	0.8	0.8	0.4	0.4
5-Year Fatality Rate (per 100,000 persons)	23.92	23.92	11.96	11.96
Percentage of Population in Underserved Communities				
0%				

Newburgh Non-State Road Crash Manner - Top 5

All Crashes

Manner of Crash	Percentage
Rear End	30.1%
Right Angle	12.9%
Ran off Road	11.5%
Other-Explain in Narrative	9.6%
Backing Crash	9.1%

Fatality or Incapacitating Injury Crash

Manner of Crash	Percentage
Right Angle	25%
Non-Collision	25%
Collision with Object in Road	12.5%
Other Explain in Narrative	12.5%
Ran off Road	12.5%
Rear End	12.5%

Newburgh Non-State Road Crash Primary Factor - Top 5

All Crashes

Primary Factor	Percentage
Following too Closely	16.7%
Failure to Yield Right of Way	15.8%
Unsafe Backing	9.6%
Driver Distracted-Explain in Narrative	8.6%
Ran off Road Right	7.2%

Fatality or Incapacitating Injury Crash

Primary Factor	Percentage
Other (Driver)-Explain in Narrative	25%
Failure to Yield Right of Way	12.5%
Accelerator Failure or Defective	12.5%
Holes/Ruts in Surface	12.5%
Following too Closely	12.5%
Pedestrian Action	12.5%
Unsafe Speed	12.5%

Newburgh Non-State Road Crash Statistics - Top 5

Light Condition

Light Condition	Crash Percentage
Daylight	69.9%
Dark (Lighted)	22%
Dawn/Dusk	5.3%
Dark (Not Lighted)	2.9%

Weather Condition

Weather Condition	Crash Percentage
Clear	66%
Cloudy	17.7%
Rain	13.9%
Snow	1.4%
Sleet/Hail/Freezing Rain	1%

Roadway Characteristic

Roadway Characteristic	Crash Percentage
Straight/Level	45%
Straight/Grade	32.5%
Straight/Hillcrest	8.6%
Curve/Grade	7.2%
Curve/Level	6.2%

Surface Condition

Surface Condition	Crash Percentage
Dry	79.9%
Wet	17.2%
Snow/Slush	1.9%
Ice	0.5%
Water (Standing or Moving)	0.5%

Newburgh Non-State Road Crash Statistics - Top 5

Vehicle Type

Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/ Pick-up/SUV/Van	95.8%
Motorcycle	2.5%
Motor Driven Cycle Class A or B	0.8%
School Bus	0.8%

