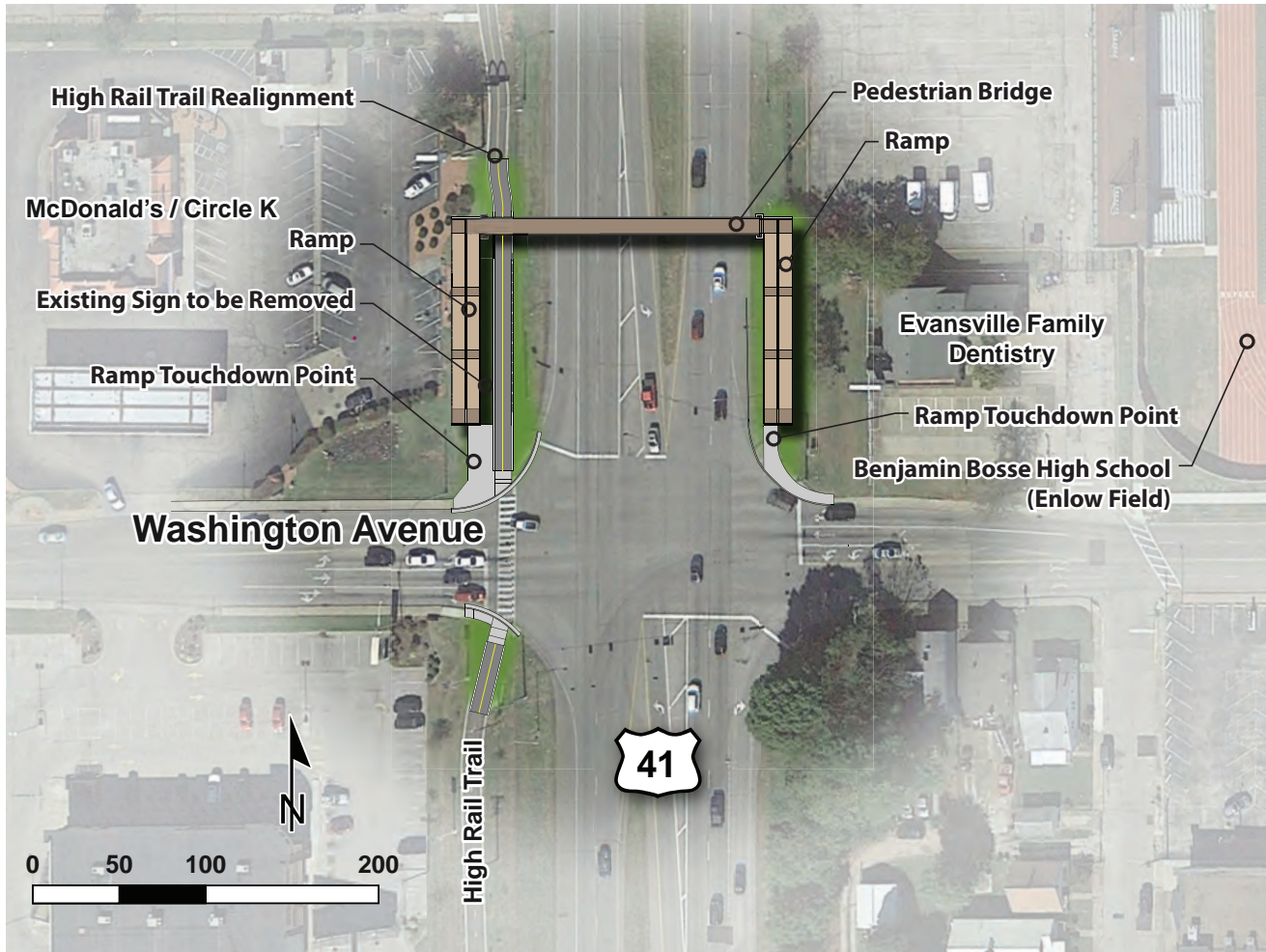


APPENDIX F: PUBLIC INVOLVEMENT Continued

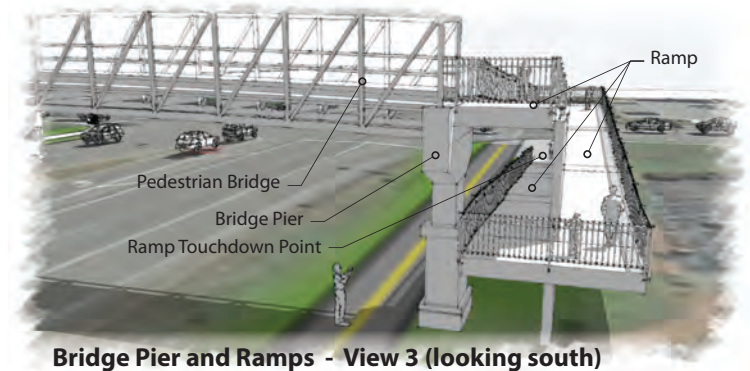
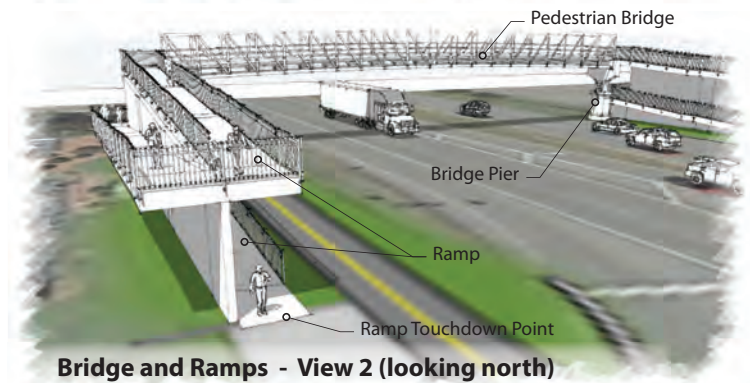
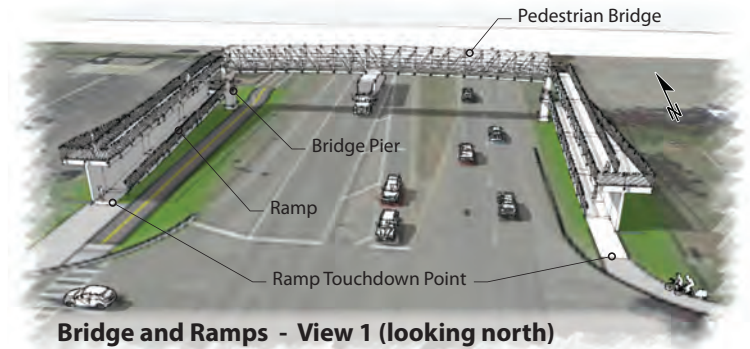
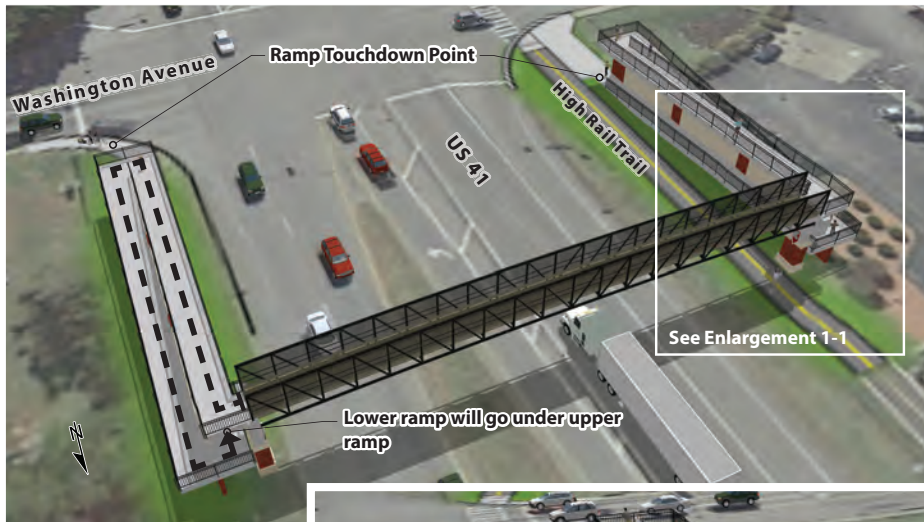
Location Plan - Pedestrian Bridge



US 41 Pedestrian Bridge Project - Public Hearing



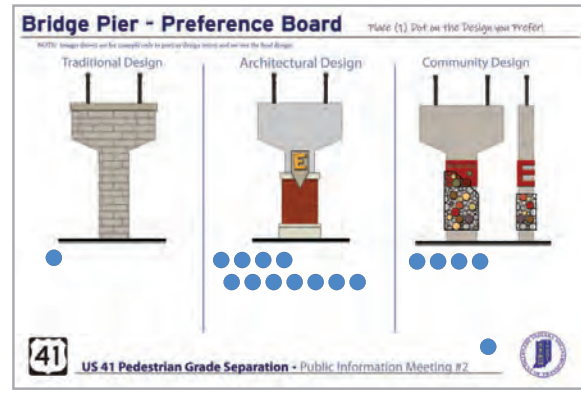
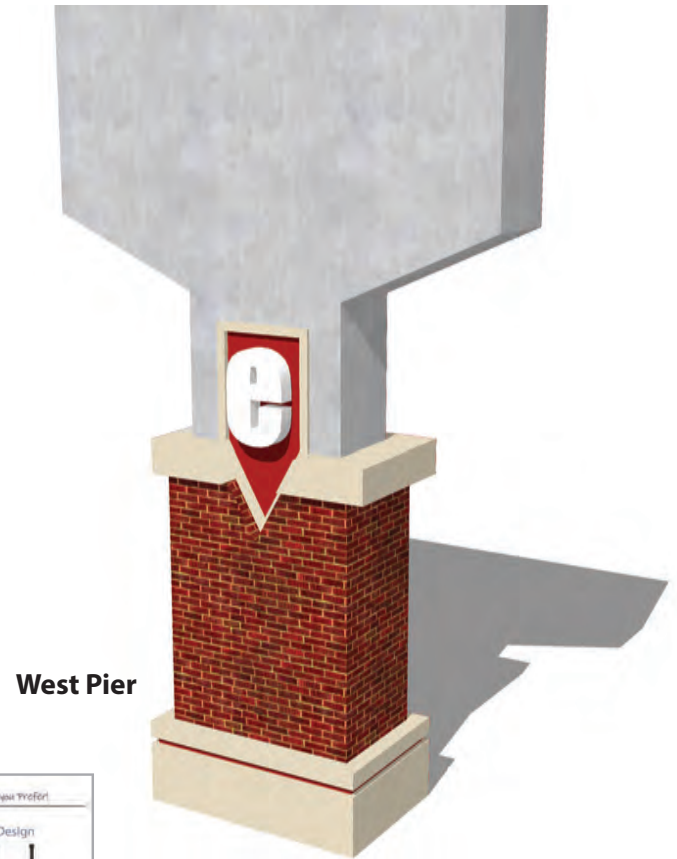
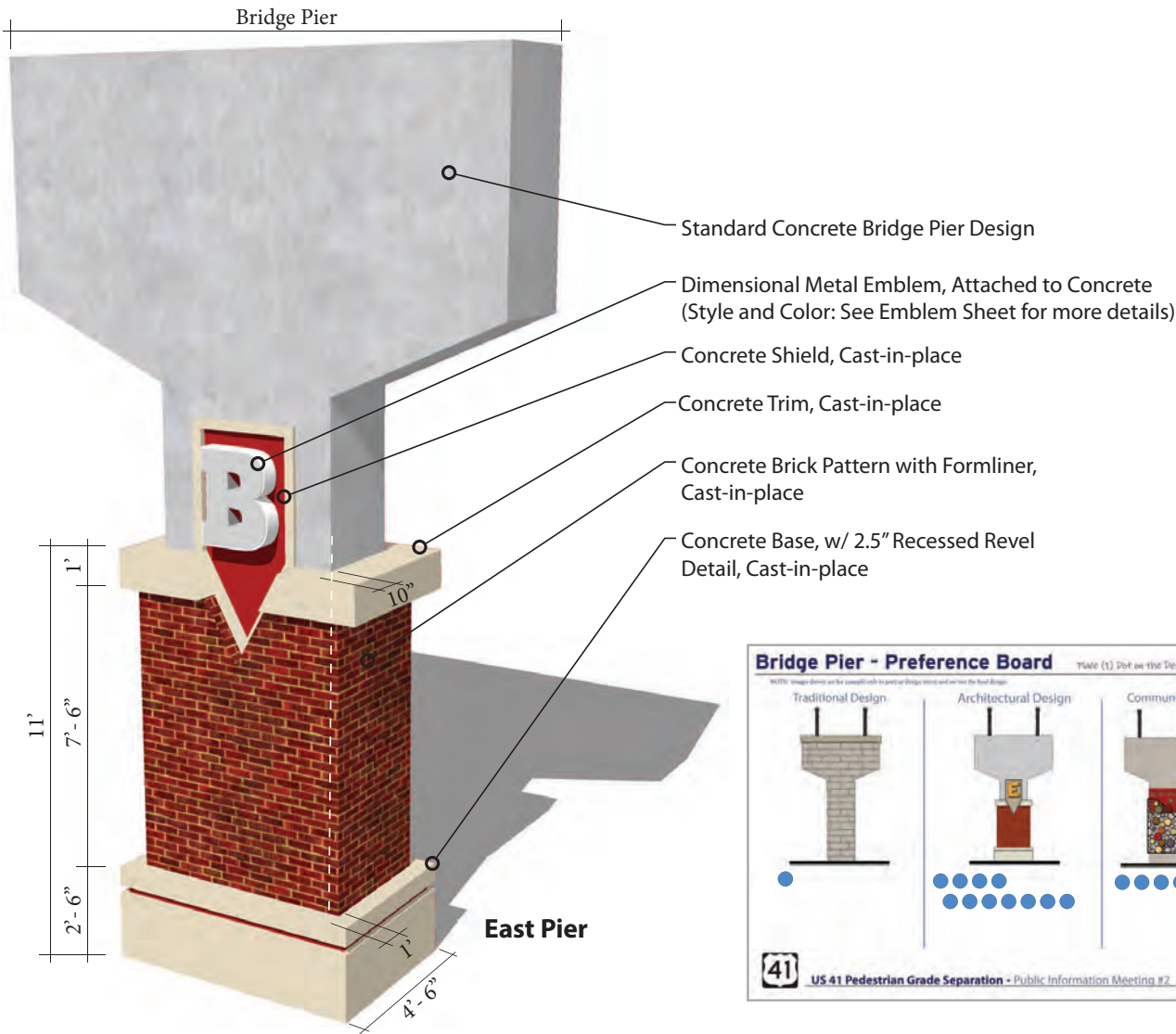
Pedestrian Bridge - Ramp Schematics



US 41 Pedestrian Bridge Project - Public Hearing



Pier Aesthetics



Public Meeting #2
Preference Results

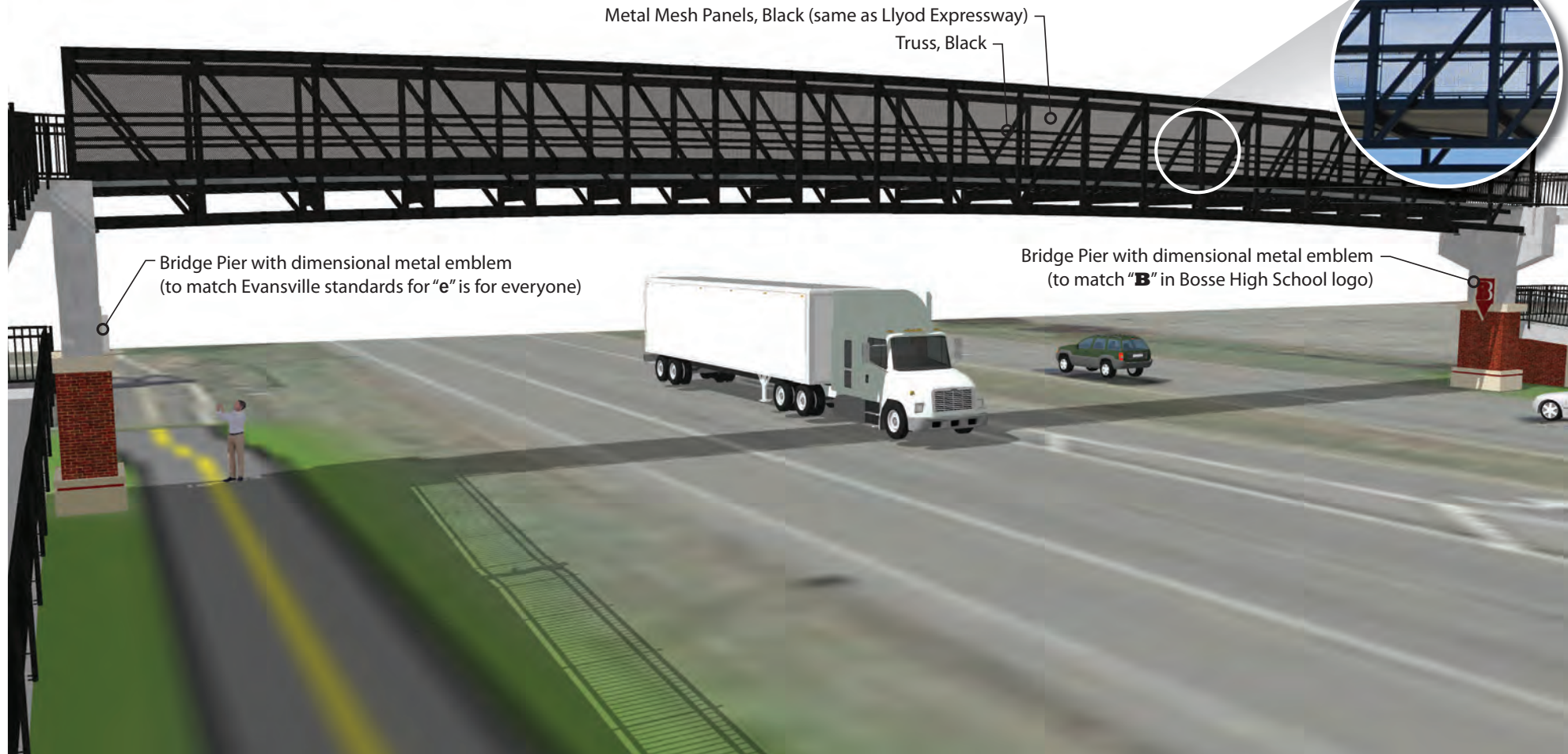


US 41 Pedestrian Bridge Project - Public Hearing



Bridge Truss Design

Example of Metal Mesh Panel at Vann Avenue Bridge:



US 41 Pedestrian Bridge Project ▪ Public Hearing



Ramp Rail Design



Example of Standard Railing at Llyod Expressway



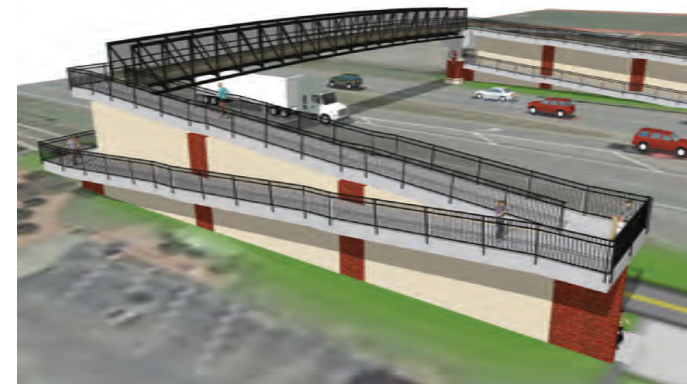
Standard Railing Design

Concrete Stem Wall (ramp support wall), Smooth Texture, Color: AMS STD 37769

Concrete Brick Pattern with Formliner, Cast-in-place (Typ.)

Standard Railing, Black (same as Llyod Expressway)

Ramp behind Stem Wall



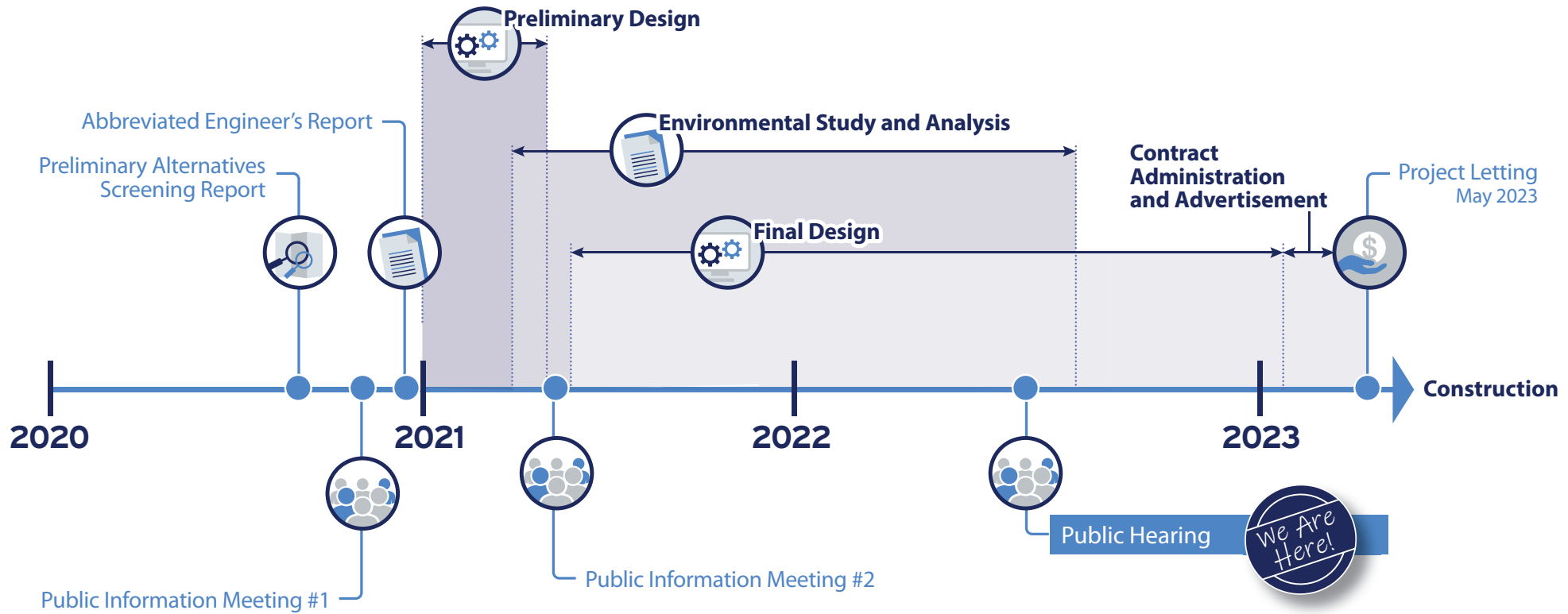
Perspective of Proposed Ramp



US 41 Pedestrian Bridge Project - Public Hearing



Project Schedule



US 41 Pedestrian Bridge Project - Public Hearing



Environmental Documentation

RECREATIONAL RESOURCES

CULTURAL RESOURCES

COMMUNITY RESOURCES

PREPARE CATEGORICAL EXCLUSION 4

Section 4(f)

- Historic properties and publicly owned recreational resources

Lincolnshire Historic District

- No Section 4(f) use of the historic district.

