**DES. # 1800223**

**LEGAL NOTICE OF PLANNED IMPROVEMENT**

The Indiana Department of Transportation (INDOT) is developing plans for enhanced safety measures at the intersection of US 41 and County Road (CR) 100 W in Gibson County.

The purpose of this project is to improve safety at this location on US 41 by reducing the number of potential traffic conflict points, which will lessen the likelihood of crash incidents at this intersection.

The preferred alternative will meet the purpose and need of the project because it will improve safety by eliminating through traffic on, and left turning movements from, CR 100 W. In its current configuration, there are 24 potential crossing conflict points at the project intersection. Constructing a Reduced Conflict Intersection (RCI) will reduce the number of crossing conflict points from 24 to 4.

The project proposes to reconfigure the intersection at US 41 and CR 100 W by constructing an RCI. The reconfigured intersection will direct all northbound and southbound traffic on CR 100 W onto US 41, then make a U-Turn across the US 41 median before making a right turn back onto CR 100 W.

Project construction activities will include:

* Removal of existing pavement in areas where median U-turns, raised concrete curb islands and new turn lanes will be constructed;
* Construction of median U-turns within the US 41 median. Median U-turns will be constructed approximately 905 feet east and 1,180 feet west of the existing US 41 and CR 100 W intersection;
* Construction of raised concrete curb islands along US 41;
* Reconstruction of the existing US 41 inside pavement to accommodate the left-turn lane;
* Realignment of the north CR 100 W approach to accommodate the new intersection;
* Realignment of S. 100 W to accommodate the realigned CR 100 W; and
* Installation of new roadway signage, detention, pavement markings and lighting throughout the project area.

A raised concrete curb island will be installed to deter north-south traffic from crossing the existing intersection while allowing for left turns from US 41. The CR 100 W north approach to the intersection with US 41 will be reconstructed and realigned to accommodate the new RCI intersection.

The Maintenance of Traffic (MOT) plan for this project will be accomplished in four phases utilizing lane closures. One (1) public facility has been identified within 0.5 miles of the project area. There are no public facilities within or adjacent to the project area, therefore, no impacts are expected. Access to all properties will be maintained during construction. The intersection will remain open to traffic with some restrictions. The proposed start of construction is Spring of 2023.

The construction cost associated with this project is approximately $2,900,000. It is anticipated that state and federal funds will be used. INDOT has determined that this project falls within the guidelines of a Categorical Exclusion (CE) Level 2 environmental document. Preliminary design plans along with the CE are available for review on-line at XXX.

**All interested persons may request that a public hearing be held and/or express their concerns by submitting comments to the attention of Rich Connolly at HNTB, 111 Monument Cir, Suite 1200, Indianapolis, IN 46204; or via email at** [**rconnolly@hntb.com**](mailto:rconnolly@hntb.com)**. Verbal comments can also be made by calling 317-917-5333. All comments must be received on or before XXX. In addition, project information, including the environmental document, may be mailed to interested persons upon request.**

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in alternative formats or languages are encouraged to contact Rich Connolly at 111 Monument Cir, Suite 1200, Indianapolis, IN 46204, or by calling 317-917-5333.

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.