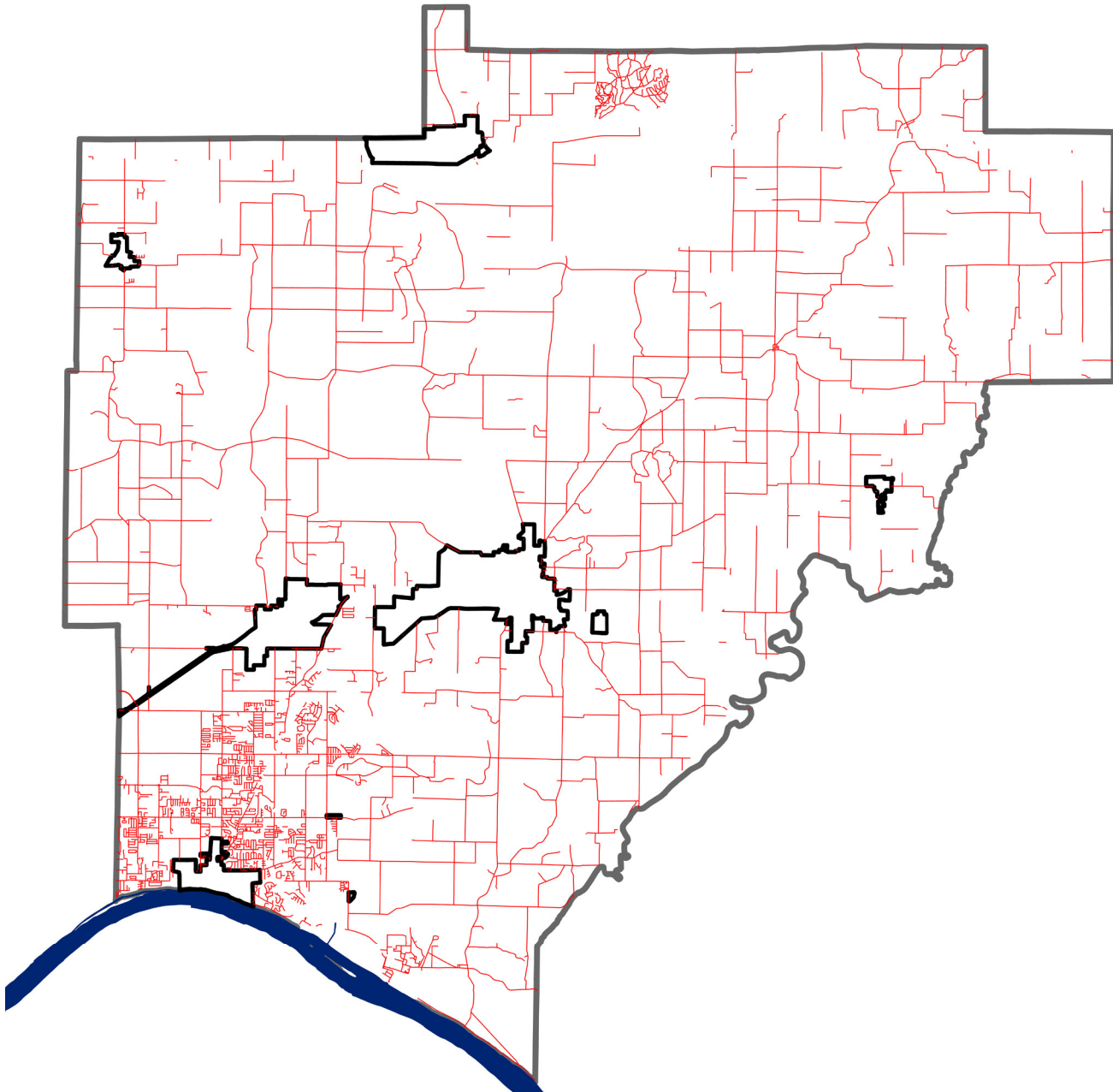
Roadway Junction

Roadway Junction	Percentage of Total Crashes
No Junction Involved	56.9%
Four-Way Intersection	24.4%
T-Intersection	16.3%
Y-Intersection	2.4%

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H WARRICK (UNINCORPORATED) DATA

Warrick County (Unincorporated) Local Roads



	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not including State Roads	Total Number of Fatalities Not Including State Roads
Total Fatality Count	22	23	7	8
Average Annual Motor-Vehicle Involved Roadway Fatalities	4.4	4.6	1.4	1.6
5-Year Fatality Rate (per 100,000 persons)	9.08	9.49	2.89	3.30
Percentage of Population in Underserved Communities				
0%				

Warrick County (Unincorporated) Non-State Road Crash Primary Factor - Top 5

All Crashes

Manner of Crash	Percentage
Rear End	30.1%
Right Angle	12.9%
Ran off Road	11.5%
Other-Explain in Narrative	9.6%
Backing Crash	9.1%

Fatality or Incapacitating Injury Crash

Manner of Crash	Percentage
Ran off Road	55.6%
Right Angle	17.8%
Other-Explain in Narrative	8.9%
Rear End	4.4%
Non-Collision	4.4%

Warrick County (Unincorporated) Non-State Road Crash Primary Factor Top - 5

All Crashes

Primary Factor	Percentage
Animal/Object in Roadway	18.9%
Failure to Yield Right of Way	16.6%
Ran off Road Right	14.5%
Following too Closely	14.4%
Unsafe Backing	5.8%

Fatality or Incapacitating Injury Crash

Primary Factor	Percentage
Ran off Road Right	33.3%
Failure to Yield Right of Way	11.1%
Other (Driver)-Explain in Narrative	8.9%
Unsafe Speed	8.9%
Animal/Object in Roadway, Disregard Signal/Reg Sign, Driver Illness, Overcorrecting/Oversteering, & Roadway Surface Condition	4.4%