Benjamin Bosse High School and Enlow Field

- No public recreational use of the high school or Enlow Field
- No Section 4(f) use of the historic district

Hi-Rail Trail

- Publicly-owned and/or managed trail
- Relocation of trail and acquisition of property
- Coordination with Official with Jurisdiction
- The project is anticipated to be a *de minimis* impact to the trail.
- A *de minimis* impact is one that, after taking into account any measure to minimize harm (such as avoidance, minimization, mitigation or enhancement measures), the project will not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). A *de minimis* impact determination requires public involvement and concurrence from the official with jurisdiction. The official with jurisdiction for the trail is the City of Evansville.

Invitation to Consulting Parties (January 8, 2021)

Archaeology: No known sites

Historic Property Report:

- Lincolnshire Historic District (NR-0908) was identified as being listed in the NRHP.
- Publicly owned resources within the district include Benjamin Bosse High School (IHSSI No. 163-196-41045), "Outstanding;" and Enlow Field (IHSSI No. 163-196-41044), "Outstanding." Documentation of Effects: Section 800.11 finding of No Adverse Effect



Coordination:

- Early Coordination
- Two stakeholder meetings
- Two Public Meetings
- Extensive stakeholder and interested parties mailing list

Environmental Justice

- Inclusion of multiple agencies in project review
- Promise Zone
- No negative impacts to low income or minority populations



US 41 Pedestrian Bridge Project ▪ Public Hearing



Historic Resource Review

The Section 106 Process



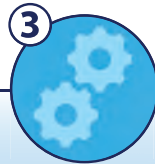
Before a review begins, the federal agency must decide if Section 106 applies.



Initiating Section 106
The federal agency identifies who should be involved in consultation and plans to involve the public.



Identifying Historic Properties
The federal agency identifies historic properties in the area where the projects could have effects.



Assessing Effects
The federal agency consults to assess the effects of the project on historic properties.



Achieving a Resolution
The federal agency explores alternatives to avoid, minimize, or mitigate adverse effects.



Our Timeline

1. Initiating Section 106

Early coordination sent in January 8, 2021 with invitation to be a Consulting Party to local, state and tribal parties. Identified the State Historic Preservation Officer, the Evansville Historic Preservation Officer, Indiana Landmarks, Miami Tribe of Oklahoma, and Shawnee Tribe accepted consulting party status.

2. Identifying Historic Properties:

Below Ground - Project reviewed by an archaeologist and found to be disturbed

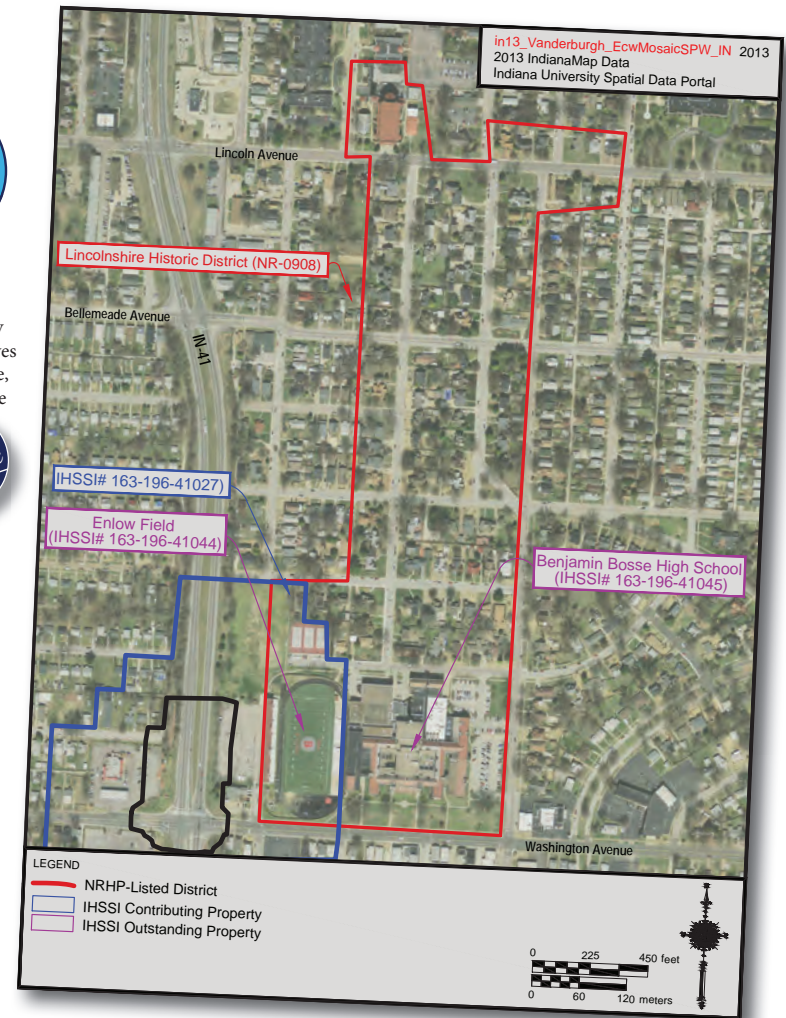
Above Ground - Historic Property Report identified one property listed in the NRHP, the Lincolnshire Historic District which contains both Enlow Field and Benjamin Bosse High School.

3. Assess Effects:

Prepare Effects Letter and Section 800.11 to document effects. No Adverse Effect.

4. Achieve Resolution:

Consulting Parties concurrence with No Adverse Effect and Aesthetic Treatments.



US 41 Pedestrian Bridge Project - Public Hearing



In the Matter Of:
IN RE - INDOT US 41 PEDESTRIAN BRIDGE

Public Comments

June 29, 2022

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1
2 PUBLIC COMMENTS
3 IN RE: INDOT US 41 PEDESTRIAN BRIDGE

4 JUNE 29, 2022
5 6:29 P.M.

6 AT BENJAMIN BOSSE HIGH SCHOOL
7 1300 WASHINGTON AVENUE
8 EVANSVILLE, IN 47714

9
10
11 TAKEN BEFORE SHERRY D. LENN, RPR
12 NOTARY PUBLIC IN AND FOR THE COUNTY OF WARRICK
13 STATE OF INDIANA

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23
24 STEWART RICHARDSON & ASSOCIATES
25 Registered Professional Reporters
(800) 869-0873

1 MR. BRENT JACKSON: First, my name Brent
2 Jackson. I live at 1401 Henning Avenue in the
3 Presidents Neighborhood Association just on the
4 east side of Highway 41. Thank you very much for
5 coming tonight. I really appreciate you taking
6 your time to come out here and give us a little bit
7 of an update of where you guys are at, what you've
8 been doing and how the project's coming along. I
9 think it's very important that we have this open
10 comment period so that we're not calling up INDOT
11 and getting irate with them about where we're at
12 with this project.

13 Mallory, is there one or two Ls in your name?

14 MS. MALLORY DUNCAN: There are two Ls in my
15 name.

16 MR. BRENT JACKSON: Two Ls. All right.

17 MS. MALLORY DUNCAN: And there's a Y at the
18 end because the crazies have the I-E.

19 MR. BRENT JACKSON: All right. Is this --
20 this comment period, is it -- are we allowed to ask
21 questions?

22 MS. MALLORY DUNCAN: Feel free to ask them,
23 but we will not be responding.

24 MR. BRENT JACKSON: Okay. Great. In your
25 presentation it showed Highway 41 and Washington

1 where the bridge is going to be built, and I
2 noticed that the piano-keyed crossway was missing
3 in the demonstration. Are you guys planning on
4 removing those piano stripings from 41? Is that a
5 question that I can ask?

6 MS. MALLORY DUNCAN: It is, but we're not
7 answering them up here, but --

8 MR. BRENT JACKSON: Okay.

9 MS. MALLORY DUNCAN: -- someone will have the
10 answer for you right out there, and you can talk to
11 the project team about it.

12 MR. BRENT JACKSON: Okay. Then that's the end
13 of my questions. Thank you very much.

14 MS. MALLORY DUNCAN: And Brent did such a
15 great job, I forgot to say. If you could say your
16 name and your address at the beginning of your
17 comment, that would be awesome for -- for public
18 record. Thank you.

19 MR. JAMES MOSLEY: Okay. I'm James Mosley,
20 and I have property at 1419 Judson Avenue. Again,
21 we are glad you're here to give us an update on
22 this project. It's been one that's been on the --
23 on the board for quite a while, so we're glad to
24 see that it's moving forward in good direction. So
25 thank you for being here tonight.

1 My question is going -- going to go to the
2 environmental focus of the project. It's not going
3 to be strictly related to the ped bridge, but it
4 will focus on the environmental aspects of it.

5 And so the first question I'd like to ask, and
6 I know you're not going to answer it, but I'm
7 curious if that environmental document you're
8 referring to, is that going to be stored as a
9 repository at the East Branch Library? I mean,
10 that would be a good local location for folks who's
11 in the area that want to review that environmental
12 document. If that East Branch Library could serve
13 as repository, I would just suggest that.

14 Secondly, also I noticed where you indicated
15 the existing median would eventually be removed to
16 encourage folks to use the ramp and the ped bridge.
17 And so I'm thinking to the extent where there may
18 be some individuals, able-bodied, young, they may
19 want to just go ahead and cross the street the way
20 they're used to doing it, if that median would
21 still be there in some kind of a fashion to help
22 facilitate those who choose to not use the ped
23 bridge, because everyone may not necessarily use
24 it, but for those -- and we definitely need it and
25 want it, but for those who may choose not to, I'm

1 just kind of curious if that median or some portion
2 of it still be there to help facilitate their safe
3 access across the street to the other side.

4 What I would suggest, I would humbly suggest
5 to the INDOT and also the Metropolitan Planning
6 Organization that if they would consider initiating
7 a Corridor Study for Washington Avenue as a
8 potential Complete Street project to facilitate
9 multimodal mobility east-west Evansville, the study
10 should prioritize pedestrian, bike, and public
11 transit access. It should also prioritize the
12 incorporations of green infrastructure of the
13 environmental standpoint along Washington Avenue to
14 reduce storm water runoff, air pollution, and the
15 heat island impacts. We are in a heat island area.
16 And as you can -- the Brookings Institute reports
17 indicates that -- the impacts and goes into the
18 impacts behind air pollution on educational
19 outcomes and inequalities. There's several schools
20 along US 41. And so they could definitely benefit
21 from that. The federal agencies would include the
22 Department of Transportation, EPA, and HUD for
23 transit-accessible affordable housing and
24 commercial revitalization in order to implement a
25 government -- a whole government approach which has

1 been promoted by the new Bipartisan Infrastructure
2 Law and that what it would do would also post and
3 promote environmental justice through
4 transportation equity. So devel- -- so the
5 development of Complete Streets' Multimodal Plan
6 for BIPOC, which is the Black Indigenous People of
7 Color, pedestrians, residents, and school students
8 to mitigate the negative impacts of the highly
9 air-polluting vehicular traffic on these major
10 thoroughfares, US 41 and Lloyd. Also, the -- it
11 would incorporate pedestrian and bike-friendly
12 buffered pathways, pedestrian/bike overpasses,
13 green infrastructure, and possible options such as
14 a bus rapid transit along US 41. It would
15 complement the Evansville Climate Action Plan that
16 the mayor signed in last year, the Evansville
17 Climate Action Plan and also the local MPO,
18 Metropolitan Planning Organization, transportation
19 goals.

20 Finally, and consistent with the Justice40
21 Initiative, the Bipartisan Infrastructure Law, it
22 would utilize W/MBEs, minority or culturally
23 competent consultants, on the projects to do the
24 community planning, consultants to achieve the J-40
25 goals intended to ensure meaningful community

1 engagement and involvement in the transformation of
2 US 41 and other important routes here in
3 Evansville. Thank you for allowing my comments.

4 MS. MALLORY DUNCAN: Thank you very much. Is
5 there anyone else who would like to give a public
6 comment? Oh.

7 MR. MICHAEL DUCKWORTH, SR.: Hi. Good
8 afternoon, evening, whatever this is. My name is
9 Michael Duckworth, Sr. I live at 8309 Larch Lane
10 in Evansville, Indiana. My zip code is 47710. I'm
11 a 1974 graduate of Bosse High School, and I served
12 22 years on our school board.

13 This project has been boosted for over
14 20 years. And it is a great feeling that finally
15 we have a governor and a mayor that went to bat for
16 this -- for this project and now it's going to --
17 it looks like it's going to be a reality.

18 I'm here today because I -- I saw some of the
19 initial plans. I've been to a couple of your
20 previous meetings. And I would just suggest that
21 in your design that you put a top on the area that
22 goes across 41. I would hate to see someone's
23 immaturity or someone's goofiness or whatever you
24 want to call it of throwing something off of that
25 on to the oncoming traffic and causing an accident

1 or a crime to -- to be committed. This, unlike the
2 other structures that are across Lloyd Expressway,
3 is next to a school, and students are -- are
4 immature, and they have a tendency to do immature
5 things. And I would just -- I would just caution
6 INDOT to not create a situation that would cause a
7 problem. This has been a long time coming, and
8 this community should be very proud of this. And I
9 would more than anything hate to see something bad
10 happen after you went to all this trouble and all
11 this time and all this expense without the due
12 diligence of making it as safe as possible. Thank
13 you.

14 MS. MALLORY DUNCAN: Thank you.

15 MR. MITCH LUMAN: Well, good evening. My name
16 is Mitch Luman, and I live at 1644 East Blackford,
17 and I'm also vice president of the University South
18 Neighborhood adjacent to the school here.

19 I come in support of the pedestrian bridge and
20 I call into evidence two factors, one of which has
21 not improved since the Washington Avenue east -- or
22 westbound no-turn-on-red has been enforced for the
23 last couple of months.

24 First item I would like to call into evidence
25 for the need for the bridge is the frequency of

1 which the median crosswalk indicator has been
2 collided with with vehicles. It hasn't been a
3 couple of weeks since it's went down again. This
4 is a very dangerous intersection for pedestrians as
5 evidenced by the multiple times over the last
6 several years of that center signal indicator
7 walk/do not walk has been taken down.

8 And the second bit of evidence I'd like to
9 call into account is anecdotal evidence that I have
10 as a resident of the area of the numerous and
11 frequent violators of the no-turn-on-red indicator
12 for the westbound traffic at Washington and US 41.
13 Just this morning, I conducted a traffic study
14 where I conducted video evidence of vehicles
15 turning right on red, and based on the amount of
16 traffic and the time of the day, I estimate that
17 50 percent of vehicles approaching US 41 on
18 Washington with the intent of turning right on red
19 will violate that and turn right on red
20 nonetheless. This is a danger for pedestrians who
21 are permitted to walk during this period when right
22 on red is a prohibited action.

23 So I support this based on these two pieces of
24 anecdotal evidence and many others which others
25 have commented on, and if anything can be done by

1 INDOT and our law enforcement here in Evansville to
2 mitigate this current situation before 2023, I
3 enter that into the record as well. Thank you and
4 good evening.

5 MS. MALLORY DUNCAN: Would anyone else like to
6 make a comment?

7 MR. TALMADGE VICK: Yes. Good evening. My
8 name is Talmadge Vick. My residence is 855 East
9 Powell, Evansville, Indiana, 477- --

10 (A discussion was held off the record between
11 the court reporter and Mr. Talmadge Vick.)

12 MR. TALMADGE: My name is Talmadge Vick,
13 855 East Powell, Evansville, Indiana, 47713. And I
14 know you most likely will not be able to comment on
15 this, but however, I would like to make sure that
16 there's some follow up as it relates to a response.
17 And I have two questions or really two -- two areas
18 of -- of focus.

19 One is -- I guess I can take this off now
20 since I'm up here (removes mask). Excuse me. One
21 is in regards to the handicapped community or
22 people of challenge who are going to be utilizing
23 this pedestrian bridge. Are there going to be some
24 accommodations for them, i.e. ADA ramps that will
25 give them the ability to get up and over, and as

1 Mr. Duckworth spoke of, I think the mindset, too,
2 of having something as a -- a top that would
3 conclude and also help them in regard to if they're
4 crossing not to have rain, snow or other inclement
5 weather to come in contact with them while they're
6 up there so, in force, it doesn't create a -- a
7 hazard as relates to ice or other things that could
8 happen. So I hope that will be considered.

9 The second is in regards to minority and
10 women-owned businesses. And I realize and do have
11 some experience and understanding of INDOT. Will
12 there be advertisement for the Professional Service
13 for the construction of this particular pedestrian
14 bridge and where will it be so minority companies,
15 women-owned companies will have the ability to
16 avail themselves to look at the opportunities and
17 scopes of work and possibly participate? So those
18 are my comments. Thank you.

19 MS. MALLORY DUNCAN: Anyone else? There's
20 also the ability to submit those written comments.
21 And we do have our -- our court reporter over here
22 who can help take down your comments as well.

23 So just as a quick follow up to one of your
24 comments, the documents are at the library and they
25 are the -- it is the full environmental. So you'll

1 be able to view those and there's a couple
2 different locations. And in regards to all the
3 questions that were asked as part of this public
4 comment period, our project team is outside, and
5 they will be able to answer all of those for you.
6 So if you'd like to go talk to them, we're going to
7 be here for a little while longer. We'd love to
8 hear any questions, and they'll be able to answer
9 all of those for you out there. But again, thank
10 you all so much for coming. Those comments are due
11 by July 18th. And all of that information is up
12 there, and it will be on the INDOT website here
13 shortly. So hopefully you'll be able to get all
14 that information. If you do have additional
15 questions, again our project team is waiting
16 outside for you, and you'll be able to take a
17 closer look at those -- of those boards that were
18 presented tonight, too. So thank you so much for
19 coming. We really appreciate it.

20

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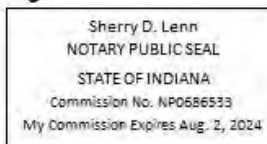
25

1 STATE OF INDIANA)
)
2 COUNTY OF WARRICK)

3
4 I, Sherry D. Lenn, RPR, and Notary Public in
5 and for said county and state, do hereby certify that
6 the foregoing Public Comments Regarding the INDOT US
7 41 Pedestrian Bridge were taken down in stenograph
8 notes and afterwards reduced to typewriting under my
9 direction; and that the typewritten transcript is a
10 true record of the comments given by various people.

11 IN WITNESS WHEREOF, I have hereunto set my
12 hand and affixed my notarial seal this 18th day of
13 July, 2022.

14
15
16
17 *Sherry D. Lenn*



18
19
20
21
22 Job No. 173010
23
24
25

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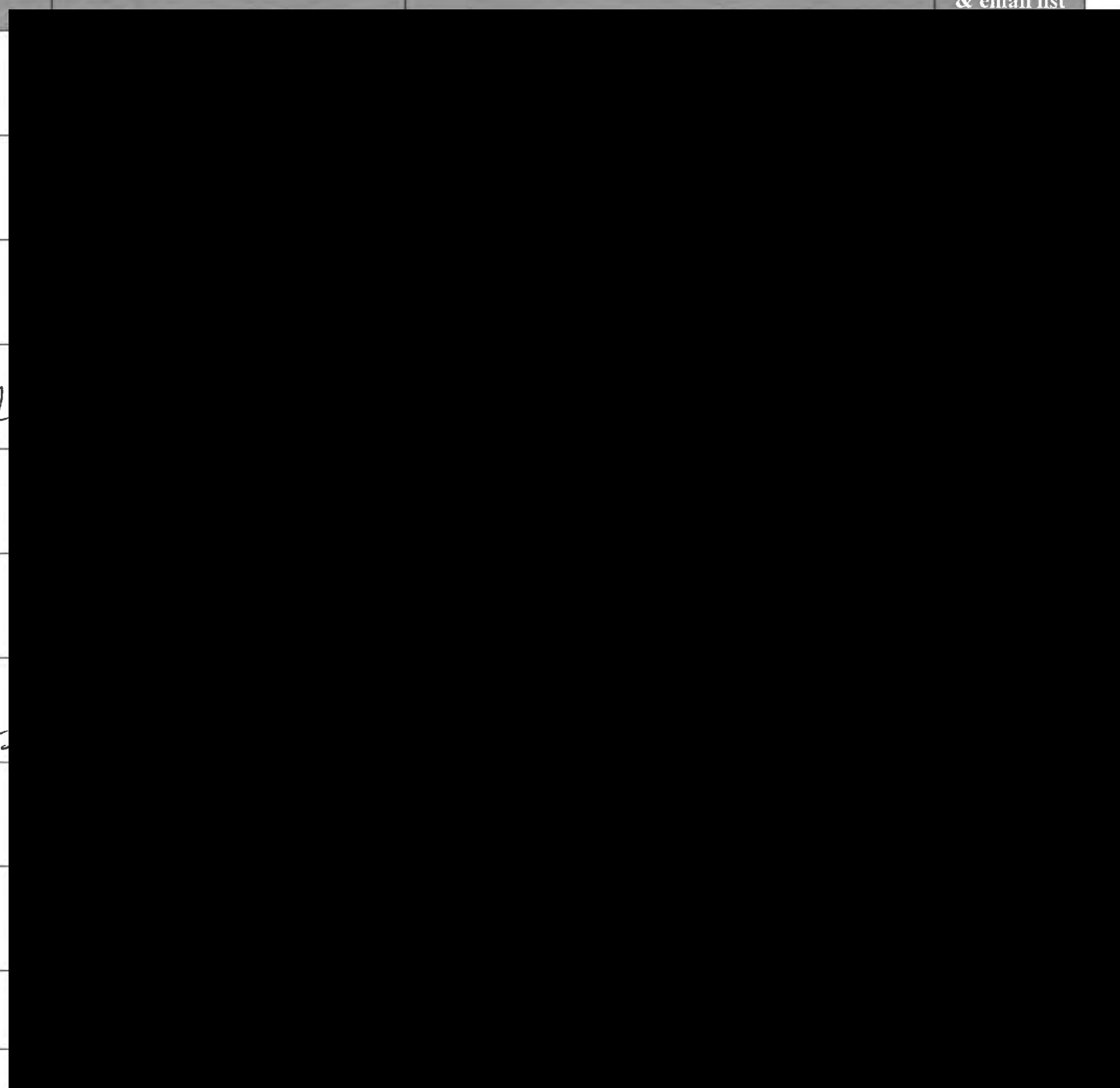
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zip 7:10

