

FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION

Road No./County:

United States (U.S.) 40, at County Road (CR) 600 East/ Hancock County

Designation Number(s):

2301078

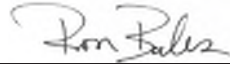
Project

Description/Termini:

Intersection Improvement/U.S. 40 from 4.13 miles east of SR 9 to 4.44 miles east of SR 9

X	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

Approval



2/17/2026

INDOT DE Signature and Date

N/A

INDOT ESD Signature and Date

N/A

FHWA Signature and Date

Release for Public Involvement



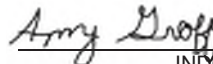
10/31/2025

INDOT DE Initials and Date

N/A

INDOT ESD Initials and Date

Certification of Public Involvement

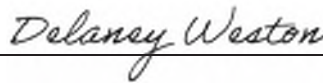


2/3/2026

for JoAnn Wooldridge

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:



2/17/2026

Name and Organization of CE/EA Preparer:

Samantha Beaupre/ Lochmueller Group, Inc.

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Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

Part I – Public Involvement

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Does the project have a historic bridge processed under the Historic Bridges PA*?	Yes ☐	No ☒
If No, then: Opportunity for a Public Hearing Required?	☒	☐

*A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Notice of Survey letters were mailed to potentially affected property owners near the project area on October 17, 2024 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Survey letter is included in Appendix G, G1.

Public Information Meeting (PIM)

A PIM was held on September 23, 2025, from 5:30 pm to 7:30 pm, at NineStar Connect, 2243 E Main St., Greenfield, IN 46140. A public notice was mailed to local officials and adjacent property owners on September 8, 2025 (Appendix G, G2). The meeting was also advertised through social media and a press release. Meeting materials, including the presentation and handout, are included in Appendix G, G22 to G32. A total of 38 members of the public attended, along with representatives from the project team which includes, the INDOT Greenfield District, Fishbeck (the design consultant), and Lochmueller Group (the consultant providing the environmental and public outreach services) (Appendix G, G9 to G12). Before and after the presentation, attendees were encouraged to speak directly with the project team. Key discussion themes are summarized in Appendix G, G7 to G8. Eight written comments were received following the meeting (Appendix G, G13 to G21 and G27 to G29). Public comments provided primarily focused on concerns related to visibility; potential for increased congestion and collisions involving trucks due to the loons; redirection of traffic to nearby roads; and suggestions for alternative solutions such as signal installation or speed reduction. Comments received following the public meeting were not formally responded to but were reviewed by the project team and were considered in the advancement of the design process.

Public Hearing

The project met the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which required the project sponsor to offer the public an opportunity to submit comment and/or request a public hearing. Therefore, a legal notice of public hearing was published in *The Daily Reporter* on November 5, 2025 and November 12, 2025 (Appendix G, G35 to G38). A copy of the legal notice was mailed to adjacent property owners, local government officials, and agencies and government officials that received the early coordination letter (Appendix G, G39 to G41). The public hearing was held on Wednesday, November 19, 2025, at 5:30 PM at the NineStar Connect building; 2243 E Main Street Greenfield, IN, 46140. The hearing was also streamed online at <https://events.qcc.teams.microsoft.com/event/5f1e99cd-3992-476f-970b-305bf33dfe04@2199bfba-a409-4f13-b0c4-18b45933d88d>. Forty-seven people signed in at the hearing (Appendix G, G42 to G47). The hearing started with an informal project discussion at 5:30 p.m., providing attendees with the opportunity to review project displays, plans, and the environmental document. At this time, attendees were given the opportunity to ask questions of the project representatives. A formal presentation began at 6:00 p.m. and consisted of a description of the hearing requirements and process, scope of the project, the public comment process, overview of the environmental process, summary of the right-of-way (ROW) acquisition process, and proposed design information (Appendix G, G48 to G58). After the presentation concluded, the public was afforded the opportunity to publicly voice their concern or support regarding the project. Eleven people provided formal verbal public comments, as recorded in