Warrick County (Unincorporated) Non-State Road Crash Statistics - Top 5

Light Condition

Light Condition	Crash Percentage
Daylight	59.9%
Dark (Not Lighted)	25.3%
Dark (Lighted)	8.9%
Dawn/Dusk	5.9%

Weather Condition

Weather Condition	Crash Percentage
Clear	66%
Cloudy	16.4%
Rain	13.4%
Snow	2.5%
Fog/Smoke/Smog	1.1%

Roadway Characteristic

Roadway Characteristic	Crash Percentage
Straight/Level	64.8%
Straight/Grade	17.4%
Straight/Hillcrest	7.3%
Curve/Level	5.9%
Curve/Grade	4%

Surface Condition

Surface Condition	Crash Percentage
Dry	74.9%
Wet	18.2%
Ice	3.3%
Snow/Slush	1.8%
Loose Material on Road	1.5%

Warrick County (Unincorporated) Non-State Road Crash Statistics - Top 5

Vehicle Type

Vehicle Type	Percentage of Total Crashes
Car/Station Wagon/ Pick-up/SUV/Van	96.2%
Motorcycle	0.9%
Truck (Single 2 Axle, 6 Tires)	0.5%
Truck (Single 3 or more axles)	0.4%
Unknown	0.4%

Roadway Junction

Roadway Junction	Percentage of Total Crashes
No Junction Involved	55.4%
Four-Way Intersection	28.2%
T-Intersection	15.9%
Y-Intersection	0.4%
Traffic Circle/Roundabout	0.1%

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I FARS DATA

Boonville FARS Data Summary

Year	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not including State Roads	Total Number of Fatalities Not Including State Roads
2017	1	1	1	1
2018	0	0	0	0
2019	0	0	0	0
2020	0	0	0	0
2021	1	1	0	0
Total Fatality Count	2	2	1	1
Average Annual Motor-Vehicle Involved Roadway Fatalities	0.4	0.4	0.2	0.2
5-Year Fatality Rate (per 100,000 persons)	5.96	5.96	2.98	2.98

Chandler FARS Data Summary

Year	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not including State Roads	Total Number of Fatalities Not Including State Roads
2017	0	0	0	0
2018	0	0	0	0
2019	0	0	0	0
2020	1	1	0	0
2021	1	1	0	0
Total Fatality Count	2	2	0	0
Average Annual Motor-Vehicle Involved Roadway Fatalities	0.4	0.4	0	0
5-Year Fatality Rate (per 100,000 persons)	10.83	10.83	0.00	0.00

Newburgh FARS Data Summary










Year	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not including State Roads	Total Number of Fatalities Not Including State Roads
2017	1	1	0	0
2018	3	3	2	2
2019	0	0	0	0
2020	0	0	0	0
2021	0	0	0	0
Total Fatality Count	4	4	2	2
Average Annual Motor-Vehicle Involved Roadway Fatalities	0.8	0.8	0.4	0.4
5-Year Fatality Rate (per 100,000 persons)	23.92	23.92	11.96	11.96







Warrick County (Unincorporated) FARS Data Summary




Year	Total Crashes Involving a Fatality Including State Roads	Total Number of Fatalities Including State Roads	Total Crashes Involving a Fatality Not including State Roads	Total Number of Fatalities Not Including State Roads
2017	3	3	1	1
2018	8	8	1	1
2019	3	4	1	2
2020	3	3	1	1
2021	5	5	3	3
Total Fatality Count	22	23	7	8
Average Annual Motor-Vehicle Involved Roadway Fatalities	4.4	4.6	1.4	1.6
5-Year Fatality Rate (per 100,000 persons)	9.08	9.49	2.89	3.30