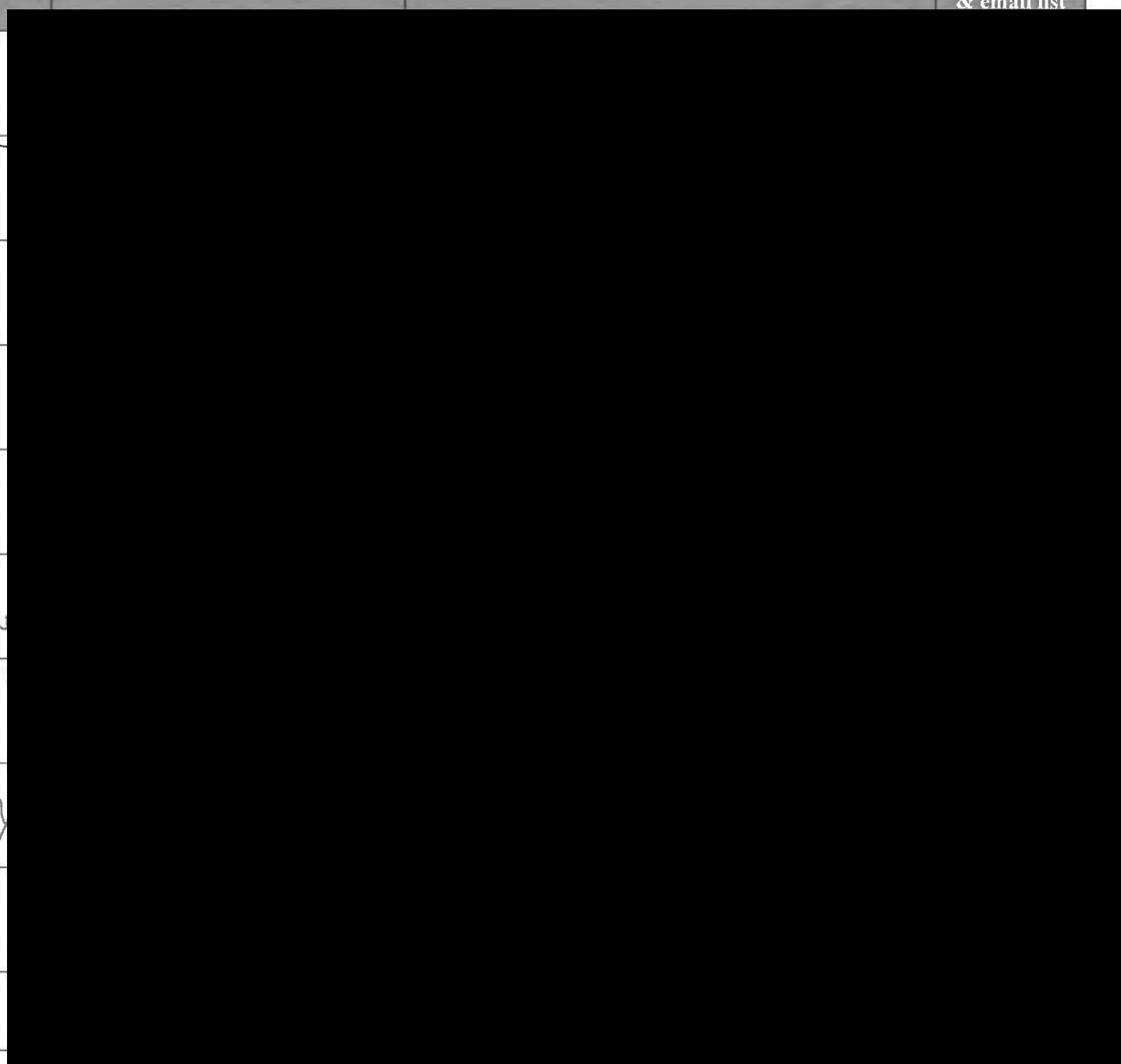
MEETING PARTICIPANT SIGN-IN SHEET

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list
1.	Alex	Burton	1724 S. Bedford Ave			
2.	Ann	Ennis	10626 orchard LN			
3.	Lori Sherman	Sherman	516 monroe Ave			
4.	BRENT	JACKSON	1401 HFW IN 6A			
5.	DAN	ENGELBRECHT	1201 SOUTHFIELD RD			
6.	Duke	RHEADS	1627 Brookside Dr			
7.	John	CARTER	2625 Beechgrove			
8.	MAMIE	Van Lear	1044 E Black Forest			
9.	SHAUNA	HUFF	1706 N. THOMAS AVE			
10.	Kenneth	JACKSON	1706 N. THOMAS AVE			



MEETING PARTICIPANT SIGN-IN SHEET

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list
1.	James	Mosley	1419 Judson			
2.	ELAINE MITTLEMAN	MITTLEMAN	300 MAIN ST ST LA			
3.	Mark Mury	Evansville Watch				
4.	Sarah BA	Loesch				
5.	Alhamisi	Griffin	808 Covert Ave			
6.	Manuel	Sone	616 College Hwy			
7.	Mike	Duckworth	8309 LARCH LN.			
8.	Gwen	Mason	601 College Hwy			
9.	Terry	Brooks	1401 East Park Dr.			
10.						



MEETING PARTICIPANT SIGN-IN SHEET

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list
1.	Mariana	Wilson	822 Adams Ave			
2.	Lorie	Van Hook	1820 Mt. Auburn Rd			✓
3.	Angel	Brooks				✓
4.	Johanne	Vick	855 E. Paul			✓
5.	Mitch	Luman	1644 E Blackford Av			✓
6.	Amanda	Miller				
7.						
8.						
9.						
10.						



PUBLIC COMMENTS SIGN-UP SHEET

	First Name	Last Name
1.	BRENT	JACKSON
2.	James	MOSLEY
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		

June 29, 2022

ELECTED OFFICIAL SIGN-IN SHEET

	First Name	Last Name
1.	Alex	Burton
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		

June 29, 2022



COMMENT SHEET

RE: DES NUMBER: 1902709
CONTRACT: B-42876
US 41 GRADE SEPARATED PEDESTRIAN CROSSING
Public Hearing

TO: INDOT Project Team
Attn: Christine Meador
C/O HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis IN, 42204
cmeador@hntb.com
317-636-4682

FROM: Name [Handwritten: Talinda Vick #]
Address [Handwritten: 855 E. Powell Avenue]
Phone [Redacted] Email [Redacted] (Optional)
Organization/Agency (if relevant) [Redacted] (Optional)

COMMENTS: (INDOT respectfully requests that comments be submitted by Monday, July 18, 2022.

Comments can be submitted to Christine Meador at the address above.)

Comments

- 1.) Cap / ADA - Top For Protection of Handicap Pedestrians.
2.) Awareness of M/WBE's Design team / Construction Schedule / Service Schedules, /



COMMENT SHEET

RE: DES NUMBER: 1902709
CONTRACT: B-42876
US 41 GRADE SEPARATED PEDESTRIAN CROSSING
Public Hearing

TO: INDOT Project Team
Attn: Christine Meador
C/O HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis IN, 42204
cmeador@hntb.com
317-636-4682

FROM: Name Ann Ennis
Address 10626 Orchard Ln
Phone (Optional) Email (Optional)
Organization/Agency (if relevant) EVSC - Trustee (Optional)

COMMENTS: (INDOT respectfully requests that comments be submitted by Monday, July 18, 2022.
Comments can be submitted to Christine Meador at the address above.)

Comments

Hooray!
- Hooray for safety
- Hooray for practicality
- Hooray for aesthetic
- Hooray for seeking & incorporating community input.
★ Don't lose the aesthetic - "B" "E" stamped concrete w/ faux brick - is great

From: [Brent Jackson](#)
To: [Christine Meador](#)
Subject: RE: US 41 & WASHINGTON AVE - DES# 190270: NOTICE OF PUBLIC HEARING & DE MINIMIS SECTION 4(F) USE DETERMINATION & DES# 2000186: NOTICE OF PUBLIC OPEN HOUSE
Date: Thursday, June 16, 2022 10:38:59 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Hello Cristine,

Do you know how many tiers the ramps will have?

Do you know how far it is to cross the bridge compared to crossing at grade/street level?

I can't tell from any of the drawings or descriptions.

Thanks,

Brent Jackson

From: Christine Meador <CMeador@HNTB.com>
Sent: Thursday, June 16, 2022 9:08 AM
To: Christine Meador <CMeador@HNTB.com>
Cc: Arnold, Troy <tarnold1@indot.in.gov>; Fowler, Rusty <RFOWLER@indot.IN.gov>; Falls, Ryan G <RFalls@indot.IN.gov>; Brian, Gary R <GBrian@indot.IN.gov>; Erica Haas <ehaas@hntb.com>; Dan Thatcher <DThatcher@HNTB.com>; Mallory Duncan <maduncan@HNTB.com>
Subject: US 41 & WASHINGTON AVE - DES# 190270: NOTICE OF PUBLIC HEARING & DE MINIMIS SECTION 4(F) USE DETERMINATION & DES# 2000186: NOTICE OF PUBLIC OPEN HOUSE

All -

You are invited to join the Indiana Department of Transportation (INDOT) at an in-person public hearing for the US 41 Pedestrian Bridge at Washington Avenue on Wednesday, June 29, 2022, at Benjamin Bosse High School, 1300 Washington Avenue, Evansville IN 47714. Doors will open at 4:30 p.m. (CDT) to allow participants time to view project displays and speak with project representatives before the formal presentation begins at 6 p.m. (CDT). To accommodate those unable to attend in person, the public hearing presentation and comment session will also be broadcast live on the INDOT Southwest Facebook page: <https://www.facebook.com/INDOTVincennesDistrict/>.

INDOT will hold a public open house for the US 41 intersection improvements in conjunction with the public hearing for the US 41 and Washington Avenue Pedestrian Bridge on Wednesday, June 29, 2022, at Benjamin Bosse High School, 1300 Washington Avenue, Evansville IN 47714. Doors will be open from 4:30 p.m. to 7:30 p.m. (CDT) to allow participants time to view project displays and speak with

From: Brent Jackson [REDACTED]
Sent: Monday, July 11, 2022 9:02 AM
To: Christine Meador <CMeador@HNTB.com>
Subject: Written Comment on the Pedestrian Overpass project

Hello,

On June 29th, 2022 a public presentation was given about the progress of the pedestrian overpass bridge. Several public comments were orally taken at the time of the public engagement. I was the person who gave the first comment but then declined to further comment until I asked a few more questions.

Mike Duckworth was one of the commentators and he talked about closing off the top of the bridge. This idea was shared by me in the very opening comments before the design team ever started developing the bridge and its piers. It makes me wonder if anyone even reads or values the public comment when people from the area are telling the INDOT designers the same thing from the beginning to the end. Does public comments matter?

You cannot design a bridge like the one on the Lloyd Expressway. That bridge will not work at 41 and Washington. Mike Duckworth is right, you guys are opening yourself up to a lot of ridicule if you build this bridge as presented last month. Mike Duckworth and I have been bridge supporters since its inception, but both of us are on the same page regarding the design. Close the top off.

Let me opine some more. This bridge will be watched across the State, across the nation. This school has more foot traffic that crosses a major highway than any other school in Indiana. Quite possibly the nation. The bridge will be used as an example, good or bad, for pedestrian bridges to come. How to build them, or how not to build them. Where they work and where they don't work. This bridge will be looked at as an example for decades to come. It would behoove INDOT to consider the great repercussions that could come from building a bridge with such great mischievous opportunities.

Thanks for adding my comments.

Brent D. Jackson

[REDACTED]

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Brent Jackson: Okay, great. In your presentation it showed Highway 41 in Washington where the bridge is going to be built. And I noticed that the piano keyed crossway was missing in the demonstration. Are you guys planning on removing those piano stripings from 41? Is that a question that I can ask?

Comment #7 →

Mallory Duncan: It is, but we're not answering them up here. But someone will have [00:21:00] the answer for you right out there. Then you can talk to the project team about it.

Brent Jackson: Okay. Then that's the end of my questions. Thank you very much.

Mallory Duncan: And Brent did such a great job. I forgot to say, if you could say your name and your address at the beginning of your comment, that would be awesome for public record. Thank you.

James Mosley: Okay. I'm James Mosley and [00:21:30] I have property at 1419 Judson Avenue. Again, we are glad you're here to give us an update on this project. It's been one that's been on the board for quite a while. And so we're glad to see that it's moving forward in a good direction. So thank you for being here tonight. My question is going to go to the environmental focus of the project. It's not going to be strictly related to the [00:22:00] ped bridge, but it will focus on the environmental aspects of it. And so the first question I'd like to ask, and I know you're not going to answer it, but I'm curious if that environmental document you're referring to, is that going to be stored as a repository at the east branch library? I mean, that would be a good local location for folks who's in the area that want to review that environmental document. If that east branch library could serve as repository, I would just [00:22:30] suggest that.

Comment #8 →

Secondly, also I noticed where you indicated the existing median would eventually be removed to encourage folks to use the ramp and the ped bridge. And so I'm thinking to the extent where there may be some individuals, able bodied, young that they may want to just go ahead and cross the street the way they're used to doing it. If that median would still be there in some fashion [00:23:00] to help facilitate those who choose to not use the ped bridge because everyone may not necessarily use it. And we definitely need it and want it, but for those who may choose not to, I'm just curious if that median or some portion of it still be there to help facilitate their safe access across the street to the other side.

Comment #9 →

What I would suggest I would humbly suggest to the INDOT and also the metropolitan planning organization if they would consider [00:23:30] initiating a corridor study for Washington Avenue as a potential complete street project to facilitate multimodal mobility east west Evansville. The study should prioritize pedestrian, bike and public transit access. It should also prioritize the incorporation of green infrastructure, environmental standpoint, along Washington Avenue to reduce storm water runoff, air pollution, and the heat island impacts. [00:24:00] We are in a heat island area. The Brooking Institute

Comment #10 →

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reports indicates that the impacts and goes into the impacts behind air pollution on educational outcomes and inequalities. There's several schools along US 41. And so they could definitely benefit from that.

The federal agencies would include the Department of Transportation, EPA, and HUD for transit accessible, affordable [00:24:30] housing and commercial revitalization in order to implement a government, a whole of government approach, which has been promoted by the new bipartisan infrastructure law. And then what it would do was also approach and promote environmental justice through transportation equity. So the development of a complete street multimodal plan for BIPOCs, the Black, indigenous people of color, pedestrian residents and school students to mitigate [00:25:00] the negative impacts of the highly air polluting vehicular traffic on these major thoroughfare US 41 and Lloyd. Also it would incorporate pedestrian and bike friendly buffered pathways, pedestrian bike overpasses, green infrastructure, and possible options such as a bus rapid transfer along US 41. It would complement the Evansville climate action plan that the mayor signed last year, [00:25:30] the Evansville Climate Action Plan, also the local NPO metropolitan plan organization transportation goals.

Finally, and consistent with the justice 40 initiatives of the bipartisan infrastructure law, it would utilize WNBES minority or culturally competent consultants on the projects to do the community planning, consultants to achieve the J 40 goals intended to ensure meaningful community engagement and involvement [00:26:00] in the transformation of US 41 and other important routes here in Evansville. Thank you for allowing my comments.

Mallory Duncan: Thank you very much. Is there anyone else who would like to give a public... Oh.

Michael Duckwor...: Hi, good afternoon, evening, whatever this is. My name's Michael Duckworth Sr. I live at 8309 Larch Lane in Evansville, Indiana. My zip code's 47710. I'm a 1974 graduate [00:26:30] of Bosse High School. And I served 22 years on our school board. This project has been boosted for over 20 years and it is a great feeling that finally we have a governor and a mayor that went to bat for this project. And now it looks like it's going to be a reality. I'm here today because I saw some of the [00:27:00] initial plans. I've been to a couple of your previous meetings.

Comment #11

And I would just suggest that in your design that you put a top on the area that goes across 41. I would hate to see someone's immaturity or someone's goofiness or whatever you want to call it, of throwing something off of that onto the [00:27:30] oncoming traffic and causing an accident or a crime to be committed.

This, unlike the other structures that are across Lloyd Expressway, is next to a school and students are immature and they have a tendency to do immature things. And I would just caution in that to not create a situation [00:28:00] that


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would cause a problem. This has been a long time coming and this community should be very proud of this. And I would, more than anything, hate to see something bad happen after we went to all this trouble and all this time and all this expense without the due diligence of making it as safe as possible. Thank you.

Mallory Duncan: Thank you.

Mitch Lumen: [00:28:30] Well, good evening. My name is Mitch Lumen and I live at 1644 East Blackford. And I'm also vice president of the University South neighborhood adjacent to the school here. I come in support of the pedestrian bridge and I call into evidence two factors. One of which has not improved since the Washington Avenue westbound no turn on red has been [00:29:00] enforced for the last couple of months. First item I would like to call into evidence for the need for the bridge is the frequency of which the median crosswalk indicator has been collided with, with vehicles. It hasn't been a couple of weeks since it's went down again. This is a very dangerous intersection for pedestrians as evidenced by the multiple times over the last several years of that center of signal indicator walk, do not walk has [00:29:30] been taken down.

Comment #12 

As a second bit of evidence I'd like to call into account is anecdotal evidence that I have as a resident of the area of the numerous and frequent violators of the no turn on red indicator for the westbound traffic at Washington and US 41. Just this morning, I conducted a traffic study where I conducted video evidence of vehicles turning right on red and based [00:30:00] on the amount of traffic and the time of the day, I estimate that 50% of vehicles approaching US 41 on Washington with the intent of turning right on red will violate that and turn right on red nonetheless.

This is a danger for pedestrians who are permitted to walk during this period when right on red is a prohibited action. So I support this based on these two pieces of anecdotal evidence and many others, which others [00:30:30] have commented on. And if anything can be done by INDOT and our law enforcement here in Evansville to mitigate this current situation before 2023, I enter that into the record as well. Thank you. And good evening.

Mallory Duncan: Would anyone else like to make a comment?

Talmage Vic: Yes. Good evening. My name is Talmage [00:31:00] Vic. My residence is 855 East Powell, Evansville, Indiana 477-

Speaker 9: Can you turn towards me when [inaudible 00:31:08]?

Talmage Vic: Okay. Is that better? All right. Okay. Okay. My name is Talmage Vic, 855 East Powell, Evansville, Indiana 47713. And I know you won't most likely will not be able to comment on this, but however, I would like to make sure that there's some follow up as relates to a response. And I have two questions or really

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Comment #13 and 14

[00:31:30] two areas of focus. One is, I guess I can take this off now, since I'm up here, excuse me. One is in regards to the handicapped community, our people of challenge who are going to be utilizing this pedestrian bridge, are there going to be some accommodations for them? Ie, ADA ramps that will give them the ability to get up and over. And as Mr. Duckworth [00:32:00] spoke of, I think the mindset too, of having something as a top that would conclude and also help them in regard to, if they're crossing, not to have rain, snow, or other inclement weather to come in contact with them while they're up there. So it doesn't create a hazard as relates to ice or other things that could happen. So I hope that will be considered.

Comment #15

The second is in regards [00:32:30] to minority and women owned businesses. And I realize, and do have some experience in understanding of INDOT, will there be advertisement for the professional service, for the construction of this particular pedestrian bridge and where will it be? So minority companies, women-owned companies will have the ability to avail themselves to look at the opportunities, the scopes of work and possibly participate. So those were my comments. Thank you.

Mallory Duncan:

Thank you. [00:33:00] Anyone else? There's also the ability to submit those written comments. And we do have our court reporter over here who can help take down your comments as well. So just as a quick follow up to one of your comments, the documents are at the library and it is the full environmental. So you'll be able to view those. [00:33:30] And there's a couple different locations. And in regards to all the questions that were asked as part of this public comment period, our project team is outside and they will be able to answer all of those for you. So if you'd like to go talk to them, we're going to be here for a little while longer. We'd love to hear any questions and they'll be able to answer all of those for you out there.

But again, thank you all so much for coming. Those comments are due by July 18th and all of that information is up there and it will [00:34:00] be on the INDOT website here shortly. So hopefully you'll be able to get all that information. If you do have additional questions, again, our project team is waiting outside for you, and you'll be able to take a closer look at those boards that were presented tonight, too. So thank you so much for coming. We really appreciate it.