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the meeting transcript (Appendix G, G102 to G130). Everyone that attended the hearing was provided an opportunity to take a hearing information packet, which included a summary of the proposed improvements and the methods available to comment on the project (Appendix G, G59 to G60). Comments from the public were accepted via U.S. Postal service and e-mail through December 5, 2025. Six written comments and three emailed comments were received during the comment period. A summary of all comments/concerns received during the public hearing process included:

- Desire for a signalized intersection or reduction in speed limit rather than the proposed reduced conflict intersection (RCI)
- Questions about the RCI and how it would reduce crashes, including statements that it would not reduce right-angle crashes
- Concerns the addition of a U-turn will add an additional hazard, particularly due to driver unfamiliarity
- Lack of trust with INDOT related to past projects
- Concerns about the fiscal responsibility of the proposed project
- Concerns about I-70 traffic diverting to US 40, particularly truck traffic that exceeds the weight limit
- Requests for additional lighting at the intersection and snow removal of the turning areas
- Concerns that crossing two lanes of traffic will cause additional safety issues
- Concerns related to property damage from accidents
- Concerns the project will just move accidents to another intersection
- Concerns about livestock trailers and grain semis navigating the intersection
- Questions about whether a stop light with turn arrows was considered, what traffic simulations were performed, and the history of use of RCIs on this type of intersection
- Concerns about school traffic to nearby school and emergency vehicle delays

The comments, and responses to each comment, can be found in Appendix G, G61 to G81. A request for certification of the public involvement requirements was submitted to the INDOT Greenfield District on January 27, 2026. The INDOT Greenfield District certified completion of the public involvement requirements on February 3, 2026. All public involvement requirements have been satisfied.

Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: INDOT INDOT District: Greenfield

Local Name of the Facility: U.S. 40

Funding Source (mark all that apply): Federal ☒ State ☒ Local ☐ Other* ☐

*If other is selected, please identify the funding source: _____

PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

Need:

The need for the project stems from severe right-angle crashes at the intersection of U.S. 40 and CR 600 East. The allowance of all movements at this intersection means there are a large number of conflict points, which results in many

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potential crash patterns that could result between vehicles traveling at the intersection. From 2019 to 2021, 18 of the 26 crashes were right-angle crashes (Appendix I, I2 to I11). Additionally, according to INDOT crash data from 2022 to 2024, 12 of the 15 crashes were right-angle crashes at the intersection of U.S.40 and CR 600 East. Additionally, the need for the project stems from the increased traffic on the CR 600 East approaches. Capacity of a roadway is commonly reported as a level of service (LOS) from A (Free Flow) to F (Breakdown Flow). The north and south approaches of CR 600 East have excessive queuing and a projected LOS F during afternoon peak hours for the design year of 2047.

Purpose:

The purpose of the project is to reduce the number of right-angle crashes occurring at the intersection of U.S. 40 and CR 600 East by reducing conflict points as well as reduce excessive queuing of the CR 600 East approaches in order to achieve an LOS C (Stable Flow) or better by the design year of 2047.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):County: HancockMunicipality: GreenfieldLimits of Proposed Work: U.S. 40 from 4.13 miles east of SR 9 to 4.44 miles east of SR 9Total Work Length: 0.307 Mile(s)Total Work Area: 5.38 Acre(s)Is an Interstate Access Document (IAD)¹ required?

If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

¹If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.

Yes¹

No

Date:

Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.

The INDOT Greenfield District, with funding from the Federal Highway Administration (FHWA), intends to proceed with an intersection improvement project at U.S. 40 and CR 600 East within Hancock County, Indiana (Des. No. 2301078).

Location:

The proposed project is located at the intersection of U.S. 40 and CR 600 East, from approximately 4.13 miles east of State Route (SR) 9 to 4.44 miles east of SR 9 in Hancock County, Indiana. Specifically, the project is located in Section 36, Township 16 North, Range 7 East and Section 31, Township 16 North, Range 8 East in Jackson Township as depicted on the Cleveland Quadrangle of the U.S. Geological Survey (USGS) 1:24,000 scale map. Adjacent land use is rural and primarily consists of residential and agricultural land uses. Please see Appendix B, B1 to B3 for maps of the project area.