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J COUNTERMEASURES


		Action	Safety Benefit
Intersection	Engineering		
		Adding backplates with retroreflective borders to traffic signals to improve visibility	15% reduction in total crashes <i>*Safety Impact of Increased Traffic Signal Backboards Conspicuity</i>
		Reduced Left-Turn Conflict Intersections by utilizing reduced crossing U-turns (RCUT) and Median U-Turns (MUT)	<ul style="list-style-type: none"> • 54% reduction in fatal and injury crashes two way stop controlled to RCUT • 22% reduction in fatal and injury crashes signalized intersection to signalized RCUT • 63% reduction in fatal and injury crashes unsignalized intersection to unsignalized RCUT • 30% reduction in intersection related injury crash rate with MUT <i>*FHWA, MoDOT, NC State University</i>
		Modifying the yellow change intervals can reduce the amount of red lights ran	<ul style="list-style-type: none"> • 36-50% reduction in red light running • 8-14% reduction in total crashes • 12% reduction in injury crashes <i>*NCHRP Report 731: Guidelines for Timing Yellow and All-Red Intervals at Signalized Intersections</i>
		Incorporate corridor access management by <ul style="list-style-type: none"> • Reducing density through driveway closure, consolidation, or relocation • Manage spacing of intersection and access points • Limit allowable movements at driveways (such as right in/right out only) • Place driveways on an intersection approach corner rather than a receiving corner • Implement raised medians that preclude across-roadway movements • Provide turn lanes • Use lower speed one way or two way off arterial circulation roads 	<ul style="list-style-type: none"> • 5-23% reduction in total crashes along 2-lane rural roads by reducing driveway density • 25-31% reduction in fatal and injury crashes along urban/suburban arterials reducing driveway density
		Replace signals, 2-way-stop controls, and all way stop controls with roundabouts	<ul style="list-style-type: none"> • 82% reduction in fatal and injury crashes at 2-way-stop controlled intersection to a roundabout • 78% reduction in fatal and injury crashes at signalized intersections to a roundabout
		Dedicated left and right turn lanes at intersections	<ul style="list-style-type: none"> • 28-48% reduction in total crashes by adding left turn lanes • 36% reduction in fatal and injury crashes with positive offset left turn lanes • 14-26% reduction in total crashes by adding right turn lanes <i>*FHWA</i>
		Systematic application of multiple low-cost countermeasures at stop-controlled intersections On the Through Approach <ul style="list-style-type: none"> • Doubled up oversized advance intersection warning signs with supplemental street name signs • Retroreflective sheeting on sign post • Enhanced pavement markings that identify the street edges On the Stop Approach <ul style="list-style-type: none"> • Doubled up oversized advance "Stop Ahead" intersection warning signs with flashing beacons • Doubled up (left and right) oversized stop signs • Retroreflective sheeting on sign post • Properly placed stop bar • Removal of vegetation, parking, or obstructions that limit sight distance • Double arrow warning signs at stem T-Intersections 	<ul style="list-style-type: none"> • 10% reduction of fatal and injury crashes at all locations/ types/ areas • 15% reduction of nighttime crashes at all locations/ types/ areas • 27% reduction of fatal and injury crashes at rural intersections • 19% reduction of fatal and injury crashes at 2-lane by 2 lane intersections • Average cost benefit ratio 12:1
	Enforcement		
		Enforcement blitz for intersections that have a high rate of crashes due to running lights or speed	No statistics available on benefit
Education			
	Public service announcements regarding dangers of running red lights and stop signs	No statistics found	