US 41 PEDESTRIAN BRIDGE - HEARING COMMENTS AND RESPONES

Question/ Comment #	Name	Comment	Response
1	Talmadge Vick II	Cap/add a roof-top for protection of handicap pedestrians.	<p>Thank you for your comment. During the Public Hearing, residents expressed the desire for a covered structure to both protect users from the elements and out of concern with items being thrown from the bridge. The US 41 pedestrian bridge design is consistent with other INDOT pedestrian bridges within the city of Evansville and across the state. Pedestrian facilities including the sidewalks and Hi-Rail Trail connecting to the pedestrian bridge are not covered and therefore inclusion of a roof to prevent exposure to the elements would only protect pedestrians while they are on the bridge itself. Users would not be protected on sidewalk, the bridge ramps, and would not be protected from the side while on the bridge.</p> <p>Inclusion of a roof to prevent exposure to the elements would increase the construction and maintenance costs. A solid roof structure could require a specialty bridge instead of the proposed prefabricated structure increasing construction costs. Additional permanent lighting would be required to maintain safety and visibility. This lighting would increase both construction and maintenance costs.</p>
2	Talmadge Vick II	Awareness of bid opportunities, construction schedules for M/WBE's, design team/construction survey.	<p>Thank you for your comment. This project will be publicly advertised through INDOT's Contract Letting Website. Construction information, DBE requirements, and other letting information will be available prior to the bid date.</p>
3	Ann Ennis	Hooray! Hooray for safety. Hooray for proactivity. Hooray for aesthetic. Hooray for seeking and incorporating community input. Don't lose the aesthetic "B" and "E". Stamped concrete with faux brick is great.	<p>Thank you for your comment. We appreciate your participation in the project development.</p>
4	Brent Jackson	Do you know how many tiers the ramps will have?	<p>Thank you for your question. The ramp design includes 3 tiers.</p>

Question/ Comment #	Name	Comment	Response
5	Brent Jackson	<p>Do you know how far it is to cross the bridge compared to crossing at grade/street level? I can't tell from any of the drawings or descriptions.</p>	<p>Thank you for your question. Using the ramp system adds about 640 ft. to the total walking distance compared to crossing at grade level.</p>
6	Brent Jackson	<p>On June 29th, 2022, a public presentation was given about the progress of the pedestrian overpass bridge. Several public comments were orally taken at the time of the public engagement. I was the person who gave the first comment but then declined to further comment until I asked a few more questions. Mike Duckworth was one of the commentors and he talked about closing off the top of the bridge. This idea was shared by me in the very opening comments before the design team ever started developing the bridge and its piers. It makes me wonder if anyone even reads or values the public comment when people from the area are telling the INDOT designers the same thing from the beginning to the end. Does public comments matter? You cannot design a bridge like the one on the Lloyd Expressway. That bridge will not work at 41 and Washington. Mike Duckworth is right, you guys are opening yourself up to a lot of ridicule if you build this bridge as presented last month. Mike Duckworth and I have been bridge supporters since its inception, but both of us are on the same page regarding the design. Close the top off. Let me opine some more. This bridge will be watched across the State, across the nation. This school has more foot traffic that crosses a major highway than any other school in Indiana. Quite possibly the nation. The bridge will be used as an example, good or bad, for pedestrian bridges to come. How to build them, or how not to build them. Where they work and where they don't work. This bridge will be looked at as an example for decades to come. It would behoove INDOT to consider the great repercussions that could come from building a bridge with such great mischievous opportunities. Thanks for adding my comments.</p>	<p>Thank you for your comment. All public comments are reviewed by INDOT and the design team and explored for feasibility. For instance, your comments from the first public meeting regarding potential alternatives were evaluated by the project team which is documented in the Categorical Exclusion. See pages 6 and 7 of the document and Appendix F.</p> <p>During the Public Hearing, residents expressed the desire for a covered structure to both protect users from the elements and out of concern with items being thrown from the bridge. The US 41 pedestrian bridge design is consistent with other INDOT pedestrian bridges within the city of Evansville and across the state. The bridge will be a new single-span, pre-fabricated steel truss bridge. The inside of the bridge truss will be 8 feet tall and will be covered with mesh to prevent people from falling or accidentally dropping items over the side of the bridge. The structure does not include a roof. Pedestrian facilities including the sidewalks and Hi-Rail Trail connecting to the pedestrian bridge are not covered and therefore inclusion of a roof to prevent exposure to the elements would only protect pedestrians while they are on the bridge itself. Users would not be protected on sidewalk, the bridge ramps, and would not be protected from the side.</p> <p>A roof may lead to the bridge feeling dark and a confined space, both of which were safety concerns for the tunnel options considered during project scoping.</p> <p>Inclusion of a roof to prevent exposure to the elements would increase the construction and maintenance costs. A solid roof structure could require a specialty bridge instead of the proposed prefabricated structure increasing construction</p>

Question/ Comment #	Name	Comment	Response
			<p>costs. Additional permanent lighting would be required to maintain safety and visibility. This lighting would increase both construction and maintenance costs.</p> <p>The truss and mesh sides will not prevent the intentional throwing of items over the truss and off the bridge; however, the height of the mesh is intended to prevent accidental droppage of items and to discourage intentional throwing of items off the bridge. Bridges of this type have been service in other locations within the city of Evansville and around the state without incident.</p>
7	Brent Jackson	In your presentation it showed Highway 41 in Washington where the bridge is going to be built. And I noticed that the piano keyed crossway was missing in the demonstration. Are you guys planning on removing those piano stripings from 41?	Thank you for your question. The existing painted crosswalk crossing US 41 will be removed as part of this project.
8	James Mosley	I'm curious if that environmental document you're referring to, is that going to be stored as a repository at the east branch library?	Thank you for your question. The environmental document is available for viewing in person at both the Evansville Vanderburgh Public Library Central and East Branch locations.
9	James Mosley	You indicated the existing median would eventually be removed to encourage folks to use the ramp and the ped bridge. And so I'm thinking to the extent where there may be some individuals, able bodied, young that they may want to just go ahead and cross the street the way they're used to doing it. If that median would still be there in some fashion to help facilitate those who choose to not use the ped bridge because everyone may not necessarily use it.	Thank you for your question. The existing crosswalk features will be removed to encourage use of the pedestrian bridge.
10	James Mosley	What I would suggest I would humbly suggest to the INDOT and also the metropolitan planning organization if they would consider initiating a corridor study for Washington Avenue as a potential complete street project to facilitate multimodal mobility east west Evansville. The study should prioritize pedestrian, bike and public transit access. It should also prioritize the incorporation of green infrastructure, environmental	Thank you for your comment. We appreciate your participation in the project development and will pass this comment along to the Evansville MPO. INDOT is currently exploring how to fully implement Justice 40 as part of their project development process.

Question/ Comment #	Name	Comment	Response
		<p>standpoint, along Washington Avenue to reduce storm water runoff, air pollution, and the heat island impacts. We are in a heat island area. The Brooking Institute reports indicates that the impacts and goes into the impacts behind air pollution on educational outcomes and inequalities. There's several schools along US 41. And so they could definitely benefit from that. The federal agencies would include the Department of Transportation, EPA, and HUD for transit accessible, affordable housing and commercial revitalization in order to implement a government, a whole of government approach, which has been promoted by the new bipartisan infrastructure law. And then what it would do was also approach and promote environmental justice through transportation equity. So the development of a complete street multimodal plan for BIPOCs, the Black, indigenous people of color, pedestrian residents and school students to mitigate the negative impacts of the highly air polluting vehicular traffic on these major thoroughfare US 41 and Lloyd. Also it would incorporate pedestrian and bike friendly buffered pathways, pedestrian bike overpasses, green infrastructure, and possible options such as a bus rapid transfer along US 41. It would complement the Evansville climate action plan that the mayor signed last year, the Evansville Climate Action Plan, also the local NPO metropolitan plan organization transportation goals. Finally, and consistent with the justice 40 initiatives of the bipartisan infrastructure law, it would utilize WNBEs minority or culturally competent consultants on the projects to do the community planning, consultants to achieve the J 40 goals intended to ensure meaningful community engagement and involvement in the transformation of US 41 and other important routes here in Evansville. Thank you for allowing my comments.</p>	
11	Michael Duckworth	I would just suggest that in your design that you put a top on the area that goes across 41.	Thank you for your comment. See Response to Comment #1 & #6.

Question/ Comment #	Name	Comment	Response
12	Mitch Lumen	<p>I come in support of the pedestrian bridge and I call into evidence two factors. One of which has not improved since the Washington Avenue westbound no turn on red has been enforced for the last couple of months. First item I would like to call into evidence for the need for the bridge is the frequency of which the median crosswalk indicator has been collided with, with vehicles. It hasn't been a couple of weeks since it's went down again. This is a very dangerous intersection for pedestrians as evidenced by the multiple times over the last several years of that center of signal indicator walk, do not walk has been taken down.</p> <p>As a second bit of evidence I'd like to call into account is anecdotal evidence that I have as a resident of the area of the numerous and frequent violators of the no turn on red indicator for the westbound traffic at Washington and US 41. Just this morning, I conducted a traffic study where I conducted video evidence of vehicles turning right on red and based on the amount of traffic and the time of the day, I estimate that 50% of vehicles approaching US 41 on Washington with the intent of turning right on red will violate that and turn right on red nonetheless.</p> <p>This is a danger for pedestrians who are permitted to walk during this period when right on red is a prohibited action. So I support this based on these two pieces of anecdotal evidence and many others, which others have commented on. And if anything can be done by INDOT and our law enforcement here in Evansville to mitigate this current situation before 2023, I enter that into the record as well. Thank you.</p>	<p>Thank you for your comment. We appreciate your participation in the project development.</p>
13	Talmage Vic	<p>In regards to the handicapped community, our people of challenge who are going to be utilizing this pedestrian bridge, are there going to be some accommodations for them like ADA ramps that will give them the ability to get up and over?</p>	<p>Thank you for your question. The ramps and bridge have been designed to meet all applicable ADA requirements.</p>

Question/ Comment #	Name	Comment	Response
14	Talmage Vic	Is there going to be some sort of top put on the bridge to prevent inclement weather from building up and coming into contact with the handicapped population while they are trying to cross?	Thank you for your comment. See Response to Comment #1.
15	Talmage Vic	Will there be advertisement for the professional service, for the construction of this particular pedestrian bridge and where will it be?	Thank you for your comment. This project will be publicly advertised through INDOT's Contract Letting Website. Construction information, DBE requirements, and other letting information will be available prior to the bid date.

APPENDIX G: AIR QUALITY

2022-2026 Transportation Improvement Program Evansville Metropolitan Planning Organization

Sponsor: City of Evansville												
Route Des# Length: Description:	Project Limits Planning Reference Federal Funding Category Amendment/ Modification Date			Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	Local Share
	2022	2023	2024		2025	2026	2022-2026 Estimates					
City Engineer												
Second St. 1801725 n/a	Intersection of Parrett St./Jefferson Ave. STBG-U/CMAQ			PE RW CN						\$110 \$73 \$1,588	\$ - \$ - \$ -	\$ - \$ - \$ -
Contract 41602; Intersection and safety improvements.												
										Project Total	\$1,771	
Walnut St. 1801727 0.95 mi.	Weinbach Ave. to Vann Ave. - Phase 2 MTP 2045: 25-5 (Exempt) STBG-U/CMAQ			PE RW CN	\$4,970						\$ - \$ - \$ 3,976	\$ - \$ - \$ 994
Contract 41598; Road diet reconstruction and multimodal corridor												
										Project Total	\$5,845	
Walnut St. 1801726 1.3 mi.	Martin Luther King Jr. Blvd. to US 41 - Phase 3 MTP 2045: 25-5 (Exempt) STBG-U/CMAQ/CRRSAA			PE RW CN	\$300	\$11,323					\$ - \$ 3 \$ 8,032	\$ - \$ 297 \$ 3,291
Contract 41599; Road diet reconstruction and multimodal corridor												
										Project Total	\$11,924	
Department of Transportation & Services												
Various Locations 1802795 n/a	City of Evansville STBG-U/ HSIP			PE RW CN	\$477						\$ - \$ - \$ 345	\$ - \$ - \$ 132
Contract 41797; Replace 8" signal heads with 12" signal heads in the Evansville signal system												
										Project Total	\$544	
					PE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
					RW	\$ 300	\$ -	\$ -	\$ -	\$ -	\$ 3	\$ 297
					CN	\$ 5,447	\$ 11,323	\$ -	\$ -	\$ -	\$ 12,353	\$ 4,417
					Total	\$ 5,747	\$ 11,323	\$ -	\$ -	\$ -	\$ 12,356	\$ 4,714
					Federal	\$ 4,324	\$ 8,032	\$ -	\$ -	\$ -	\$ 12,356	
					Local	\$ 1,423	\$ 3,291	\$ -	\$ -	\$ -		\$ 4,714

Sponsor: Indiana Department of Transportation/City of Evansville														
Route Des# Length: Description:	Project Limits Planning Reference Federal Funding Source Amendment/ Modification Date			Phase	All amounts in thousands					Planning/ Cost to Complete	Federal Share	State Share	Local Share	
	2022	2023	2024		2025	2026	2022-2026 Estimates							
US 41 1902709 n/a	Washington Ave Intersection STBG/ NHPP			PE RW CN		\$254	\$35	\$2,081	\$3,346			\$ - \$ 203 \$ 4,210	\$ - \$ 51 \$ 253	\$ - \$ - \$ 999
Contract 42876; Pedestrian walk, joint project between INDOT and the City of Evansville. Includes Des# 2000186, intersection improvement, median U-turn.														
										Project Total *	\$7,067			
					Total	\$ 35	\$ 2,335	\$ 3,346	\$ -	\$ -	\$ 4,413	\$ 304	\$ 999	
					Federal	\$ 35	\$ 1,785	\$ 2,594	\$ -	\$ -	\$ 4,413			
					State	\$ -	\$ 51	\$ 253	\$ -	\$ -		\$ 304		
					Local	\$ -	\$ 499	\$ 499	\$ -	\$ -			\$ 999	

* Project Total estimates provided by INDOT



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

April 26, 2022

Mr. Jermaine R. Hannon, Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2022-2026 Statewide Transportation Improvement Program (STIP) for review and comment by your offices.

Included in the final submitted document is a listing of the state’s expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIP’s will be included in the FY 2022-2026 STIP by reference, pending FHWA approval in May 2022.

Area Plan Commission of Tippecanoe County (APCTC)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)	FY 2022-2026
• <i>Version 3/11/2022</i>	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2022-2026
• <i>Version 3/22/2021</i>	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2022-2025
• <i>Version 12/15/2021</i>	
Evansville Metropolitan Planning Organization (EMPO)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2020-2025
• <i>Version 3/29/2022</i>	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2022-2025
• <i>Version 8/18/2021</i>	
Michiana Area Council of Governments (MACOG)	FY 2022-2026
• <i>Version 3/09/2022</i>	

Madison County Council of Governments (MCCOG)	FY 2022-2026
• <i>Version 7/13/2021</i>	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2022-2026
• <i>Version 3/28/2022</i>	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
• <i>Version 3/17/2022</i>	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2020-2023
• <i>Version 03/10/2022</i>	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2020-2024
• <i>Version 08/26/2021</i>	

In addition, INDOT has expanded our public involvement process by taking advantage of virtual meeting techniques and allowing accessibility to online documents, materials, virtual meeting registration, recorded virtual meetings, and comment forms. INDOT also leveraged our planning partner contacts (MPOs, RPOs, LTAP), social media, and notifications sent to local libraries, housing authorities, senior aging centers, and local newspapers across the state.

We greatly appreciate FHWA/FTA support in the development of the STIP 2022-2026 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at 317-232-0223 or at mmcneil@indot.in.gov.

Sincerely,



Michael Smith, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): FTA
Michelle Allen, FHWA
Jeffrey Brooks, INDOT
Kristin Brier, INDOT
Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Michael McNeil, INDOT



Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

U.S. Department
of Transportation

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

June 17, 2022

Mr. Michael Smith
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2022-2026 STIP Approval and Associated Federal Planning Finding

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2022-2026 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the INDOT request letter dated April 27, 2022.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2022-2026 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) directly incorporated into the STIP, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2022-2026 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2022-2026 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective June 17, 2022, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report. FHWA and FTA will continue to partner with INDOT to ensure the previously developed action plan (attached) is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2022-2026 STIP, or adoption of the FY2024-2028 STIP, may not be approved by USDOT.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Michelle Allen of the FHWA Indiana Division at (317) 226-7344, or by email at michelle.allen@dot.gov, or Mr. Jason Ciavarella of the FTA Region 5 Office at (312) 353-1653, or by email at jason.ciavarella@dot.gov.

Sincerely,

**KELLEY
BROOKINS** Digitally signed by
KELLEY BROOKINS
Date: 2022.06.13
10:08:34 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

**JERMAINE
R HANNON** Digitally signed by
JERMAINE R
HANNON
Date: 2022.06.13
15:57:46 -04'00'

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

cc: (transmitted by e-mail)
Louis Feagans, INDOT
Roy Nunnally, INDOT
Karen Hicks, INDOT

Attachments have been removed for the purposes of this NEPA document.

APPENDIX H: ADDITIONAL STUDIES



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room 758
Indianapolis, Indiana 46204

Eric J. Holcomb, Governor
Joe McGuinness, Commissioner

October 19, 2021

Steve Schaefer
Parks Director
City of Evansville, Parks Department
1 NW Martin Luther King Jr. Blvd.
Civic Center Complex, Room 301
Evansville, IN 47708

Re: Hi-Rail Trail – Section 4(f) *De Minimis* Use
Des. No. 1902709
U.S. 41 at Washington Avenue
Pedestrian Grade Separation
Vanderburgh County, Indiana

Dear Mr. Schaefer:

The Indiana Department of Transportation (INDOT), Federal Highway Administration (FHWA), and City of Evansville intend to proceed with a project involving the construction of a grade-separated pedestrian crossing of U.S. 41 near Washington Avenue (U.S. 41 Pedestrian Bridge), located approximately 1.00 mile south of the intersection of U.S. 41 and SR 66/SR 62 (Lloyd Expressway) in the city of Evansville, Vanderburgh County, Indiana. This project includes federal, state and local funding. More specifically, the project is located in Sections 28 and 33, Township 6 South, Range 10 West in Knight Township.

As part of the environmental evaluation of the community and natural resource impacts of the proposed project, any potential recreation areas must be identified and evaluated for protection under Section 4(f) of the Department of Transportation Act of 1966, 49 USC 303(c). Section 4(f) protects publicly-owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites against direct or constructive use impacts from transportation projects. Section 4(f) requires coordination with an official with jurisdiction over these historic and recreational resources regarding applicability of Section 4(f) and the impacts of the project on Section 4(f) resources. In the case of recreational properties, the officials with jurisdiction are the officials of the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property. The Hi-Rail Trail is within your agency's jurisdiction and is located within or adjacent to the U.S. 41 Pedestrian Grade Separation. See Attachments.

Hi-Rail Trail *De Minimis* Section 4(f)

As a publicly-owned and/or managed trail, the Hi-Rail Trail is open to the public and is considered to be a Section 4(f) resource. The Hi-Rail Trail is located on the west side of U.S. 41 extending from Riverside Drive to Walnut

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INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room 758
Indianapolis, Indiana 46204

Eric J. Holcomb, Governor
Joe McGuinness, Commissioner

Street. This trail is a multi-use asphalt path with occasional park benches and amenities. As the design for the U.S. 41 Pedestrian Bridge has progressed, INDOT has determined there will be property acquisition from the Hi-Rail Trail. Due to the construction of a pedestrian overpass, 0.116 acre of temporary right-of-way from the Hi-Rail Trail and 0.018 acre of permanent right-of-way from the trail will be necessary. Temporary right-of-way is required for relocation of 80 linear feet of the trail around the pedestrian overpass and ramp. Permanent right-of-way will be necessary for the construction of the ramp to access the pedestrian overpass. The acquisition of permanent right-of-way will result in a Section 4(f) use of the trail. Mapping and plans of these areas are attached for your review.

The acquisition of permanent and temporary right-of-way from the trail is anticipated to be a *de minimis* impact. A *de minimis* impact is one that, after taking into account any measure to minimize harm (such as avoidance, minimization, mitigation or enhancement measures), the project will not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). A *de minimis* impact determination requires public involvement and concurrence from the official with jurisdiction.

As the official with jurisdiction over the Hi-Rail Trail, your documented agreement that this project will not adversely affect the activities, features, or attributes qualifying the trail for protection under Section 4(f) is required in order for the right-of-way acquisition to be considered a *de minimis* impact under Section 4(f).

Conclusion

The U.S. 41 Pedestrian Bridge Project will require 0.018 acre of permanent right-of-way from the trail immediately adjacent to the existing U.S.41 right-of-way and this right-of-way will be permanently incorporated into the transportation project.

For the proposed U.S, 41 Pedestrian Bridge Project, 0.116 acre of temporary right-of-way from the Hi-Rail Trail will be necessary for temporary closure and relocation of 80 linear feet of the trail around the pedestrian overpass and ramp. The temporary closure of a portion of the Hi-Rail trail will be temporary and less than the time needed for construction of the project. The project will not adversely affect the activities, features, or attributes qualifying the park for protection under Section 4(f). There will be no permanent adverse physical impacts to the Hi-Rail Trail, and it will be re-opened in a condition which is as good as that which existed prior to the project.

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INDIANA DEPARTMENT OF TRANSPORTATION


100 North Senate Avenue
Room 758
Indianapolis, Indiana 46204

Eric J. Holcomb, Governor
Joe McGuinness, Commissioner

If you agree with the statements below, please sign this letter and return it for inclusion in the environmental document for this project.

A response from you is requested within 30 days to determine the following:

Section 4(f) *de minimis* use: As the Official with Jurisdiction over the Hi-Rail Trail, I agree that the proposed project will not adversely affect the activities, features, or attributes qualifying the trail for protection under Section 4(f).

SIGNATURE:  DATE: 10/20/21

Printed Name and Title: Steve Schaefer, Parks Director, City of Evansville

If you have any questions regarding this matter, please feel free to contact Chris Meador, of HNTB Corporation, at cmeador@hntb.com or 317-917-5338. Thank you for your assistance in the development of this project.