Existing Conditions:

U.S. 40 is an east/west route, which is functionally classified as a rural major collector. The typical cross section of U.S. 40 consists of four 12-foot-wide through lanes (two in each direction), 2-foot-wide paved shoulders, and a 13-foot grassed median. At the intersection there is also a 12-foot left-turn lane in each direction. The posted speed limit along U.S. 40 throughout the project area is 55 miles per hour (mph).

CR 600 East is a north/south route, which is functionally classified as a rural major collector. The typical cross section of CR 600 East consists of two 12-foot-wide through lanes, one in each direction, and 1- to 2-foot-wide paved shoulders. The posted speed limit along CR 600 East throughout the project area is 55 mph.

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Currently, the intersection allows all turning movements from and to U.S. 40. Traffic is currently controlled by stop signs on CR 600 East.

Culvert (CLV)-77414 is a 3-foot-wide by 2-foot-tall box culvert that carries drainage under CR 600 East, south of U.S. 40 (Appendix B, B3). CLV-105610 is a 15-inch diameter corrugated metal pipe (CMP) east of the intersection Appendix B, B3). The following three small culverts are located west of the intersection: CLV-105437 is a 30-inch diameter CMP, CLV-105439 is a 15-inch diameter CMP, and CLV-105441 is a 12-inch diameter polypropylene pipe (Appendix B, B3).

Two existing bridges, Bridge Nos. 040-30-08072 AEBL & AWBL, are located approximately 4.45 miles east of SR 9 within the investigation area. The twin bridges are concrete slab bridges built in 2002 that carry eastbound (EB) and westbound (WB) U.S. 40 over Nameless Creek.

Within the project area, utilities present include communications (AT&T), fiber optics (AT&T and Nine Star Connect), gas (Centerpoint Energy), cable TV (Comcast), and electric (Duke Energy and Nine Star Connect).

Preferred Alternative:

The preferred alternative involves an intersection improvement at the intersection of U.S. 40 and CR 600 East. The proposed project will construct a reduced conflict intersection (RCI) by eliminating the cross-street left turns and introducing a two-stage crossing to reduce unsafe operations. The north and south approaches of CR 600 East will be required to turn right onto U.S. 40. U-turn loons (expanded paved areas opposite the median crossovers to provide additional space to facilitate the larger turning path of a commercial vehicle along narrow medians) will be constructed along U.S. 40, approximately 600 feet on either side of the intersection. Any through and left-turn movements from the north and south approaches will utilize the dedicated U-turn locations on U.S. 40 to go the opposite direction. A concrete center curb will be placed in the center of the intersection, allowing left-turns from U.S. 40 and prohibiting through movements from the north and south approaches. Concrete medians will be placed on the north and south side of the intersections along CR 600 East to prohibit left-turn movements (Appendix B, B11 to B42). Full depth patching will occur along U.S. 40 where needed.

CLV-77414 will be upgraded to a 8-foot by 3-foot, 80-foot long reinforced concrete box structure. CLV-105437 will be upgraded to a 9-foot by 3-foot, 116-foot long reinforced concrete box structure. CLV 105439 will be removed. Impacts to other culverts in the project area are not expected. No work is anticipated to occur to Bridge Nos. 040-30-08072 AWBL and AEBL. Some residential driveways will need to be reconstructed along U.S. 40. Please see Appendix B, B11 to B42 for preliminary design plans. Construction is anticipated to begin in summer of 2027.

The maintenance of Traffic (MOT) plan will involve phased construction with shoulder closures. The phases will involve the loon construction, U-Turn construction, median construction, and CR 600 East approach construction. The MOT will be implemented per the *Manual of Uniform Traffic Control Devices (MUTCD)*. Refer to the *MOT During Construction* section for more information.

Approximately 0.218 acre of wetland impacts, 2.38 acres of terrestrial habitat impacts, and 0.07 acre of tree clearing are anticipated. No stream impacts are anticipated. Impacts have been minimized to the greatest extent possible. Avoidance of the anticipated impacts would result in the project not meeting the purpose and need. Mitigation is anticipated for the wetland impacts. Mitigation is not anticipated for the other impacts but will be determined during permitting. The project requires approximately 1.28 acres of new permanent right-of-way (ROW) and 0.12 acre of temporary ROW.