		Action	Safety Benefit
Roadway Departure	Engineering		
		<ul style="list-style-type: none"> Wider edge lanes (6") Roadside design improvements at curves Longitudinal rumble strips and stripes Median barriers 	<ul style="list-style-type: none"> 37% reduction for non-intersection, fatal, and injury crashes on rural, two lane roads 22% reduction in fatal and injury crashes on rural freeways Benefit Cost Ratio of 25:1 for fatal and serious injury crashes on two lane rural roads
		SafetyEdge Technology shapes the edge of pavement at approximately 30 degrees from the pavement cross slope during the paving process	<ul style="list-style-type: none"> 11% reduction in fatal and injury crashes 21% reduction in run off road crashes 19% reduction in head on crashes 700:1 to 1,500:1 benefit cost ratio
		Enhanced delineation for horizontal curves <ul style="list-style-type: none"> Pavement markings In-lane curve warning pavement markings Retroreflective strips on sign post Delineators Chevron signs Enhanced conspicuity Dynamic curve warning signs Sequential dynamic chevrons 	<ul style="list-style-type: none"> 25% reduction in night time crashes and 16% reduction in non-intersection fatal and injury crashes with chevron signs 15% reduction in fatal and injury cases with oversized chevron signs 60% reduction in fatal and injury crashes with sequential dynamic chevrons 35-38% reduction in all crashes with in lane curve warning
		Roadside design improvements at curves <ul style="list-style-type: none"> Clear zone improvements Slope flattening Adding or widening shoulders Cable barrier Metal beam guardrail Concrete barrier 	<ul style="list-style-type: none"> 8% reduction for single vehicle crashes by flattening the side slope from 1V:3H to 1V:4H 12% reduction for single vehicle crashes by flattening side slope from 1V:4H to 1V:6H 22% reduction for all crashes by increasing the distance to roadside features from 3.3 ft to 16.7 ft 44% reduction for all crashes by increasing the distance to roadside features from 16.7 to 30 ft.
		Longitudinal rumble strips and stripes on two-lane roads	<ul style="list-style-type: none"> 44-64% reduction in head-on fatal and injury crashes on two lane rural roads by adding center line rumble strips 13-51% reduction in single vehicle run off road fatal and injury crashes on two lane rural roads.
		Median barriers <ul style="list-style-type: none"> Cable barriers Metal-beam guardrails Concrete barriers 	<ul style="list-style-type: none"> 97% reduction in cross-median crashes when median barriers are installed on rural four lane freeways

		Action	Safety Benefit
Speed Management	Engineering		
		Variable Speed Limits (VSL)	<ul style="list-style-type: none"> VSL can reduce total crashes on freeway up to 34%, reduce rear-end crashes by 65%, reduce fatal and injury crashes by 51% Benefit cost ratios range between 9:1 and 40:1
		Incorporating appropriate speed limits for all users	**no real stats**
	Enforcement		
	Speed Safety Cameras	<ul style="list-style-type: none"> Fixed units reduce crashes on urban principal arterials up to 54% for all crashes and 47% for injury crashes P2P units can reduce fatal and injury crashes on urban expressways, freeways, and principal arterials up to 37% Mobile units can reduce fatal and injury crashes on urban principal arterials up to 20% 	

		Action	Safety Benefit
Pedestrian/Bicyclist	Engineering		
		Crosswalk Visibility Enhancements-Multilane road crossings with vehicle volumes greater than 10,000 AADT, a marked crosswalk is typically not sufficient. This could include incorporating high visibility crosswalks, increased lighting, and signing and pavement markings	<ul style="list-style-type: none"> • 40% reduction in pedestrian injury crashes by incorporating high visibility crosswalks • 42% reduction in pedestrian crashes by incorporating intersection lighting • 25% reduction in pedestrian crashes by adding advance yield or stop markings and signs
		Leading pedestrian interval	<ul style="list-style-type: none"> • 13% reduction in pedestrian vehicle crashes at intersections
		Roadway diets	<ul style="list-style-type: none"> • 19-47% reduction in total crashes with 4 lanes to 3 lane road diet conversions
		Bicycle Lanes	<ul style="list-style-type: none"> • 49% reduction in crashes on urban 4-lane undivided collector and local roads by adding a bicycle lane • 30% reduction in crashes on urban 2-lane undivided collectors and local roads
		Medians and pedestrian refuge islands in urban and suburban areas	<ul style="list-style-type: none"> • 46% reduction in pedestrian crashes with medians with marked crosswalks • 56% reduction in pedestrian crashes with pedestrian refuse islands
		Walkways	<ul style="list-style-type: none"> • 56-89% reduction in crashes involving pedestrians walking along the roadway by adding sidewalks • 71% reduction in crashes involving pedestrians walking along roadways by adding paved shoulders
		Rectangular Rapid Flashing Beacons (RRFB)	<ul style="list-style-type: none"> • 47% reduction in pedestrian crashes with RRFBs • 98% increase in motorist yielding rate by incorporating RRFBs.
	Pedestrian Hybrid Beacons	<ul style="list-style-type: none"> • 55% reduction in pedestrian crashes • 29% reduction in total crashes • 15% reduction in serious injury and fatal crashes 	

		Action	Safety Benefit
Distractions Driving	Enforcement		
		Increase enforcement on distracted driving and increase fines	No statistics found
	Education		
	Communications outreach on distracted driving dangers	No statistics found	