Sincerely,
HNTB CORPORATION



Chris Meador
Environmental Project Manager

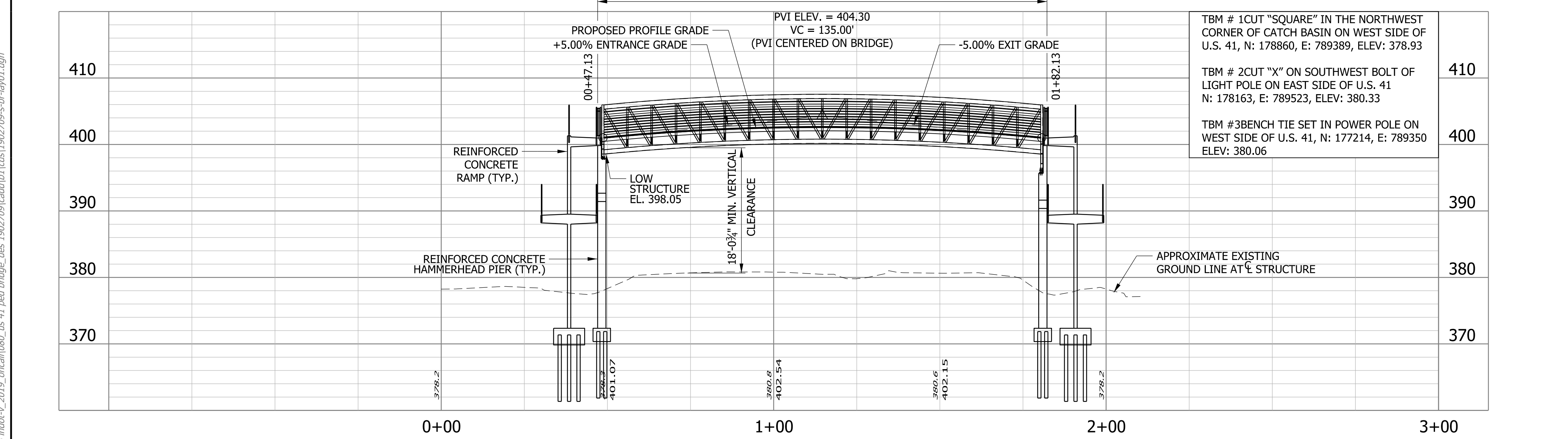
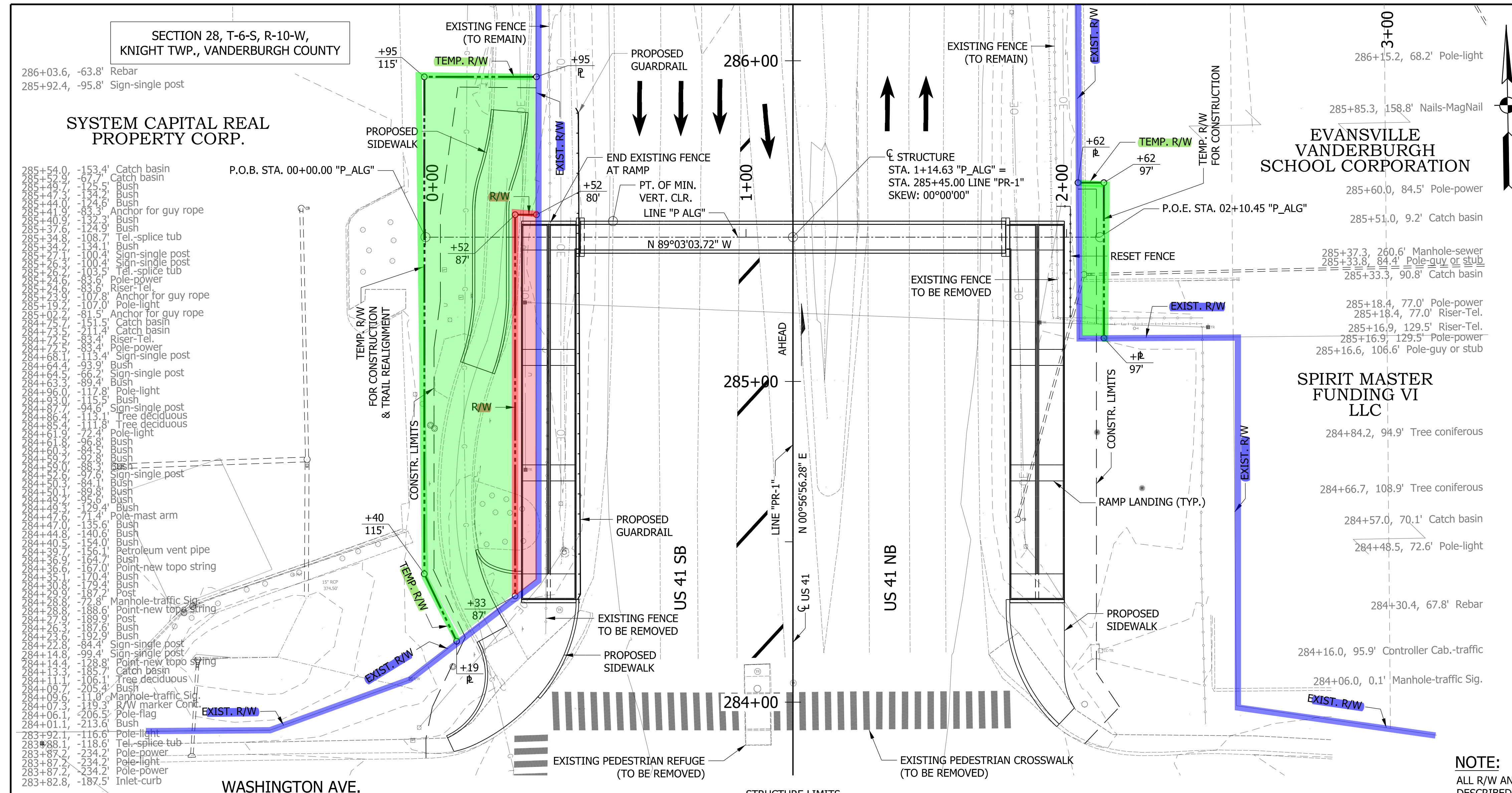
Maps and a portion of the plan sheets have been removed to avoid duplication. Graphics and plans can be found in Appendix B of this document.

Attachments: Project Location Maps
Project Preliminary Right-of-Way Plans

Cc: Ron Bales, INDOT Environmental Services Division
Brandon Miller, INDOT Environmental Services Division
Kari Carmany-George, FHWA
Troy Arnold, INDOT Project Manager
Erica Haas, HNTB Corporation
Dan Thatcher, HNTB Corporation
Ryan Falls, Indiana Department of Transportation Vincennes District

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NOTE TO REVIEWER

THE PROFILE DEFINED ALONG THE BRIDGE IS USED TO FABRICATE THE SUPERSTRUCTURE TO THE PROPER CAMBER. FINAL STEEL TRUSS DIMENSIONS WILL BE DETERMINED BY THE FABRICATOR. EARTHWORK WILL BE TABULATED BEFORE THE NEXT SUBMITTAL

STEEL TRUSS PEDESTRIAN BRIDGE
1 SPAN: 132'-0"
SKEW: SQUARE
8'-0" CLEAR WIDTH
PEDESTRIAN BRIDGE OVER US 41 NB/SB
VANDERBURGH COUNTY

<p>101 PRIMARY CONTROL N: 178,702.8160 E: 789,467.2710</p>	<p>102 PRIMARY CONTROL N: 178,039.8240 E: 789,467.7600</p>	<p>103 PRIMARY CONTROL N: 177,635.9640 E: 789,380.4600</p>	<p>104 PRIMARY CONTROL N: 177,460.5838 E: 789,509.2093</p>	<p>105 PRIMARY CONTROL N: 177,243.0290 E: 789,431.1000</p>
--	--	--	--	--

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JEB	DRAWN: CLF	
CHECKED: ALM	CHECKED: JEB	

INDIANA DEPARTMENT OF TRANSPORTATION

LAYOUT

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'-0"	P041-82-10705
VERTICAL SCALE	DESIGNATION
1" = 10'-0"	1902709
SURVEY BOOK	SHEETS
ELECTRONIC	5 of 10
CONTRACT	PROJECT
B-42876	1902709

DRAFT
NOT FOR CONSTRUCTION



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room 758
Indianapolis, Indiana 46204

855-INDOT4U
855-463-6848

Eric J. Holcomb, Governor
Michael Smith, Commissioner

July 20, 2022

Steve Schaefer, Deputy Mayor
City of Evansville
1 NW Martin Luther King Jr Blvd
Civic Center Complex, Room 302
Evansville, IN 47708

Re: Hi-Rail Trail - Section 4(f) *De Minimis* Use Determination
Des. No. 1902709
U.S. 41 at Washington Avenue
Pedestrian Grade Separation
Vanderburgh County, Indiana

Dear Mr. Schaefer:

The Indiana Department of Transportation (INDOT), Federal Highway Administration (FHWA), and City of Evansville intend to proceed with a project involving the construction of a grade-separated pedestrian crossing of U.S. 41 near Washington Avenue (U.S. 41 Pedestrian Bridge), located approximately 1.0 mile south of the intersection of U.S. 41 and SR 66/SR 62 (Lloyd Expressway) in the City of Evansville, Vanderburgh County, Indiana. More specifically, the project is located in Sections 28 and 33, Township 6 South, Range 10 West in Knight Township.

As part of the environmental evaluation of the community and natural resource impacts of the proposed project, any potential recreation areas must be identified and evaluated for protection under Section 4(f) of the Department of Transportation Act of 1966, 49 USC 303(c). Section 4(f) protects publicly-owned parks, recreational areas, wildlife and waterfowl refuges, and public and private historic sites against direct or constructive use impacts from transportation projects. Section 4(f) requires coordination with an official with jurisdiction over these historic and recreational resources regarding applicability of Section 4(f) and the impacts of the project on Section 4(f) resources. In the case of recreational properties, the officials with jurisdiction are the officials of the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property. The Hi-Rail Trail is within your agency's jurisdiction and is located within or adjacent to the U.S. 41 Pedestrian Grade Separation. See Attachments.

Hi-Rail Trail *De Minimis* Section 4(f)

As a publicly-owned and/or managed trail, the Hi-Rail Trail is open to the public and is considered to be a Section 4(f) resource. The Hi-Rail Trail is located on the west side of U.S. 41 extending from Riverside Drive to Walnut Street. This trail is a multi-use asphalt path with occasional park benches and amenities. As the design for the U.S. 41 Pedestrian Bridge has progressed, INDOT has determined there will be property acquisition from the Hi-Rail Trail, as well as relocation of a portion of the trail.

Due to the construction of this project, 0.086 acre of temporary right-of-way from the Hi-Rail Trail and 0.118 acre of permanent right-of-way from the trail will be necessary. Permanent and temporary right-of-way is required for relocation of 200 linear feet of the trail around the pedestrian bridge and ramp. The Hi-Rail Trail will be straightened and will be relocated between the proposed bridge ramp and US 41 north of Washington

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Avenue. See the attached aerial and graphics for reference to the project location and proposed improvements. The Hi-Rail Trail will pass under the new pedestrian bridge between US 41 and the ramp to the pedestrian bridge. The pedestrian ramp connection to the trail will be at the south end of the ramp. The trail crossing at Washington Avenue will be straightened and upgraded on both sides of Washington Avenue to be compliant with current American with Disability Act (ADA) design standards. In addition, the trail will be temporarily closed during construction. The temporary closure will not be required for the entire duration of the project construction. These impacts will result in a Section 4(f) use of the trail. Mapping and plans of these areas are attached for your review.

The project is anticipated to be a *de minimis* impact to the trail. A *de minimis* impact is one that, after taking into account any measure to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures), the project will not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). The proposed project will reconstruct the trail in as good of condition or better than the existing trail, and thus will not adversely affect the activities, features, or attributes that qualify the trail for protection under Section 4(f). The upgraded pedestrian crossing of Washington Street will comply with current ADA Standards. A *de minimis* impact determination requires public involvement and concurrence from the official with jurisdiction. Subsequent to the public involvement and taking into consideration any public concerns, the official with jurisdiction can provide their concurrence with the *de minimis* Section 4(f) use determination.

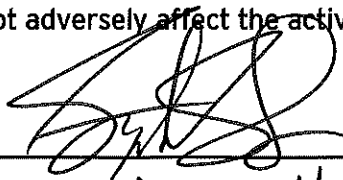
Because of the high level of public interest in this project, INDOT and the City of Evansville partnered to provide several opportunities for the public to provide input and be informed of project updates. Two Stakeholder meetings, two Public Meetings, and a Public Hearing have been held. Stakeholder Meeting #1 and the first Public Meeting were held on November 18, 2020. Comments included suggestions on the bridge location and support of the project from the Lincolnshire Neighborhood Association, the National Association for the Advancement of Colored People (NAACP), and the Evansville City Council. Stakeholder Meeting #2 was a virtual meeting that was held on April 28, 2021, and the Public Information Meeting #2 was an open house held on May 12, 2021. Comments received were generally regarding the aesthetics of the bridge, location of the bridge, and a desire to have construction begin as soon as possible. The Public Hearing was held on June 29, 2022. The notice of the Public Hearing also included the public notice for the *de minimis* Section 4(f) use determination. For reference to the notice see attached. A 30 day comment period was provided for both the project and the *de minimis* Section 4(f) use determination. No comments were received regarding the *de minimis* Section 4(f) use determination.

As the official with jurisdiction over the Hi-Rail Trail, your documented agreement that this project will not adversely affect the activities, features, or attributes qualifying the trail for protection under Section 4(f) is required in order for the right-of-way acquisition and relocation to be considered a *de minimis* impact under Section 4(f).

If you agree with the statement below, please sign this letter and return it for inclusion in the environmental document for this project.

A response from you is requested within 30 days to determine the following:

Section 4(f) *de minimis* use: As the Official with Jurisdiction over the Hi-Rail Trail, I agree that the proposed project will not adversely affect the activities, features, or attributes qualifying the trail for protection under Section 4(f).

SIGNATURE:  DATE: 8/8/22

Printed Name and Title: Deputy Mayor & Parks Director
Steve Schacter

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If you have any questions regarding this matter, please feel free to contact Chris Meador, of HNTB Corporation, at cmeador@hntb.com or 317-917-5338. Thank you for your assistance in the development of this project.

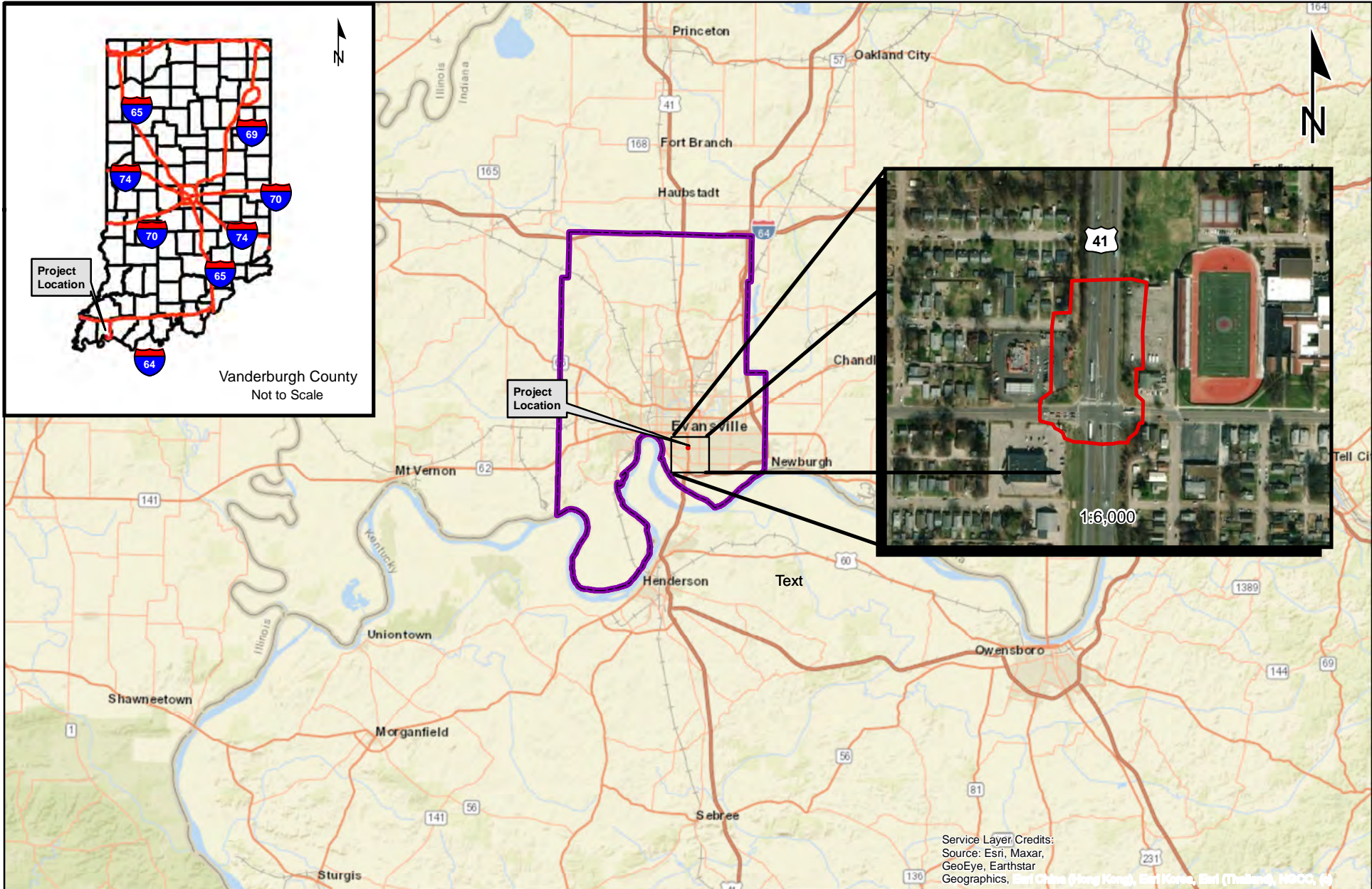
Sincerely,
HNTB CORPORATION





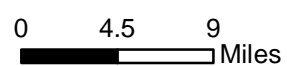
Chris Meador
Environmental Project Manager

Attachments: Project Location Maps
Project Preliminary Right-of-Way Plans

Cc: Tomas Beauchamp, INDOT Environmental Services Division
Anthony Ross, INDOT Environmental Services Division
Kari Carmany-George, FHWA
Troy Arnold, INDOT Project Manager
Erica Haas, HNTB Corporation
Dan Thatcher, HNTB Corporation
Ryan Falls, Indiana Department of Transportation Vincennes District






-  Project Area
-  Vanderburgh County




Project Location Map	
US 41 at Washington Avenue Grade Separation Pedestrian Crossing Vanderburgh County, Indiana	
Des. No. 1902709	 Graphics created by HNTB Corporation (2020)
1 in = 9 miles	

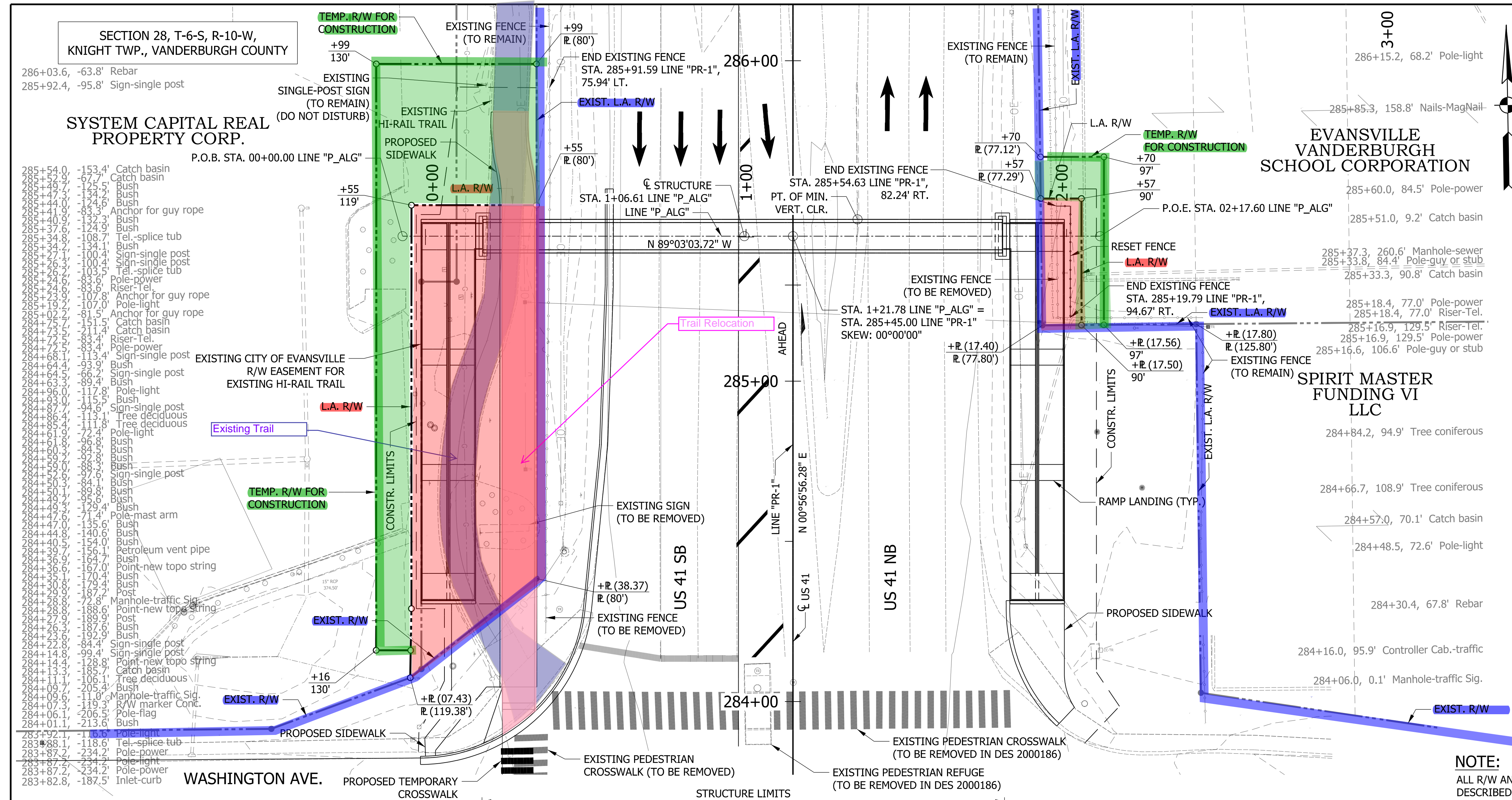


Sources: Aerial-2016 NIP US DANRCS; Road and Curbside Infill Map; NIP US DANRCS;

	Project Area
	PLSS Sections
	Hydrography Flowlines

0 250 500
 Feet

Project Aerial Map	
US 41 at Washington Avenue Grade Separation Pedestrian Crossing Vanderburgh County, Indiana	
Des. No. 1902709	HNTB Graphics created by HNTB Corporation (2020)
1 inch = 500 feet	

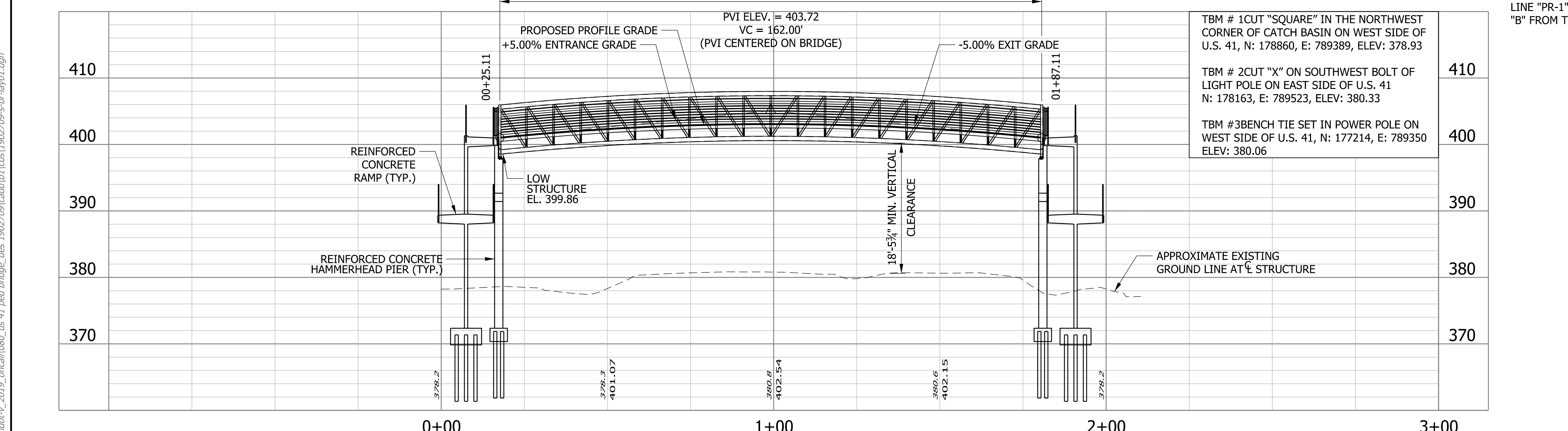


EXISTING STRUCTURE
NO EXISTING STRUCTURE AT PROPOSED LOCATION.