Utility coordination is ongoing, but utility relocation is anticipated. Relocation of communications (AT&T), fiber optics (AT&T and Nine Star Connect), and gas (Centerpoint Energy) may occur in the areas where the road will be widened to construct the U-turn loons.

The preferred alternative will reduce right-angle crashes occurring at the intersection by reducing conflict points and excessive queuing as well as achieving an LOS C or better by the design year of 2047.

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Logical Termini/Independent Utility:

The east-west termini of the project extend along U.S. 40 from 4.13 miles east of SR 9 to 4.44 miles east of SR 9. The north-south termini extend along CR 600 East from 140 feet north of U.S. 40 to 130 feet south of U.S. 40. The termini of the project provide the logical beginning and end points necessary to complete the reduced conflict intersection project. The project is independent of any other action and able to be constructed without relying on the completion of any other project.

OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

No Build Alternative:

This alternative would involve no improvements to the intersection of U.S. 40 and CR 600 East. This alternative would not address the amount of right-angle crashes or reduce the excessive queuing at the intersection. While this alternative eliminates immediate costs and environmental impacts, it would not meet the purpose and need of the project. Therefore, this alternative was dismissed from further consideration.

Reduced Conflict Intersection with U-Turn East of Bridge:

This alternative would involve restricting left-turns and through movements from the north and south approaches (Appendix I, I8). Motorists making these movements would utilize U-turn loons on U.S. 40. This alternative would place the eastern U-turn loon east of the bridge over Nameless Creek. This alternative would minimize impacts on local property owners. However, this alternative would result in additional travel distance to the U-turn loon, resulting in increased travel time and exposure time, particularly for slower moving vehicles such as farm equipment. This decreases the mobility of vehicles moving through the intersection. Therefore, this alternative was dismissed from further consideration.

Traffic Signal:

This alternative would involve the installation of a traffic signal at the intersection of U.S. 40 and CR 600 East (Appendix I, I8). A traffic signal would address side street congestion along CR 600 East. However, isolated rural traffic signals have been shown to significantly increase the frequency of rear-end crashes and do not significantly prevent or address severe right-angle crashes. As a result, this alternative would not meet the purpose and need and was therefore dismissed from further consideration.

Multi-lane Roundabout:

This alternative would involve the construction of a multi-lane roundabout at the intersection of U.S. 40 and CR 600 East (Appendix I, I8). This alternative would increase intersection safety and reduce congestion by improving intersection mobility. Right-angle crashes would be eliminated. This alternative would meet the project purpose and need. However, due to the high speeds at this intersection, the roundabout would require a significantly larger inscribed diameter and high-speed chicane approaches to mitigate the speed of vehicles entering the roundabout. These design requirements would result in additional impacts to surrounding properties and ecological resources. Therefore, this alternative was dismissed from further consideration.

No other alternatives were considered.

The No Build Alternative is not feasible, prudent or practicable because (Mark all that apply)

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe):

X
X

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ROADWAY CHARACTER:

If the proposed action includes multiple roadways, complete and duplicate for each roadway.

Name of Roadway U.S. 40
 Functional Classification: Major Collector
 Current ADT: 8670 VPD (2027) Design Year ADT: 9875 VPD (2047)
 Design Hour Volume (DHV): 851 Truck Percentage (%) 4
 Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing	Proposed
Number of Lanes:	4-6	4-6
Type of Lanes:	Through, turn	Through, turn
Pavement Width:	70-80 ft.	80-90 ft.
Shoulder Width:	2 ft.	2-4 ft.
Median Width:	13 ft.	1.5-23 ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: ☐ Urban ☐ Suburban ☒ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

Name of Roadway CR 600 East
 Functional Classification: Major Collector
 Current ADT: 3586 VPD (2027) Design Year ADT: 4084 VPD (2047)
 Design Hour Volume (DHV): 286 Truck Percentage (%) 7
 Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Through	Through
Pavement Width:	28 ft.	28 ft.
Shoulder Width:	1-2 ft.	1-2 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: ☐ Urban ☐ Suburban ☒ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): N/A Sufficiency Rating: N/A
 (Rating, Source of Information)

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Existing			Proposed		
Bridge/Structure Type:	N/A		N/A		
Number of Spans:	N/A		N/A		
Weight Restrictions:	N/A	ton	N/A		ton
Height Restrictions:	N/A	ft.	N/A		ft.
Curb to Curb Width:	N/A	ft.	N/A		ft.
Outside to Outside Width:	N/A	ft.	N/A		ft.
Shoulder Width:	N/A	ft.	N/A		ft.

Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.

The impacts to existing structures are summarized in the table below. None of the existing structures are considered historic.

INDOT Structure No.	Plan Structure No.	Type	Existing Size	Proposed Size	Waterbody	Location	Appendix
CLV-77414	Structure No. 2	Concrete box	3 ft x 2 ft, 45 ft long	8 ft x 3 ft, 80 ft long	Wetland C (0.18 acre impact) and Wetland D (0.02 acre impact)	39.78841, -85.68894	Appendix B, B3 and B27
CLV-105610	N/A	Corrugated metal pipe (CMP)	15-inch, 55 ft long	N/A	N/A	39.78890, -85.68605	Appendix B, B3
CLV-105437	Structure No. 1	CMP	30-inch, 115 ft long	9 ft x 3 ft, 116 ft long	Wetland D (0.02 acre impact)	39.78871, -85.68958	Appendix B, B3 and B27
CLV-105439	N/A	CMP	15-inch, 60 ft long	removed	Wetland E (0.018 acre impact)	39.78867, -85.69102	Appendix B, B3 and B27
CLV-105441	N/A	polypropylene pipe	12-inch, 75 ft long	N/A	N/A	39.78856, -85.69311	Appendix B, B3
CLV-105497	N/A	CMP	12-inch, 40 ft long	N/A	N/A	39.78884, -85.68528	Appendix B, B3

The following table summarizes the new structures to be installed.

INDOT Structure No.	Structure No. on Plans	Proposed Size	Waterbody	Location	Appendix
N/A	Structure No. 3	24-inch, 241 ft long	N/A	39.78898, -85.68689	Appendix B, B28
N/A	Structure No. 4	24-inch, 30 ft long	N/A	39.78844, -85.69091	Appendix B, B27
N/A	Structure No. 5	18-inch, 82 ft long	N/A	39.78851, -85.69185	Appendix B, B27
N/A	Structure No. 6	24-inch, 34 ft long	N/A	39.7885791, -85.6869127	Appendix B, B28

Two existing bridges, Bridge Nos. 040-30-08072 AEBL & AWBL, are located approximately 4.45 miles east of SR 9 within the investigation area. The twin bridges are concrete slab bridges built in 2002 that carry eastbound (EB) and westbound (WB) U.S. 40 over Nameless Creek. Bridge Nos. 040-30-08072 AEBL & AWBL are located outside of the construction limits. No impacts are anticipated.

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MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

Is a temporary bridge proposed?

Is a temporary roadway proposed?

Will the project involve the use of a detour or require a ramp closure? (describe below)

Provisions will be made for access by local traffic and so posted.

Provisions will be made for through-traffic dependent businesses.

Provisions will be made to accommodate any local special events or festivals.

Will the proposed MOT substantially change the environmental consequences of the action?

Is there substantial controversy associated with the proposed method for MOT?

Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)

Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).

Yes

No

☐	☒
☐	☒
☐	☒
☐	☐
☐	☐
☐	☐
☐	☒
☐	☒
☐	☒
☐	☐

Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.