		Action	Safety Benefit
Drowsy Driving	Education		
		Communications outreach out drowsy driving dangers	No statistics found

		Action	Safety Benefit
Drunk Driving	Enforcement		
		Increase enforcement and punishment for drunk driving	No statistics found
	Education		
	Communications outreach on drunk driving	No statistics found	
Rear-End Crash	Engineering		
		Replace permissive left turns with protected left turns	No statistics found
		Restrict or eliminate turning maneuvers	No statistics found
		Employ Signal Coordination-platooning can help reduce major road rear end crashes due to speed changes	No statistics found
Emergency Response Time	Action		
	Emergency Management		
	Traffic Incident Management	No statistics found	
Failure to Yield Right of Way	Action		
	Education		
	Provide driver refresher courses to those who have their licenses	No statistics found	
Roadway Departure, Intersection, and Pedestrian Crashes	Action		
	Engineering		
		Pavement Friction Management <ul style="list-style-type: none"> • horizontal curves • interchange ramps • intersection approaches <ul style="list-style-type: none"> ◦ higher speed signalized and stop controlled intersections ◦ steep downward grades • locations with a history of <ul style="list-style-type: none"> ◦ rear-end ◦ failure to yield ◦ wet weather ◦ red light running crashes ◦ crosswalk approaches 	<ul style="list-style-type: none"> • VSL can reduce total crashes on freeway up to 34%, reduce rear-end crashes by 65%, reduce fatal and injury crashes by 51% • Benefit cost ratios range between 9:1 and 40:1
	Lighting <ul style="list-style-type: none"> • Continuous lighting along rural and urban highways • Increased lighting at intersections and pedestrian crossings 	<ul style="list-style-type: none"> • 42% reduction in nighttime injury pedestrian crashes at intersections • 33-38% reduction in nighttime crashes at rural and urban intersections • 28% reduction in nighttime injury crashes on rural and urban highways 	



INDIANA DEPARTMENT OF TRANSPORTATION

Statewide Transportation Improvement Program (STIP) 2024 - 2028

We want to hear your comments, questions, and concerns.

Join INDOT at some of your favorite public places to get involved in the Statewide Transportation Improvement Program (STIP).

INDOT is holding 8 in-person Open House events and 2 Virtual Town Hall meetings during the public comment period for the 2024 - 2028 STIP (May 8 - June 22).

WEDNESDAY MAY 17

Session 1 1:00 - 3:00 pm (EST)
Session 2 3:45 - 5:45 pm (EST)

Marion Public Library

600 S Washington St
Marion, IN
46953

THURSDAY MAY 18

Session 1 1:00 - 3:00 pm (EST)
Session 2 5:00 - 7:00 pm (EST)

Broad Ripple Park Family Center

1426 Broad Ripple Ave
Indianapolis, IN
46220

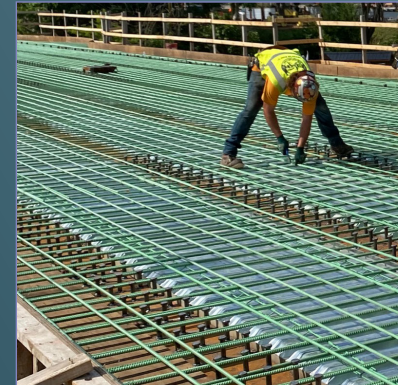


WEDNESDAY MAY 24

Session 1 1:00 - 3:00 pm (CST)
Session 2 4:00 - 6:00 pm (CST)

Dean and Barbara White Community Center

6600 Broadway
Merrillville, IN
46410



WEDNESDAY MAY 31

Session 1 1:00 - 3:00 pm (CST)
Session 2 5:00 - 7:00 pm (CST)

Evansville Public Library Central

200 SE Martin Luther King Jr Blvd
Evansville, IN
47713

THURSDAY JUN 1

Session 1 1:00 - 3:00 pm (EST)
Session 2 5:00 - 7:00 pm (EST)

Virtual Town Hall

Visit us online at <https://www.in.gov/indot/resources/state-transportation-improvement-program-stip/>



INDOT STIP PUBLIC INVOLVEMENT (MAY 8 - JUNE 22)