EARTHWORK TABULATION

FILL + 20%	XXX CYS
COMMON EXCAVATION	70 CYS
SURPLUS FOUNDATION EXCAVATION (70%)	XXX CYS
BORROW	XXX CYS

Blue - Existing Right of Way
Green - Temporary Right of Way
Red - New Permanent Right of Way



NOTE TO REVIEWER

THE PROFILE DEFINED ALONG THE BRIDGE IS USED TO FABRICATE THE SUPERSTRUCTURE TO THE PROPER CAMBER. FINAL STEEL TRUSS DIMENSIONS WILL BE DETERMINED BY THE FABRICATOR. EARTHWORK WILL BE TABULATED BEFORE THE NEXT SUBMITTAL

STEEL TRUSS PEDESTRIAN BRIDGE
1 SPAN: 162'-0"
SKEW: SQUARE
8'-6" CLEAR WIDTH
PEDESTRIAN BRIDGE OVER US 41 NB/SB
VANDERBURGH COUNTY

<p>101 PRIMARY CONTROL N: 178,702.8160 E: 789,467.2710</p>	<p>102 PRIMARY CONTROL N: 178,039.8240 E: 789,467.7600</p>	<p>103 PRIMARY CONTROL N: 177,635.9640 E: 789,380.4600</p>	<p>104 PRIMARY CONTROL N: 177,460.5838 E: 789,509.2093</p>	<p>105 PRIMARY CONTROL N: 177,243.0290 E: 789,431.1000</p>
--	--	--	--	--

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JEB	DRAWN: CLF	
CHECKED: ALM	CHECKED: JEB	

INDIANA DEPARTMENT OF TRANSPORTATION	
LAYOUT	
HORIZONTAL SCALE	BRIDGE FILE
1" = 20'-0"	P041-82-10705
VERTICAL SCALE	DESIGNATION
1" = 10'-0"	1902709
SURVEY BOOK	SHEETS
ELECTRONIC	6 of 11
CONTRACT	PROJECT
B-42876	1902709

DRAFT
NOT FOR CONSTRUCTION

SECTION 28, T-6-S, R-10-W,
KNIGHT TWP., VANDERBURGH COUNTY

SYSTEM CAPITAL REAL
PROPERTY CORP.

SECTION 33, T-6-S, R-10-W,
KNIGHT TWP., VANDERBURGH COUNTY

EVANSVILLE
VANDERBURGH
SCHOOL CORPORATION

SPIRIT MASTER
FUNDING VI
LLC

THOMAS, GORDON S.
& BRADFORD, DIXIE K.
JTRS
HUSK, KIP N. &
SANDRA L.
MOORE, ROBERT C.

Blue - Existing Right of Way
Green - Temporary Right of Way
Red - New Permanent Right of Way

NOTE:
ALL R/W AND EXISTING TOPO
DESCRIBED FROM LINE "PR-1".
LINE "PR-1" IS THE SAME AS LINE
"B" FROM THE LCRS.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ALM	DRAWN: ALM	
CHECKED: XXX	CHECKED: XXX	

INDIANA
DEPARTMENT OF TRANSPORTATION

PEDESTRIAN TRAIL
REALIGNMENT DETAILS

HORIZONTAL SCALE	BRIDGE FILE
XXX	P041-82-10705
VERTICAL SCALE	DESIGNATION
XXX	1902709
SURVEY BOOK	SHEETS
ELECTRONIC	6 of 11
CONTRACT	PROJECT
B-42876	1902709

amatumgwa
 1/27/2022 8:33:12 pm
 model: Pedestrian Trail details
 file: \\indw001\289\projects\74055\ndot-v_2019_oncall\080_us_41_ped_brdge_des_1902709\cadd\l1\cadd\1902709-br-msbl.dgn



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

855-INDOT4U
(855-463-6848)

Eric J. Holcomb, Governor
Michael Smith, Commissioner

To be published in the Evansville Courier on Monday, June 13, and Tuesday, June 21, 2022

DES# 1902709

LEGAL NOTICE OF PUBLIC HEARING AND OPPORTUNITY FOR COMMENT ON THE PROPOSED DE MINIMIS SECTION 4(F) USE DETERMINATION
Pedestrian Bridge at the intersection of US 41 and Washington Avenue

The Indiana Department of Transportation (INDOT) will hold an in-person public hearing on Wednesday, June 29, 2022, at Benjamin Bosse High School, 1300 Washington Avenue, Evansville IN 47714. Doors will open at 4:30 p.m. (CDT) to allow participants time to view project displays and speak with project representatives before the formal presentation begins at 6 p.m. (CDT). To accommodate those unable to attend in person, the public hearing presentation and comment session will also be broadcast live on the INDOT Southwest Facebook page: <https://www.facebook.com/INDOTVincennesDistrict/>.

This public hearing will include appropriate COVID-19 safety measures. Masks and sanitation stations will be made available for attendees.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on the environmental document and preliminary design plans for the pedestrian crossing at US 41 and Washington Avenue. The project intends to improve safety for pedestrians attempting to cross US 41.

The project is located on US 41 at the intersection of Washington Avenue in Knight Township, Vanderburgh County, within the INDOT Vincennes District. The Hi-Rail Pedestrian Trail runs along the west side of US 41 within the project limits and connects to the sidewalks on the north and south sides of Washington Avenue. Benjamin Bosse High School is located in the northeast corner of this intersection. A grade-separated crossing is warranted at this location based on safety concerns for pedestrian and bicycle traffic.

The project requires the reacquisition of 0.129 acre of permanent right-of-way and 0.098 acre of temporary right-of-way.

Traffic on US 41 is anticipated to be maintained in both directions during construction except for a single temporary closure of US 41 to erect the new prefabricated bridge. The majority of construction is anticipated to occur outside of the travel lanes. Washington Avenue will remain open during construction. A detour for pedestrian traffic on the Hi-Rail trail through the bridge construction area will utilize E Blackford Avenue, S Kerth Avenue, and Washington Avenue. Pedestrians will be detoured around the Washington Avenue curb ramp construction in phase 2

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via Washington Avenue, S Kerth Avenue, and Jefferson Avenue. The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated. All disruptions and delays will cease upon project completion.

Local, state, and federal funds are available for project construction. A Categorical Exclusion Level 4 document will be prepared to fully evaluate project impacts.

Project materials including the DRAFT Categorical Exclusion Level 4 document are available to view online at <https://www.in.gov/indot/about-indot/central-office/welcome-to-the-vincennes-district/us-41-pedestrian-crossing-in-evansville/>. The DRAFT Categorical Exclusion Level 4 is available for viewing in person at both the Evansville Vanderburgh Public Library Central (200 SE Martin Luther King Jr. Blvd., Evansville, IN 47713) and the Evansville Vanderburgh Public Library East (840 E. Chandler Ave., Evansville, IN 47713), or upon request.

As part of the environmental evaluation of the community and natural resource impacts of the proposed project, any potential public recreation areas must be identified and evaluated for protection under Section 4(f) of the Department of Transportation Act of 1966, 49 USC 303(c). As a publicly-owned and/or managed trail that is open to the public, the Hi-Rail Trail, located on the west side of US 41 extending from Riverside Drive to Walnut Street, is considered to be a Section 4(f) resource. This trail is a multi-use asphalt path with occasional park benches and amenities. Due to the construction of this project, 0.086 acre of temporary right-of-way from the Hi-Rail Trail and 0.118 acre of permanent right-of-way from the trail itself will be necessary. Permanent and temporary right-of-way is required for the relocation of 200 linear feet of the trail around the pedestrian bridge and ramp. The Hi-Rail Trail will be straightened and relocated to be adjacent to the existing right-of-way fence north of Washington Avenue. The Hi-Rail Trail will pass under the new pedestrian bridge between the right-of-way fence and the ramp to the pedestrian bridge. The pedestrian ramp connection to the trail will be at the south end of the ramp. The trail crossing at Washington Avenue will be straightened and upgraded on both sides of Washington Avenue to comply with current American with Disability Act (ADA) design standards. In addition, the trail will be temporarily closed during construction. The temporary closure will not be required for the duration of the project construction. These impacts will result in a Section 4(f) use of the trail.

The purpose of the public notice for the Section 4(f) *de minimis* use determination is to offer all interested persons an opportunity to comment on the Section 4(f) use of the Hi-Rail Trail and to provide comments to the project team and the official with jurisdiction regarding the Section 4(f) use determination.

The project is anticipated to be a *de minimis* impact on the trail. A *de minimis* impact is one that, after taking into account any measure to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures), will not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). A *de minimis* impact determination requires public involvement and concurrence from the official

with jurisdiction. The official with jurisdiction for the trail is the City of Evansville. The City of Evansville Parks Department have expressed no concerns with the trail relocation.

Information on this proposed action and its impacts, avoidance, minimization, mitigation, or enhancement measures at the Hi-Rail Trail is available in the Categorical Exclusion Level 4 document. INDOT respectfully requests that comments on the Section 4(f) *de minimis* use determination be submitted by Monday, July 18, 2022. Comments will become part of the official record and will be considered when making future project-related decisions.

Project information can be mailed to interested persons by contacting Christine Meador at cmeador@HNTB.com or 317-917-5338. Written requests can also be mailed to her attention c/o HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204.

Public statements will be recorded as part of this public hearing on both the Section 4(f) *de minimis* use determination and the Categorical Exclusion Level 4. All verbal statements recorded during the public hearing, and all written comments submitted before, during, and for approximately two (2) weeks following the hearing date, will be evaluated, considered, and addressed in subsequent environmental documentation.

Comments written on the Facebook livestream video or other social channels will not be entered into public record and will not be considered.

Written comments should be sent to Christine Meador at cmeador@HNTB.com or mailed to Christine Meador, HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204 OR to the INDOT Project Manager, Troy Arnold at tarnold1@indot.in.gov or mailed to Troy Arnold, INDOT Vincennes District, 3650 S US Highway 41, Vincennes, IN 47591. INDOT respectfully requests that comments on both the Section 4(f) *de minimis* use determination and the Categorical Exclusion Level 4 be submitted by **Monday, July 18, 2022**.

In accordance with the Americans with Disabilities Act (ADA), and Title VI of the Civil Rights Act of 1964, persons and/or groups who require project information in alternative languages or formats should contact Christine Meador at 111 Monument Circle, Suite 1200, Indianapolis, IN 46204, or by calling 317-917-5338.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.”; 2) 23 CFR 450.210(a)(1)(ix) stating, “Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.”; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on August 16, 2012.

DES# 2000186
LEGAL NOTICE OF PUBLIC OPEN HOUSE
Intersection Improvement at US 41 at Washington Avenue

The Indiana Department of Transportation (INDOT) will hold a public open house in conjunction with the public hearing for the US 41 and Washington Avenue Pedestrian Bridge on Wednesday, June 29, 2022, at Benjamin Bosse High School, 1300 Washington Avenue, Evansville IN 47714. Doors will be open from 4:30 p.m. to 7:30 p.m. (CDT) to allow participants time to view project displays and speak with project representatives. No formal presentation on the intersection improvement will be given.

Local, state, and federal funds are available for project construction. A Categorical Exclusion document will be prepared to fully evaluate the project impacts.

Project materials, including display boards and other information provided at this open house, will be available to view on the INDOT Vincennes District website after the open house or upon request. Persons with limited internet access can request that project information be mailed to them. For more information, contact Christine Meador at HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204; or at cmeador@HNTB.com or 317-636-4682.

The purpose of the public open house is to introduce the public to the preliminary project design for the intersection improvement at the intersection of US 41 and Washington Avenue and to offer all interested persons an opportunity to comment.

The need for the project is based on the existing crash rates and safety concerns at this intersection. Between 2016 and 2018, there were 15 Fatal and/or Incapacitating Crashes, 15 Non-Incapacitating and Possibly Injury Crashes and 85 Property Damage Only Crashes; which make this intersection a "high crash" location. The purpose of this project is to improve the safety and mobility of the intersection.

The project is located on US 41 at the intersection of Washington Avenue in Knight Township, Vanderburgh County, within the INDOT Vincennes District. The High-Rail Pedestrian Trail runs along the west side of US 41 within the project limits and connects to the sidewalks on the north and south sides of Washington Avenue. Benjamin Bosse High School is located in the northeast corner of this intersection. Currently, the intersection of US 41 and Washington Avenue consists of two northbound and two southbound lanes on US 41 with a left-turn lane for each direction separated by a grassy median. Washington Avenue consists of one westbound and one eastbound lane with a right turn lane and a left-turn lane in each direction.

A Boulevard Left intersection will be constructed at the intersection of US 41 and Washington Avenue. The Boulevard Left intersection relocates left turns from all legs of the main intersection to signalized median U-turns located approximately 800 feet north and south of Washington Avenue. This intersection type retains east-west connectivity on Washington Avenue. The Boulevard Left intersection has fewer signal phases than other types of intersection

improvements and provides better mobility to eastbound-westbound traffic on Washington Avenue, which is a minor arterial. The project will also include directional signage, maintenance of drainage within the project extents, replacement of traffic signals at the main intersection, and the installation of new traffic signals at the median U-turn locations. There is no permanent or temporary right-of-way acquisition anticipated for this project.

Traffic on US 41 is anticipated to be maintained in both directions during construction. To allow movements to remain open during construction, any median crossing work will be constructed before the intersection is closed. US 41 will be reduced to one lane in each direction during construction. Pedestrian maintenance of traffic will be required. The intersection improvement will be constructed in conjunction with the US 41 pedestrian bridge to minimize construction impacts on the public.

Public statements will not be recorded as part of this public open house. Written comments submitted before, during, and for approximately two (2) weeks following the open house, will be evaluated, considered, and addressed in subsequent environmental documentation. Written comments should be sent to Christine Meador at cmeador@HNTB.com or mailed to Christine Meador, HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204 OR to the INDOT Project Manager, Troy Arnold at tarnold1@indot.in.gov or mailed to Troy Arnold, INDOT Vincennes District, 3650 S US Highway 41, Vincennes, IN 47591. INDOT respectfully requests that comments be submitted by **Monday, July 18, 2022**.

In accordance with the “Americans with Disabilities Act”, if you have a disability or need assistance with accessibility such as document viewing, interpreters, or readers, please contact Christine Meador, HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204 or cmeador@HNTB.com or 317-636-4682 regarding accommodations.

Report Excerpt

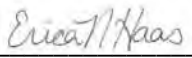
ABBREVIATED ENGINEER'S REPORT

US 41 Pedestrian Bridge

DES 1902709
Contract No. B-42876
Proposed Str. No. TBD
NBI No. TBD

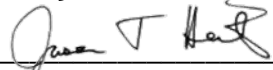
Prepared By
HNTB Corporation

This document was prepared by:




Date: 12/08/2020
Name: Erica Haas, PE
HNTB Bridge Task Lead

Reviewed by:

Asset Engineer Review


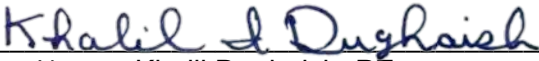
Date: 1/29/2021
Name: Jason Heile, PE
Bridge Asset Engineer, Vincennes District

Reviewed by:

Scope Manager Review


Date: 1/28/2021
Name: Duane Decker, PE
Scoping Manager, Vincennes District

Reviewed by:

SAM Review


Date: 02/01/2021
Name: Khalil Dughaish, PE
System Asset Manager, Vincennes District

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Attachments

Some attachments removed for brevity and to avoid duplication.

Attachment A – Project Location Map

Attachment B – Traffic Data

Attachment C – Design Criteria

Attachment D – Structure Type Analysis & Cost Comparisons

Attachment E – Ramp Arrangement

1.0 PURPOSE OF REPORT

The purpose of this report is to document the engineering assessment phase of project development, including all coordination that has been completed in preparation for this bridge project. This document outlines the proposal and is intended to serve as a guide for subsequent survey, design, environmental, right of way and other project activities leading to construction. The preferred alternative identified in this document is considered pre-decisional, pending the outcome of environmental studies.

2.0 PROJECT LOCATION

This project is located on US 41, just north of the intersection with Washington Avenue in Knight Township, Vanderburgh County, within INDOT’s Vincennes District. The GPS coordinates are 37°57’48” N and 87°32’34” W. For a map of the project location, see Attachment A.

3.0 PURPOSE AND NEED

The need for this project is due to a growing potential for incidents between pedestrian/bicycle traffic and vehicles at the intersection of US 41 and Washington Avenue as pedestrian/bicycle traffic increases. Currently, pedestrian and bicycle traffic are using the at-grade crossing at the signalized intersection. An Abbreviated Engineering Review for Traffic Safety was completed for INDOT by WSP in 2019. The study concluded that a grade separated crossing was warranted at this location. Additionally, Bosse High School, the City of Evansville, and local neighborhood groups have expressed desire for a grade separated crossing.

The purpose of this project is to reduce the potential for pedestrian conflicts with traffic at the intersection by providing a grade separated crossing.

This Abbreviated Engineer’s Report determines the most appropriate above ground structure configuration for the proposed pedestrian/bicycle crossing of US 41 at Washington Avenue. This report follows a Preliminary Alternatives Report, which identified the preferred location and structure type for the grade separated crossing.

4.0 EXISTING FACILITY

4.1 Overview

This portion of US 41 is classified as an urban principal arterial and is part of the US National Highway System (NHS). Within the project limits, US 41 includes four 12 foot through lanes and two turning lanes of varying width. Washington Avenue is an urban minor arterial, not on the

NHS, and includes four through lanes and a turning lane at the intersection. The posted speed limit on US 41 at the project location is 40 mph.

The High-Rail Pedestrian Trail runs along the west side of US 41 within the project limits and connects to the sidewalks on the north and south side of Washington Avenue. Currently, pedestrian and bicycle traffic crossing Washington Avenue on the west side of US 41 and crossing US 41 on the north side of Washington Avenue use an at-grade crosswalk with transverse pavement markings, median refuge, and push button signals. There is no existing crosswalk on the south side of Washington Avenue at this intersection.

4.2 Land Use

The primary surrounding land use is residential and commercial, with Bosse High School on the east side of US 41, north of Washington Avenue, contributing to a majority of the surrounding pedestrian/bicycle traffic.

4.3 Existing Utilities

There are overhead utility lines running across US 41 approximately 175 feet north of the intersection and approximately 175 feet south of the intersection. Overhead utility lines also run parallel to US 41 on both the east and west sides and cross Washington Avenue on the west side of the intersection. There is an existing buried concrete pipe running from the median to the east shoulder across the northbound lanes just north of the intersection. A second buried concrete pipe runs from the median to the west shoulder across the southbound lanes approximately 300 feet north of the intersection.

4.4 Existing Railroads

There are no existing railroads within the project area.

5.0 TRAFFIC DATA

The INDOT traffic forecast has been requested from the district and will be included in future submittals. The current data provided is from the INDOT Traffic Count Database System (TCDS). The traffic forecast for US 41 in the vicinity of the proposed bridge indicates a 0.60% growth rate for the area. It is estimated that 11% are commercial vehicles. The Construction Year (2023) AADT is estimated to be 28,748 vehicles per day. The Design Year (2043) AADT is estimated to be 32,392 vehicles per day. For traffic forecast, see Attachment B.

6.0 CRASH DATA AND ANALYSIS

The crash data provided by the Vincennes District indicates 84 crashes have occurred within the last three years near the intersection of US 41 and Washington Avenue, 25 of which resulted in injury. During this same period, two crashes involving pedestrians or bicyclists were noted.

INDOT completed an Abbreviated Engineering Review for Traffic Safety in 2019 that detailed and analyzed the crashes that occurred near the intersection of US 41 and Washington Avenue from 2014 through 2018. Since this report, an additional 49 crashes have occurred.

7.0 ALTERNATIVES AND RECOMMENDATIONS

A pedestrian bridge at Washington Avenue is warranted based on recommendations from the Preliminary Alternatives Report. This proposed bridge falls under new construction design criteria per Indiana Design Manual (IDM) 40-6.01(01) and uses IDM Figure 53-6 for vertical clearance, see Attachment C.

7.1 Bridge Geometry

The proposed span will accommodate the existing clear roadway of US 41, which consists of four 12 foot through lanes, a 12 foot right turn lane, a varying left turn lane and gore area of approximately 18 feet at the proposed bridge, and variable width median of approximately 18 feet, totaling approximately 98’-0” from edge of travel lane to edge of travel lane. Additionally, per IDM Figure 49-2A a 16’-0” minimum clear-zone width clearance is required on either side from edge of travel lane. This results in a required total bridge length of approximately 132’-0”.

A minimum structure depth is desired to maximize vertical clearance and minimize ramp length. Per IDM Figure 53-6 (Page 2 of 4), a minimum vertical clearance of 17’-6” will be provided and will accommodate a future resurfacing of US 41 of up to 6 inches.

Per Public Rights-of-Way Accessibility Guidelines (PROWAG) section R407.2, ramp runs shall have a running slope between 5 percent minimum and 8.3 percent maximum. A flatter slope is more easily managed by users but leads to a longer ramp. In order to minimize ramp length and limit potential right-of-way acquisition, a maximum slope of 8% will be specified to ensure that the ramps built within construction tolerances will be less than or equal to the 8.3 percent PROWAG requirement.

7.2 Design Criteria

Each alternative for the proposed structure will be designed according to the IDM, Design Memos (DM), Proposed Guidelines for Pedestrian Facilities in Public Rights-of-Way (PROWAG), and

AASHTO Load and Resistance Factor Design (LRFD) Guide Specifications for the Design of Pedestrian Bridges, 2009.

7.3 Alignment

No horizontal curves are required for the proposed structure. A vertical curve within the limits of the structure is proposed to aid in bridge drainage.

7.4 Ramp Arrangement

Options explored for the ramps connecting the pedestrian bridge to the existing sidewalks include a two-run and three-run option. The footprint required for both options would be approximately 17’-0” in width, while the length required for the two-run option would be approximately 60’ more than required for the three-run option, with the total length depending on the structure height of each alternative. Both the two-run and three-run options were designed to keep the entrance/exit of the ramps as close to Washington Avenue as feasible. See Attachment E for clarification.

Supports explored for these options include side supported ramps (ie. MSE walls) or a central support structure such as a wall or wall of columns with ramps cantilevered from the support. The MSE wall option would require the ramp width to be increased to approximately 26’-10” (including a 1’-0” approximated width of each MSE wall) per FHWA GEC 11 Design and Construction of Mechanically Stabilized Earth Walls and Reinforced Soil, whereas the centrally supported structure would be able to maintain the minimum 17’-0” width required per PROWAG.

In order to minimize potential right-of-way impacts on the east side of US 41 and to avoid impacts with the High-Rail trail on the west side of US 41, the MSE wall support for the ramp system was eliminated. Additionally, to minimize cost and footprint of the ramp structure, the two-run ramp option was eliminated. All three pedestrian structure alternatives were further explored using similar three-run, centrally supported ramp structures.