The MOT for the project will require phased construction with construction signage and flashing arrows. Phase 1 will consist of shoulder closures along the south side of U.S. 40, west of CR 600 East, and along the north side of U.S. 40, east of CR 600 East, for construction of the U-turn loons. Phase 2 will involve construction in the median while the existing lanes remain open. Phase 3 will involve construction in the median and construction of the proposed concrete center curb to direct left turn movements in the intersection. Phase 4 (A & B) will involve construction of the concrete median and shoulder along the south approach CR 600 East. Phase 5 will involve construction of the concrete median along the north approach of CR 600 East.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 825,000 (2025) Right-of-Way: \$ 20,000* (2027) Construction: \$ 3,128,418* (2028)Anticipated Start Date of Construction: Summer 2027

*An amendment is anticipated to add ROW fund to IMPO TIP and to adjust construction costs

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Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.23	0
Commercial	0	0
Agricultural	0.37	0.06
Forest	0.07	0
Wetlands	0.01	0
Other: Maintained Roadside Vegetation	0.60	0.06
Other:	0	0
TOTAL	1.28	0.12

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.

The existing ROW extends approximately 40 to 80 feet south and 80 feet north of the roadway centerline along U.S. 40 within the project area. The existing ROW consists of existing roadway pavement, maintained roadside vegetation, and wetlands. The existing ROW extends approximately 30 to 40 feet east and west of the roadway centerline along CR 600 East within the project area. The existing ROW consists of existing roadway pavement and maintained roadside vegetation.

The project requires approximately 1.28 acres of permanent ROW consisting of 0.23 acre of residential, 0.37 acre of agricultural, 0.07 acre of forest, 0.01 acre of wetland, and 0.60 acre of maintained roadside vegetation land uses. The project also requires approximately 0.12 acre of temporary ROW consisting of 0.06 acre of agricultural and 0.06 acre of maintained roadside vegetation land uses.

The new permanent ROW will extend approximately 75 to 100 feet south and 80 to 90 feet north of the roadway centerline along U.S. 40 within the project area. The ROW along CR 600 East will remain the same (Appendix B, B3).

If the scope of work or permanent or temporary right-of-way amounts change during design or construction, the INDOT Environmental Services Division (ESD) and the INDOT Greenfield District Environmental Section will be contacted immediately.

Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent on July 3, 2025 (Appendix C, C1 to C4).

<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix</u>
Federal Highway Administration, Indiana Division	July 3, 2025	No Response Received	N/A
U.S. Department of Housing and Urban Development, Chicago Regional Office	July 3, 2025	No Response Received	N/A
U.S. Natural Resources Conservation Service	July 3, 2025	July 9, 2025	Appendix C, C7 to C8

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U.S. Army Corps of Engineers, Louisville District	July 3, 2025	No Response Received	N/A
Indiana Department of Natural Resources, Division of Fish and Wildlife	July 3, 2025	August 1, 2025	Appendix C, C11 to C13
INDOT Greenfield District, Environmental Section Manager	July 3, 2025	No Response Received	N/A
INDOT Greenfield District, Program Manager	July 3, 2025	No Response Received	N/A
INDOT Environmental Services Division	July 3, 2025	No Response Received	N/A
Indiana Geological and Water Survey	July 22, 2025 (online submission)	July 22, 2025 (automated response)	Appendix C, C9 to C10
Indianapolis Metropolitan Planning Organization	July 3, 2025	No Response Received	N/A
Hancock County Highway Department	July 3, 2025	No Response Received	N/A
Hancock County Board of Commissioners	July 3, 2025	No Response Received	N/A
Hancock County Council	July 3, 2025	No Response Received	N/A
Hancock County Surveyor's Office (MS4 Coordinator)	July 3, 2025	No Response Received	N/A
Hancock County Sheriff Department	July 3, 2025	No Response Received	N/A
Eastern Hancock County Community School Corporation	July 3, 2025	No Response Received	N/A
Greenfield Fire Department	July 3, 2025	No Response Received	N/A
Hancock County Homeland Security	July 3, 2025	No Response Received	N/A
Jackson Township Trustee	July 3, 2025	No Response Received	N/A
Hancock County Health Department	July 3, 2025	No Response Received	N/A
Hancock County E-911	July 3, 2025	July 3, 2025	Appendix C, C5 to C6

All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

Federal Wild and Scenic Rivers
State Natural, Scenic or Recreational Rivers
Nationwide Rivers Inventory (NRI) listed
Outstanding Rivers List for Indiana
Navigable Waterways

Presence

X

Impacts

Yes	No
	X

Total stream(s) in project area: 296 Linear feet Total impacted stream(s): 0 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Nameless Creek	Perennial	296	0	Flows north to south underneath U.S. 40 approximately 900 feet east of the intersection with CR 600 East, likely Waters of the U.S. (Appendix F, F3 to F4 and F15)

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Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, E1 to E9) there are 13 streams, rivers, watercourse or other jurisdictional features within the 0.5-mile search radius. There are three streams, rivers, watercourse, or other jurisdictional features within or adjacent to the project area. That number was updated to one by the site visits on July 25 and 26, 2024 by Lochmueller Group.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology, Waterway Permitting, and Stormwater Office (INDOT EWPSO) on April 25, 2025. Please refer to Appendix F, F1 to F20 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that one stream, Nameless Creek, was identified within the investigated area and would likely be considered jurisdictional due to its connection to the Big Blue River, a traditionally navigable waterway (TNW). The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

No Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterways are present in the project area.

Nameless Creek is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Nameless Creek is outside of the construction limits. Therefore, no impacts are expected.

The Indiana Department of Natural Resources Division of Fish and Wildlife (IDNR DFW) responded on August 1, 2025 with recommendations to incorporate wildlife passage into the design of a crossing structure, minimize and contain inchannel disturbance, and apply time of year restrictions for waterway disturbance (Appendix C, C11 to C13). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

Open Water Feature(s)

Reservoirs
Lakes
Farm Ponds
Retention/Detention Basin
Storm Water Management Facilities
Other: _____

Presence

Impacts

Yes	No

Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, E1 to E9), there is one open water feature within the 0.5-mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visits on July 25 and 26, 2024 by Lochmueller Group. Therefore, no impacts are expected.

Wetlands

Presence

X

Impacts

Yes	No
X	

Total wetland area: 0.36 Acre(s)

Total wetland area impacted: 0.218 Acre(s)

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(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland A	EM	0.02	0	Located within the median of U.S. 40, not likely WOTUS, Appendix F, pages F5 and F15
Wetland B	EM	0.01	0	Located along the south side of U.S. 40 within a roadside ditch, not likely WOTUS, Appendix F, pages F5 and F15
Wetland C	EM	0.18	0.18	Located along the south side of U.S. 40 within a roadside ditch, not likely WOTUS, Appendix F, pages F5 and F15 to F16
Wetland D	EM	0.02	0.02	Located along the south side of U.S. 40 within a roadside ditch, not likely WOTUS, Appendix F, pages F5 and F16
Wetland E	EM	0.13	0.018	Located along the north side of U.S. 40 within a roadside ditch, not likely WOTUS, Appendix F, pages F5 and F16

Wetlands (Mark all that apply)

Wetland Determination
Wetland Delineation
USACE Isolated Waters Determination

Documentation

X
X

ESD Approval Dates

April 25, 2025
April 25, 2025

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

Substantial adverse impacts to adjacent homes, business or other improved properties;
Substantially increased project costs;
Unique engineering, traffic, maintenance, or safety problems;
Substantial adverse social, economic, or environmental impacts, or
The project not meeting the identified needs.

X

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, E1 to E9), there are eight wetlands within the 0.5-mile search radius. There were no wetlands within or adjacent to the project area. That number was updated to five wetlands by the site visits on July 25 and 26, 2024 by Lochmueller Group.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT EWPSO on April 25, 2025. Please refer to Appendix F, F1 to F20 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that five wetlands, Wetlands A, B, C, D, and E, are located within the investigation area. INDOT acknowledges that all five wetlands would not likely meet the definition of a Waters of the U.S. under the Clean Water Act. However, INDOT may request that the USACE take jurisdiction of these wetland features. Therefore, all identified wetland features, within the investigated area, have been included on the Preliminary Jurisdictional Determination form (Appendix F, F17 to F20). The USACE makes all final determinations regarding jurisdiction.

Wetland A: Wetland A is a 0.02 acre wetland in the median of U.S. 40, east of Nameless Creek. As defined by *Cowardin et al.* (1979), this wetland would be classified as an emergent (EM) wetland. Based on a qualitative assessment of Wetland A, this wetland is of poor quality. The project will not permanently or temporarily impact Wetland A because it is located outside of the construction limits. This wetland will be labeled as "Do Not Disturb" on the plan sheets.