7.5 Intersection Modifications

The proposed pedestrian bridge over US 41 will replace the existing crosswalk running to the north of Washington Avenue. As part of this project, the existing crosswalk and pedestrian refuge will be removed and the entrances to the crosswalk will be evaluated for methods to discourage pedestrian use.

Placement of the bridge north of Washington Avenue may block visibility of the existing intersection traffic signals for southbound vehicles approaching on US 41. To address this,

additional traffic signals will be mounted to the outside of the bridge and synced with the existing intersection traffic signals.

7.6 Description of Alternatives

Structure types were examined using comprehensive evaluation criteria. The objective of all alternatives is to meet the previously discussed design criteria, while minimizing potential right-of-way impact and cost.

7.6.1 Alternative 1 – Single-Span Pre-fabricated Steel Truss Bridge

Alternative 1 consists of a pre-fabricated steel truss bridge. This alternative has a single clear span of 132'-0" and a clear width of 8'-0". Full height vertical abutments are anticipated to be supported on a spread footing. This alternative reduces the construction time due to the prefabricated elements but may require additional lead time.

The current estimated construction cost of Alternative 1 is \$3,822,500, see Attachment D.

7.6.2 Alternative 2 – Single-Span Pre-stressed Precast Concrete Bulb Tee Beam Bridge

Alternative 2 consists of a pre-stressed, precast concrete 49" x 60" bulb tee beam bridge. This alternative has a single clear span of 132'-0" and a clear width of 17'-0". Additional width in excess of the 8'-0" minimum is required to fit a minimum of 3 beam lines. Full height vertical abutments are anticipated to be supported on a spread footing. The structure depth of this alternative is 2'-3" larger than Alternative 1 resulting in additional length of ramps.

The current estimated construction cost of Alternative 2 is \$4,422,500, see Attachment D.

7.6.3 Alternative 3 – Two-Span 30" Composite Steel Rolled Beam Bridge

Alternative 3 consists of a composite steel rolled beam bridge. This alternative has two clear spans of 66'-0" each and a clear width of 15'-0". Additional width in excess of the 8'-0" minimum is required to fit a minimum of 3 beam lines. Full height vertical abutments are anticipated to be supported on a spread footing, with a wall pier supporting the spans in the center of the bridge. The structure depth is approximately the same depth as Alternative 1.

The current estimated construction cost of Alternative 3 is \$4,098,750, see Attachment D.

7.7 Structure Recommendations

Total construction costs are summarized below in table 7.7-1 for each alternative structure. See Attachment D for the full construction cost comparisons.

Table 7.7-1: Summary of Construction Costs

Alternative and Description	Preliminary Cost Estimate	Percent Higher Than Low Alternative
Alternative 1 – Pre-fabricated Steel Truss Bridge	\$3,822,500	-
Alternative 2 – Pre-stressed Precast Concrete Bulb Tee Beam Bridge	\$4,422,500	16%
Alternative 3 – Composite Steel Rolled Beam Bridge	\$4,098,750	7%

Considering construction costs and structure characteristics, Alternative 1, pre-fabricated steel truss, is the preferred alternative.

7.8 Subsurface Conditions and Foundation Recommendations

The subsurface investigation will be performed after submission of this report. The geotechnical recommendations will be incorporated into future submissions. For preliminary cost estimation purposes in this submittal, it is assumed that the foundations for the abutments will be supported by spread footings.

7.9 Sight Distance

The horizontal and vertical sight distances along US 41 and along Washington Avenue within the project limits are adequate per Level One Design Criteria for new construction projects on an Urban Arterial per IDM 53-6. Sight distance analysis will be provided with the Level One Checklist as part of the Stage 1 submission.

8.0 MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

Traffic is anticipated to be maintained using phased construction. A temporary closure of US 41 will be required to erect the new bridge. Erecting the superstructure in prefabricated segments is an accelerated bridge construction (ABC) method that significantly reduces construction time and minimizes impacts to US 41. A single overnight closure of US 41 is anticipated for superstructure erection. Washington Avenue is anticipated to remain open during construction.

To connect the ramps to the existing sidewalks and the High-Rail Pedestrian Trail, pedestrian facilities will be detoured to the Bellemeade Avenue intersection.

9.0 COST ESTIMATE

The preliminary cost estimate for the preferred alternative (Alternative 1) of the US 41 Pedestrian Bridge is shown in Table 9-1. Detailed cost estimates will be included with the Stage 1 plans.

Table 9-1: Preliminary Cost Estimates

Bridge	Preliminary Cost Estimate
US 41 Pedestrian Bridge	\$3,822,500

10.0 ENVIRONMENTAL ISSUES

A Categorical Exclusion Level 4 is anticipated due to the *de minimis* use of the High-Rail Pedestrian Trail. The project will require a full Section 106 review including the preparation of a Historic Property Report, archaeological investigation, and finding of effect. Temporary closure of the High-Rail Pedestrian Trail will be required.

Coordination with the City of Evansville, Bosse High School, and the general public through stakeholder and public meetings is ongoing.

11.0 SURVEY REQUIREMENTS

Survey was completed in November 2020. Approximately 1500 feet in length and 350 feet in width in the bridge location near the intersection of Washington Avenue and US 41 was surveyed.

12.0 RIGHT OF WAY IMPACTS

Approximate existing right of way is 51’ to the west of the centerline of the US 41 southbound lanes and 52’ to the east of the centerline of the US 41 northbound lanes and extends to 103 feet for the first 158 feet to the north of the intersection of US 41 and Washington Avenue. Right of way acquisition is anticipated to be required on the west side of US 41. Temporary right of way may be required to complete construction of the structure on the east side of US 41 and will be included in the Stage 1 plans, if necessary.

13.0 RAILROAD IMPACT

There are no railroads within the project area and therefore no impacts are anticipated.

14.0 UTILITY IMPACT

Impacts to existing utilities are anticipated and would be similar for all alternatives investigated in this report. Utility coordination will be performed by HNTB and will begin after the Stage 1 plan submission.

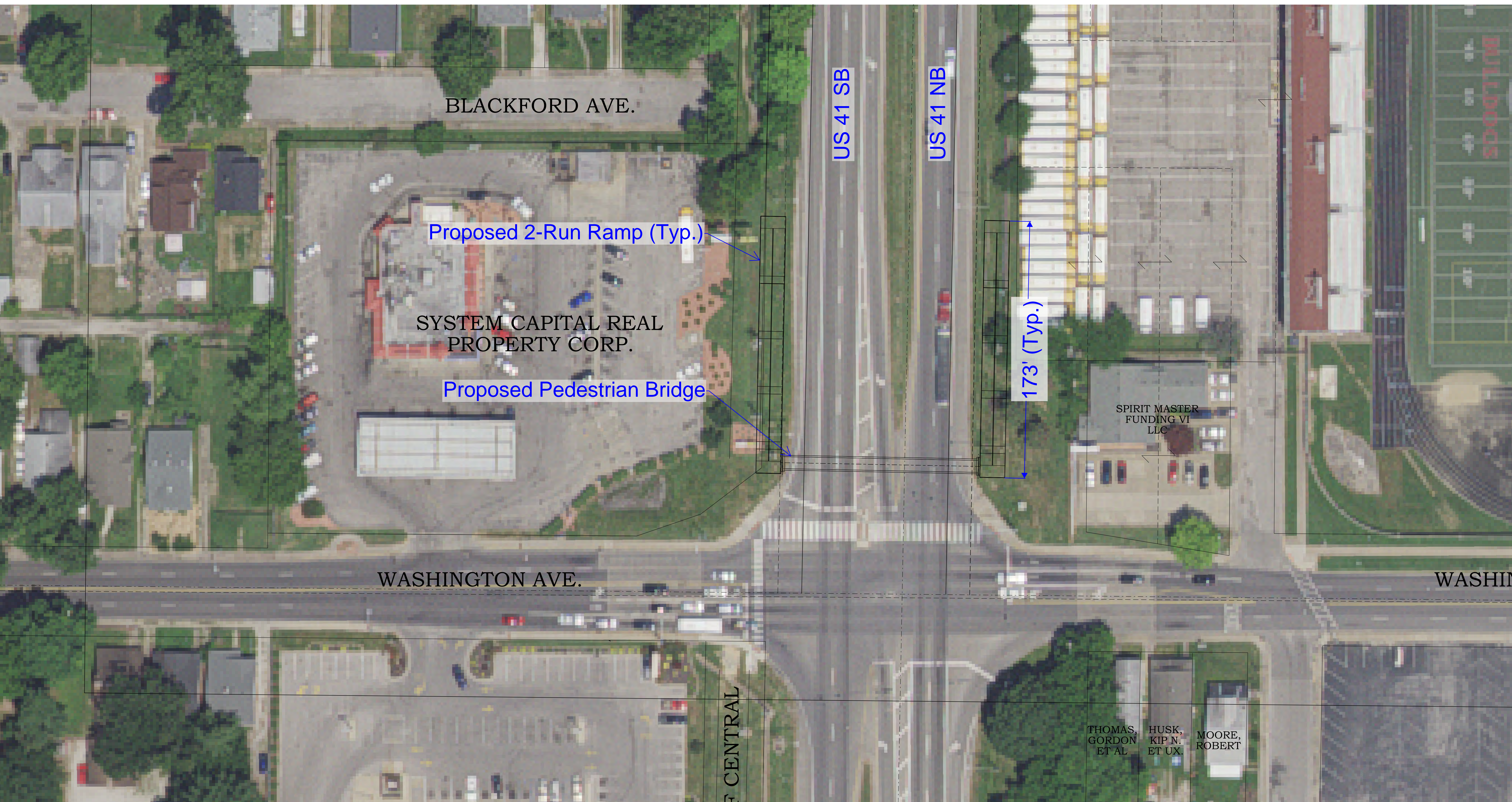
15.0 RELATED PROJECTS

Potential future intersection improvements include conversion of the intersection to a Reduced Conflict Intersection (RCI). For the purpose of determining preliminary alternatives, the RCI is assumed to be a Median U-Turn with a location assumed to be 700 feet north and south of the intersection. This project has been taken into consideration in this report.

No other projects are anticipated in the project area that would impact or be impacted by this project in letting year 2023 according to the current Statewide Transportation Improvement Program (STIP) 2020-2024 as well as the INDOT Next Level Roads upcoming project database.

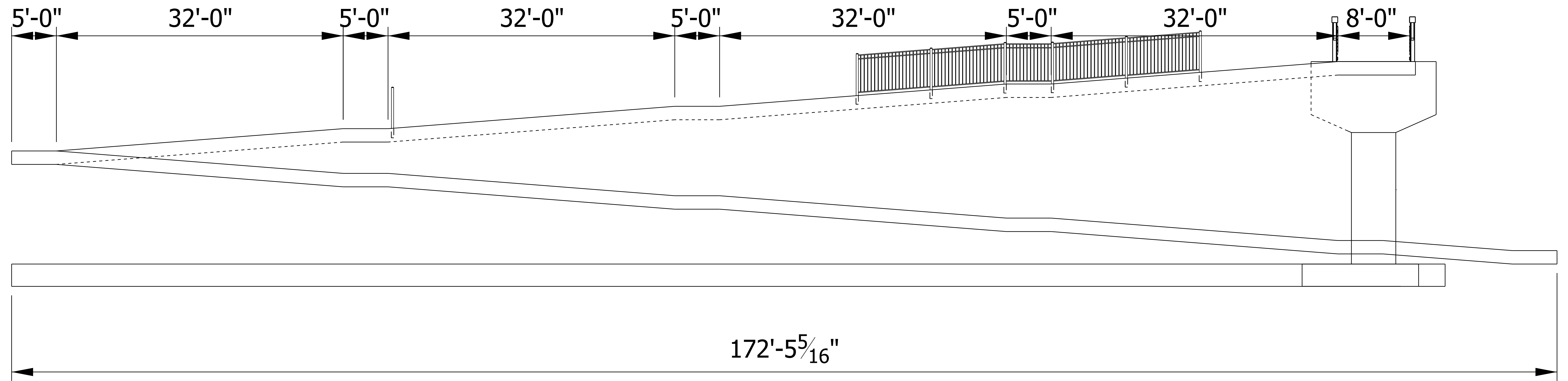
Attachment E

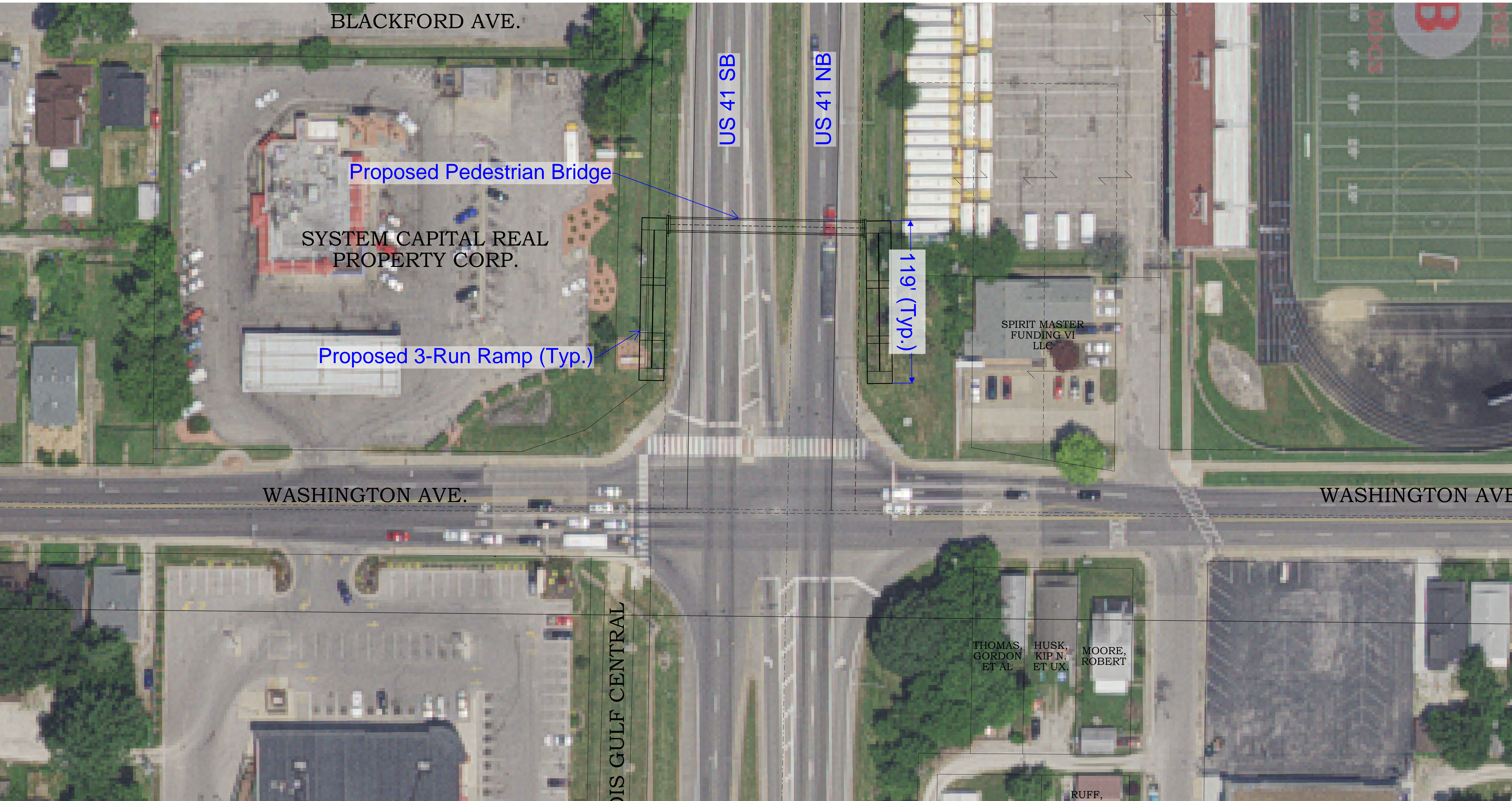
Ramp Arrangement



2-Run Ramp Elevation

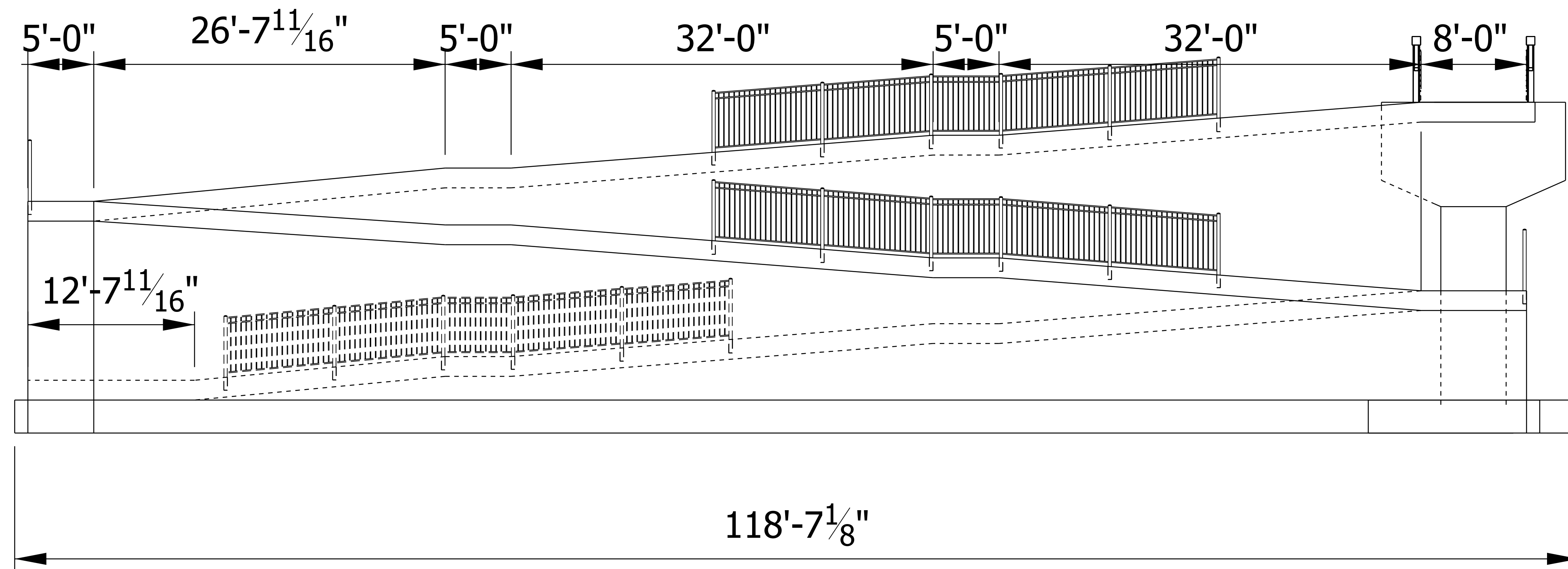
DESIGNED BY: TMB 12/03/2020
CHECKED BY: JEB 12/03/2020





3-Run Ramp Elevation

DESIGNED BY: TMB 12/03/2020
CHECKED BY: JEB 12/03/2020



Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated July 2020)

ProjectNumber	SubProjectCode	County	Property
1800013	1800013	Vanderburgh	Garvin Park
1800086	1800086	Vanderburgh	Wesselman Park and Par 3 Golf Course
1800093	1800093A	Vanderburgh	Howell Park
1800093	1800093B	Vanderburgh	Price Park
1800093	1800093C	Vanderburgh	Sunrise Park
1800093.4	1800093.4	Vanderburgh	Fourth and Main Park
1800094	1800094	Vanderburgh	Pigeon Creek Greenway, Stream Valley Park
1800100	1800100	Vanderburgh	Anthony C. Oates Park and Pool
1800109	1800109	Vanderburgh	Golfmoor Park & Lakeview Tennis Courts
1800224	1800224	Vanderburgh	Pigeon Creek Greenway, Stream Valley Park
1800224.2	1800224.2	Vanderburgh	Tepe Park
1800288	1800288	Vanderburgh	Burdette Park
1800333	1800333	Vanderburgh	Kleymeyer Park
1800334	1800334C	Vanderburgh	Stockwell Park
1800390	1800390	Vanderburgh	William J. Moutoux Park
1800496	1800496	Vanderburgh	Pigeon Creek Greenway, Stream Valley Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

Report Excerpt

PRELIMINARY ALTERNATIVES REPORT

DES NUMBER: 1902709

CONTRACT: B-42876

US 41 GRADE SEPARATED PEDESTRIAN CROSSING



PROJECT LOCATION: THE EXISTING CROSSING AT THE INTERSECTION OF US 41 AND WASHINGTON AVENUE T-6-S, R-10-W, KNIGHT TOWNSHIP, VANDERBURGH COUNTY, INDIANA

REFERENCE POST: 2+90

PREPARED BY: ERICA HAAS, P.E., HNTB

DATE: SEPTEMBER 16, 2020

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Attachments

Some attachments have been removed for brevity and to avoid duplication. The full report can be found on the INDOT Vincennes District Web page at <https://www.in.gov/indot/4099.htm>.

Attachment A – Project Location Map

Attachment B – Project Coordination Meeting Minutes

Attachment C – Photographs

Attachment D – Call Application Report Project (Mini Scope)

Attachment E – Traffic Safety Analysis and Design Criteria

Attachment F – Alternatives Location Diagram

Attachment G – Cost Comparison

1.0 PURPOSE AND NEED

The need for this project is a high level of incidents between pedestrian/bicycle traffic and vehicles at the intersection of US 41 and Washington Avenue. Currently, pedestrian and bicycle traffic are using the at-grade crossing at the signalized intersection. An Abbreviated Engineering Review for Traffic Safety was completed by WSP in 2019 and is included in Attachment E. The study concluded that a grade separated crossing was warranted at this location. Additionally, Bosse High School, the City of Evansville, and local neighborhood groups have expressed desire for a grade separated crossing.

The purpose of this project is to reduce the potential for pedestrian conflicts with traffic at the intersection by providing a grade separated crossing.

This report will determine the most appropriate location and structure configuration for the US 41 grade separated pedestrian crossing. Two alternative structures will be investigated; a below grade tunnel and a pedestrian bridge. A subsequent report will be used to make a final determination on structure type and scope.

2.0 PROJECT LOCATION

This project is located on US 41 at the intersection of Washington Avenue in Knight Township, Vanderburgh County, within INDOT's Vincennes District. For a map of the project location, see Attachment A.

3.0 EXISTING CONDITIONS

3.1 Existing Intersection

US 41 is an urban principal arterial and is part of the US National Highway System (NHS). Within the project limits, US 41 includes four 12 foot through lanes and two turning lanes of varying width. Washington Avenue is an urban minor arterial, not on the NHS, and includes four through lanes and a turning lane at the intersection.

The High-Rail Pedestrian Trail runs along the west side of US 41 within the project limits and connects to the sidewalks on the north and south side of Washington Avenue.

3.2 Preliminary Traffic Crash Data Analysis

According to the Abbreviated Engineering Review for Traffic Safety (see Attachment E), the 2018 AADT along US 41 was 27,902 vehicles per day, and along Washington Avenue was 12,463 vehicles per day. The speed limit along US 41 is 40 mph (reduced to 30 mph in school zone). The speed limit along Washington Avenue is 30 mph (reduced to 20 mph in school zone). Updated traffic information will be requested for a future submittal.

Collision and traffic data are provided in Attachment E. These reports show 137 vehicular collisions occurring over a period of five years, 2014-2018, 44 of which resulted in injury. During this same period, one bicyclist crash was recorded, although numerous near misses involving both pedestrians and bicyclists were noted.

3.3 Existing Utilities

There are overhead utility lines running across US 41 approximately 175 feet north of the intersection, and approximately 175 feet south of the intersection. Overhead utility lines also run parallel to US 41 on both the east and west sides and cross Washington Avenue on the west side of the intersection. There is an existing buried concrete pipe running from the median to the east shoulder across the northbound lanes just north of the intersection. A second buried concrete pipe runs from the median to the west shoulder across the southbound lanes approximately 300 feet north of the intersection.

4.0 FIELD CHECK AND COORDINATION

The project team visited the site for a project kick-off. Additionally, the project team had a coordination meeting with Bosse High School to understand the needs of students as they move around this intersection. See Attachment B for meeting minutes from those meetings. See Attachment C for photographs of the existing intersection and surrounding area.

5.0 FUTURE CONSIDERATIONS

Potential future intersection improvements include conversion of the intersection to a Median U-Turn (MUT) intersection. For the purpose of determining preliminary alternatives, the location of this Median U-Turn was assumed to be 700 feet north and south of the intersection. No additional

plans for expansion are noted in the current Statewide Transportation Improvement Program (STIP) 2020-2024.

6.0 ALTERNATIVES AND RECOMMENDATIONS

A grade separated crossing is warranted at this location based on the safety concerns for pedestrian and bicycle traffic at the intersection. This crossing falls under new construction design criteria per IDM 40-6.01(01) and IDM Figure 53-6 for vertical clearance.

6.1 Preliminary Location Alternatives

The alternates explored in this report are based on the recommendations of the Call Application Report Project prepared by INDOT in December 2019. The report recommends a grade separated crossing to provide for pedestrian traffic crossing US 41. Two alternative structure configurations were considered, a below ground tunnel and a pedestrian bridge. Both options were considered at four locations within the project area; at East Chandler Avenue, at East Powell Avenue, at East Blackford Avenue, and the north side of the intersection of US 41 and Washington Avenue. Each location was analyzed for the following key factors in order to rule out any options that were not feasible.

Key Factors

- A. Right of way impacts
Right of way acquisition will increase the overall cost of the project. Right of way impacts will be minimized as much as possible.

- B. Utility impacts
Utility impacts are expected with all alternates, however relocations will be minimized where possible.

- C. Convenience and frequency of use
Initial project coordination has identified the students of Bosse High School as a significant portion of the pedestrians that will be served by this crossing. Due to the location of Bosse High School on the north side of Washington Avenue as well as information from Bosse High School stating that most students walk on the north side of Washington Avenue, only crossing north of the intersection were explored. Additionally, it has been noted that pedestrian access to Bosse High School is traditionally through an entrance in the SE corner of the school.

D. Safety

Safety concerns such as visibility and lighting were considered at all locations.

E. Impacts on future intersection improvements

As noted in a previous section, there is the potential for an intersection improvement project that would place a Median U-Turn north of the intersection. The location of this U-Turn is assumed to be 700' north of the intersection of US 41 and Washington Avenue. Therefore, obstructions to a vehicle's line of sight or interference with construction of this U-Turn have been considered.

East Chandler Avenue

At East Chandler Avenue, either structure type (tunnel or bridge) would be constructed perpendicular across US 41. For the tunnel option, a ramp would be constructed along the sidewalk of East Chandler Avenue, on both the east and west sides of US 41. This configuration would not lead to easy access from the High-Rail Pedestrian Trail as pedestrians would need to travel west along Chandler from the trail to reach the ramp entrance. For the bridge option, the ramps up could be configured in a smaller footprint and provide a tie in closer to the High-Rail Trail. East of US 41, the south lane of Chandler Avenue could be used for either the bridge or tunnel ramp. An alley would be required to provide access from South Harlan Avenue to the residence off the north side of Chandler Avenue.

This location would require pedestrian/bicycle traffic traveling along Washington Avenue to travel approximately 950 feet north in order to safely cross the intersection, a diversion of approximately 1900 feet compared to existing conditions. On the east side of US 41, students would utilize Chandler Avenue and College Hwy to access the Bosse High School entrance on the north side of campus along Powell Avenue. Non-student pedestrians would need to continue east to Lodge Avenue which can be taken south to Washington Avenue. The existing sidewalks along these routes are in fair condition, but there is little existing lighting along the route.

A crossing at this location would be located approximately 250 feet north of the potential future median U-turn location. If a two span bridge option was selected, there is potential for a median pier to be a sight obstruction to the traffic in the U-turn.

Due to this location being a significant distance from the intersection (Factor C), the fair existing condition and lighting of the existing facilities the structure would tie into (Factor D), and the bridge option being a likely obstruction for the future U-Turn (Factor E), this location option was eliminated.

East Powell Avenue

Bosse High School has an athletic field on the east side of US 41 at East Powell Avenue. A tunnel crossing at this location would be able to extend under the existing field with access ramps along East Powell to the east and west of US 41. To span the field, a tunnel option here would need to be almost 3 times longer than in other locations, significantly increasing cost. A bridge option at this location could be positioned to allow for access ramps to the south of the existing athletic field. This location would be within Bosse High School property, and modifications would need to be made to provide sidewalk connections to the public portion of East Powell Avenue, as well as adding fencing to separate the public access from Bosse High School Property. A bridge crossing at this location would be located very close to the potential future median U-turn location. If a two span bridge option was selected, the bridge pier would be in conflict with the median U-turn.

Due to poor lighting and limited public visibility, there are trespassing concerns with directing pedestrian traffic to East Powell Avenue behind the Bosse High School football field. Additionally, this route requires pedestrians and bicyclists from Washington Avenue to travel an extra 600 feet north to safely cross the intersection (a total diversion of 1200 feet compared to existing conditions). Due to right-of-way and property impacts (Factor A), negative impact to convenience (Factor C), safety and lighting concerns (Factor D), and the bridge option being an obstruction for future U-turn (Factor E), this location option was eliminated.

East Blackford Avenue

Crossing options at East Blackford Avenue have similar impacts to those discussed at East Powell Avenue, but the crossing would be closer to the existing crosswalk at Washington Avenue. The diversion length at this location would be approximately 200 feet north of the intersection, a total additional length of only 400 feet compared to existing conditions. This leads to an increase in user convenience for this location, as well as eliminating the conflict of a bridge pier with potential future median U-turn location.

On the east side of US 41 at East Blackford Avenue, Bosse High School has an existing parking lot that is used for school bus storage, football parking, and marching band practice. To avoid conflict with this space and provide connection to existing sidewalk facilities, the structure options at this location would include a perpendicular crossing of US 41 with ramps that turn to the south and proceed along the west side of the parking lot. New sidewalk is required to connect the ramps to the existing sidewalk along Washington Avenue. Minor right-of-way impacts to the school property are possible based on final design. The tunnel option at this location would also impact the existing buried concrete pipe, requiring utility relocations.

Although utility impacts to the underground concrete pipe are anticipated for the tunnel option (Factor B), due to reduced right-of-way and property impacts compared to Powell Avenue (Factor A), reduced negative impact to convenience compared to Chandler and Powell Avenue (Factor C), eliminated safety and lighting concerns (Factor D), and eliminated bridge obstruction for future U-turn (Factor E), this location was evaluated as a final alternative for both bridge and tunnel alternatives.

Washington Avenue

The length and configuration of ramps required to access a tunnel at Washington Avenue would either require the ramps to turn north resulting in a similar impact to convenience as the Blackford crossing location, or would block vehicular access to Evansville Family Dentistry and the gas station/McDonald's to the east and west of US 41 if ramps parallel to Washington Avenue were used. For this reason, a tunnel alternative at this location was eliminated.

To provide room for ramps and ramp access, a pedestrian bridge at Washington Avenue would be placed approximately 175 feet north of the existing crosswalk. Based on existing right of way information, additional right-of-way is required to place the landing and ramps on the west side of US 41. On the east side of US 41, a small portion of additional sidewalk would be required to tie the ramps into the existing sidewalk along Washington Avenue.

Although right-of-way impacts are anticipated (Factor A), this location provides the highest level of convenience (Factor C) due to the minimal change from existing pedestrian patterns. There are no additional safety concerns to note (Factor D), and this location would not impact future intersection improvement (Factor E). Due to these reasons, this location was evaluated as a final alternative for a bridge crossing.

6.2 Description of Final Alternates

The following alternatives were investigated in detail:

- Alternate 1 – Pedestrian Tunnel at Blackford Avenue
- Alternate 2 – Pedestrian Bridge at Blackford Avenue
- Alternate 3 – Pedestrian Bridge at Washington Avenue

The no build alternative was also considered, but this alternative does not meet the overall purpose and need of the project. Leaving the intersection with no grade separated crossing for pedestrians and bicyclists would result in continued accidents at the intersection and not provide an adequate crossing for students traveling to and from Bosse High School. Therefore, the no build alternative was eliminated from further consideration.

See Attachment G for Cost Comparisons. See Attachment F for an Alternatives Location Diagram.

6.3 *Alternate 1 – Pedestrian Tunnel at Blackford Avenue*

Alternate 1 consists of a below grade pedestrian tunnel crossing US 41 at Blackford Avenue.

An entrance/exit ramp will be required to transition the grade from the existing roadway elevation down approximately 14 feet on both sides of the tunnel. On the west side along Blackford Avenue, this ramp could be placed parallel along the street. On the east side, this entrance would turn to the south and be placed parallel to US 41, letting out to connect with the existing sidewalk along Washington Avenue.

Traffic on US 41 during construction would be maintained using a crossover, and the tunnel would be constructed in two phases.

Previous community coordination conducted by INDOT identified some general safety concerns with the use of a tunnel. Visibility into the tunnel structure is limited which is a safety concern. Additionally, buried structures are harder for local police to patrol. The cost estimate for this alternate includes lighting throughout the tunnel to help reduce, but not eliminate, safety concerns.

6.4 *Alternate 2 – Pedestrian Bridge at Blackford Avenue*

Alternate 2 consists of a pedestrian bridge crossing US 41 at Blackford Avenue.

An entrance/exit ramp will be required to transition the grade from the existing roadway elevation up to the elevation of the bridge. Given right of way restrictions, a 3-run ramp would be most feasible due to the small footprint. Along the west side of US 41, this ramp could be placed parallel along US 41, and connect to the existing pedestrian trail. On the east side, this entrance would be placed parallel to US 41, and would run south, to connect to the sidewalks along Washington Avenue. Lighting for the pedestrian walkway has been included in the estimate.

A pre-fabricated truss bridge is anticipated, therefore construction over US 41 would be limited to placing the bridge once the ramps and end bents, and pier (if applicable) are in place. A temporary closure of US 41 would be utilized to place the bridge.

6.5 Alternate 3 – Pedestrian Bridge at Washington Avenue

Alternate 3 consists of a pedestrian bridge crossing US 41 at just north of Washington Avenue.

A similar ramp to Alternate 2 would be utilized for Alternate 3. Along the west side of US 41, this ramp could be placed parallel along US 41, and connect to the existing pedestrian trail. On the east side, this entrance would be placed at a skew and connect using a sidewalk to the existing sidewalks running parallel to Washington Avenue. Lighting for the pedestrian walkway has been included in the estimate.

A pre-fabricated truss bridge is anticipated, therefore construction over US 41 would be limited to placing the bridge once the ramps and end bents, and pier (if applicable) are in place. A temporary closure of US 41 would be utilized to place the bridge.

6.6 Preliminary Cost

Table 6-1: Summary of Construction Costs

Alternate	Cost Estimate	Percent Higher Than Low Alternate
Alternate 1: Pedestrian Tunnel at Blackford Avenue	\$4,307,500	8%
Alternate 2: Pedestrian Bridge at Blackford Avenue	\$3,993,750	3%
Alternate 3: Pedestrian Bridge at Washington Avenue	\$3,980,000	-

Considering comparative cost and structure characteristics Alternate 3, a pedestrian bridge at Washington Avenue, is the preferred alternate.

Attachment F

Alternatives Location Diagram

US 41 PEDESTRIAN CROSSING
DES 1902709—Preliminary Alternatives Report



Alternate 1: Tunnel at Blackford Avenue



Alternate 2: Bridge at Blackford Avenue

**US 41 PEDESTRIAN CROSSING
DES 1902709—Preliminary Alternatives Report**



Alternate 3: Bridge at Washington Avenue

ABBREVIATED ENGINEERING REVIEW FOR TRAFFIC SAFETY

* Revised by INDOT Office of Traffic Safety (January 10, 2013)

Date:	7/31/2019
Des. No.:	n/a

Reviewer Information:					
Primary Author:	Ericka Miller, PE, PTOE	Agency:	for INDOT Office of Traffic Safety		
Phone Numbers:	317-972-4519	Email Address:	Ericka.Miller@wsp.com		
Purpose of Review:					
<p>WSP was hired by INDOT to study several high-crash locations throughout the state, identify existing safety issues, and recommend improvements to remedy those deficiencies. Improvements might range from lower-cost maintenance items, such as signage and pavement markings, to higher-cost capital improvements, such as reconstruction or added travel lanes, where necessary. This form is suitable for Level 1 review. Of the three available levels of engineering review, this represents the least refined, lowest intensity degree of analysis, development of essential project intent (outline of certified course of action), scoring and process documentation.</p>					
Project Location:					
Intersection:	US 41 & Washington	District:	Vincennes	City:	Evansville
County:	Vanderburgh				
RP Start:	RP End:	Lat & Long:	37.962770° -87.542922°	Inside Urban Area Boundary:	<input checked="" type="radio"/> Yes <input type="radio"/> No
MPO:	Evansville MPO		Project Type:		
<p>Location: US 41 & Washington Avenue The intersection is located along US 41 in Evansville, IN, approximately 1.0 mi south of the intersection of US 41 & SR 66 / SR 62 (the Lloyd Expressway). See attached Site Location Map, Page 3.</p>					
Existing Conditions:					
<p>See attached Collision Diagram on Page 7 with aerial image. Within the study area, US 41 is classified as an Other Principal Arterial, and Washington Avenue is classified as a Minor Arterial. At the signalized study intersection, the northbound and southbound approaches of US 41 each consist of one left-turn lane (slotted), two through lanes, and one right-turn lane; directional traffic on the northbound and southbound approaches is separated by grass medians of varying width. The eastbound and westbound approaches of Washington Avenue each consist of one left-turn lane, one through lane, and one shared through/right-turn lane (no medians). Northbound and southbound left-turns at the intersection are permitted/protected with flashing yellow arrow (FYA) signal heads, and eastbound and westbound left-turns at the intersection are permitted only. There are existing signal backplates on all signal heads at the intersection, and street lighting is present. Continental crosswalks are present across the north and west legs, with a pedestrian refuge island on the north leg. The posted speed limit along US 41 is 40mph (30mph school zone), and the posted speed limit along Washington Avenue is 30mph (20mph school zone on the east leg). Land uses at the intersection are primarily commercial, with a gas station and McDonald's on the northwest corner, a dentistry office on the northeast corner, and a CVS on the southwest corner. The southeast corner is residential. It should be noted that Bosse High School is located northeast of the study intersection. During the field check on 05/01/19, the following issues were identified:</p> <ul style="list-style-type: none"> • Northbound and southbound rear end crash patterns; northbound, southbound, and eastbound left-turn crash patterns • Long pedestrian crossing across the north leg (long exposure time) <ul style="list-style-type: none"> ○ 195 pedestrians crossed the north leg in 24-hr count (Monday, February 4th to Tuesday, February 5th, 2019) ○ 1 bicyclist crash and 0 pedestrian crashes during 5-year study period ○ Existing turning radii allow for eastbound left-turn and westbound right-turn high speed turns across pedestrian crossing ○ Public concern about pedestrian safety and near misses • Faded and non-standard pavement markings on the eastbound and westbound approaches • Missing lane designation arrow in southbound right-turn lane • Slight rutting in pavement on northbound approach 					
Traffic Operations:					
<p>a) Mobility/Congestion Performance: According to available traffic count data on INDOT's Traffic Count Database System (TCDS), the 2018 AADT along US 41 north of the study intersection was 27,902, and the 2018 AADT along Washington Avenue east of the study intersection was 12,463. Using 2019 turn count data and signal timings provided by the INDOT Vincennes District, a capacity analysis was conducted for the intersection using Synchro software. The analysis shows that the intersection operates at LOS C during both the AM and PM peak hours. During the AM peak hour, all movements operate at LOS D or better, excluding the eastbound left-turn, which operates at LOS F. During the PM peak hour, all movements operate at LOS D or better, excluding the eastbound and westbound left-turns, which operate at LOS E. During the AM peak hour, the 95% queue for the eastbound left-turn (131') exceeds available storage of 125'. During the PM peak hour, the 95% queue for the westbound left-turn (82') exceeds available storage of 65'.</p>					
<p>b) Safety Performance: According to available crash data, there were 137 crashes at the study intersection from Jan-1 2014 to Dec-31 2018, 44 of which resulted in injury (thirteen of those were incapacitating injury crashes). Of the 137 crashes, approximately 46% were 'rear end', approximately 23% were 'left turn', and approximately 14% were 'same direction sideswipe'. Using HAT 3.0 software, the Index of Crash Frequency (I_{CF}) for the study intersection was found to be 2.49, and the Index of Crash Cost (I_{CC}) for the study intersection was found to be 4.20. According to The Hazard Elimination Program-Manual on Improving Safety of Indiana Road Intersections and Sections, if the I_{CF} and I_{CC} values for a location are both greater than 2, the location is a "high crash" location. Therefore, based on the available crash data, the study intersection is considered a "high crash" location. See attached Crash Summary, Pages 8-10.</p>					

Alternatives and Recommendations

The "do-nothing" alternative was considered and rejected, as it does not improve safety at the study location. Based on the data summarized herein, and the current conditions at the study location, the following improvements are recommended:

Short-Term (Protected Pedestrian Phase Across North Leg)

- Install flashing yellow arrow (FYA) signal heads for eastbound and westbound left-turns
 - Implement protected/permitted phasing for eastbound/westbound left-turns
 - Program the signal so that the permitted phase for the eastbound left-turn is eliminated when there is a pedestrian activation
- Install 5-section signal heads for the southbound, eastbound and northbound right-turns to provide right-turn overlap
- Re-stripe westbound approach so that it consists of 1 left-turn lane, 1 through lane, and 1 right-turn lane
 - The westbound right-turn lane is necessary to create a dedicated westbound right-turn phase to eliminate conflicts with pedestrians crossing the north leg
- Install a 3-section signal head for westbound right-turns to provide protected only right-turn phasing
 - When there is a pedestrian activation, the westbound right-turn would be restricted; otherwise, the westbound right-turn would run concurrently with the westbound through and southbound left-turn (overlap)
- Re-time pedestrian flashing-don't-walk phase to provide full width crossing of 43 seconds
- Install signage prohibiting right-turn on red for the southbound right-turn, to eliminate the conflict for pedestrians crossing the north leg
 - See attached phase diagrams on Page 11 that show concurrent conflicting movements (existing and proposed)

Long-Term Option – Convert to Median U-Turn (MUT) Intersection

- Reconfigure intersection as a Median U-Turn (MUT) intersection; this will eliminate left-turns at the intersection and force motorists to utilize signalized U-turn access points on US 41 (see attached schematic on Page 12)
 - Decrease turning radii on the northeast and northwest corners, as much as possible while meeting INDOT standards
 - Construct pedestrian refuge islands in larger medians
 - Paint/install continental crosswalks across all legs
 - Consider a corridor-wide treatment at similar signalized intersections between I-69 to the south and the Lloyd Expressway to the north

Long-Term Option – Pedestrian Tunnel or Bridge

Construct pedestrian tunnel or bridge across US 41 north of Washington Avenue. Potential alignments should consider the fact that Bosse High School students access the school from the north. This option would include:

- Removal of pedestrian infrastructure that facilitates crossing US 41
- Installation of FYA signal heads for east/west left-turns to allow for protected/permitted phasing
- Installation of 5-section heads for right-turns in all directions to provide right-turn overlap phasing
- Refresh striping, stop bars and pavement markings as needed

Costs Estimate(s) for Proposed Safety Improvement Project

	Short-Term	Long-Term (MUT)	Pedestrian Overpass	Pedestrian Underpass
Preliminary Engineering	\$ 16,000.00	\$ 194,000.00	\$ 784,000.00	\$ 833,000.00
Site Preparation	\$ -	\$ -	\$ 55,000.00	\$ 55,000.00
Construction	\$ 52,000.00	\$ 1,075,000.00	\$ 3,916,000.00	\$ 4,161,000.00
Total	\$ 68,000.00	\$ 1,269,000.00	\$ 4,755,000.00	\$ 5,049,000.00

Project Score: (for INDOT use)

	0	Safety Program Score = <input style="width: 100px;" type="text" value="#REF!"/>
	0	
	0	
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	0	

Miscellaneous Notes:

A field check was conducted for this location on 05/01/19; the following people were present - Chris Gentry, Jared Peterson, Troy Arnold, Khalil Dughaiash & David Reamer (INDOT Vincennes District), Tom Ford (INDOT Central Office), Steve Schaefer & Brent Schmitt (City of Evansville), and Ericka Miller, Matt Duffy & Amir Mafarjeh (WSP). An input meeting was held at the Evansville Public Library on 06/26/19; the following people were present - Rusty Fowler, Jared Peterson, Troy Arnold, Duane Decker, Khalil Dughaiash, Terry Bough, David Reamer, & William Dong (INDOT Vincennes District), Tom Ford & Mike Holowaty (INDOT Central Office), Brent Schmitt (City of Evansville), Paul Kirby & Jacob Taylor (Evansville PD), Gregory Fleck (EVSC PD), Aaron Huff (EVSC Bosse Principal), Steven Scheller (EVSC), Laura Lamb (EMPO), Todd Ringle (ISP), and Ericka Miller, Matt Duffy & Amir Mafarjeh (WSP).

Attachments:

Site Location Map, Page 3	MUT Schematic, Page 12
Photographs, Pages 4-6	Cost Estimates, Pages 13-16
Collision Diagram, Page 7	
Crash Summary, Pages 8-10	
Phase Diagrams, Page 11	