Wetland B: Wetland B is a 0.01 acre wetland on the south side of U.S. 40 in a roadside ditch, east of Nameless Creek. As defined by *Cowardin et al.* (1979), this wetland would be classified as an emergent (EM) wetland. Based on a

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qualitative assessment of Wetland B, this wetland is of poor quality. The project will not permanently or temporarily impact Wetland B because it is located outside of the construction limits. This wetland will be labeled as "Do Not Disturb" on the plan sheets.

Wetland C: Wetland C is a 0.18 acre wetland on the south side of U.S. 40 in a roadside ditch, east of the intersection with CR 600 East. As defined by *Cowardin et al.* (1979), this wetland would be classified as an emergent (EM) wetland. Based on a qualitative assessment of Wetland C, this wetland is of poor quality. The project will permanently impact approximately 0.18 acre of Wetland C for the upgrade of CLV-77414 and regrading. No temporary impacts are anticipated.

Wetland D: Wetland D is a 0.02 acre wetland on the south side of U.S. 40 in a roadside ditch, west of the intersection with CR 600 East. As defined by *Cowardin et al.* (1979), this wetland would be classified as an emergent (EM) wetland. Based on a qualitative assessment of Wetland D, this wetland is of poor quality. The project will permanently impact approximately 0.02 acre of Wetland D for the upgrade of CLV-77414 and CLV-105437. No temporary impacts are anticipated.

Wetland E: Wetland E is a 0.13 acre wetland on the north side of U.S. 40 in a roadside ditch, west of the intersection with CR 600 East. As defined by *Cowardin et al.* (1979), this wetland would be classified as an emergent (EM) wetland. Based on a qualitative assessment of Wetland E, this wetland is of poor quality. The project will permanently impact approximately 0.018 acre of Wetland E for the upgrade of CLV-105437. No temporary impacts are anticipated. The portion of this wetland outside of the construction limits will be labeled as "Do Not Disturb" on the plan sheets.

In total, the project is anticipated to permanently impact approximately 0.218 acre of wetlands through regrading and the upgrade of CLV-77414 and CLV-105437. No temporary impacts to wetlands are anticipated. The No Build Alternative, which would avoid all impacts to wetlands, was considered and dismissed because it would not address the purpose and need of the project. The project will minimize impacts to wetlands by limiting the extent of the construction limits to what is necessary to address the purpose and need of the project. Due to impacts to a potential Waters of the U.S., a USACE Section 404 Nationwide Permit (NWP) and an Indiana Department of Environmental Management (IDEM) Section 401 Water Quality Certification (WQC) may be required. If it is determined that the wetlands are not Waters of the U.S., then an IDEM isolated Wetland Permit would be anticipated to be required in lieu of the USACE Section 404 NWP and IDEM Section 401 WQC. Mitigation is anticipated for the wetland impacts.

The IDNR DFW responded on August 1, 2025, with recommendations to implement best management practices (BMPs) to limit the migration of polycyclic aromatic hydrocarbons (PAHs) into local waterways because PAHs negatively impact aquatic systems and minimize impacts to wetlands, (Appendix C, C11 to C13). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

Terrestrial Habitat

Presence

☒ X

Impacts

Yes

NO

☒ X

☐

Total terrestrial habitat in project area: 2.38 Acre(s) Total tree clearing: 0.07 Acre(s)

Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

Based on a desktop review, site visits on July 25 and 26, 2024 by Lochmueller Group, and the aerial map of the project area (Appendix B, B3), there are forested areas, maintained roadside vegetation, and agricultural land uses in the project area. Dominant species include silver maple (*Acer saccharinum*), reed canary grass (*Phalaris arundinacea*), and Kentucky bluegrass (*Poa pratensis*). Approximately 2.38 acres of terrestrial habitat will be disturbed by the intersection improvement and culvert upgrades. Approximately 0.07 acre of tree clearing will occur. All tree clearing will occur within 100 feet from the existing roadway and during the inactive bat season. Avoidance of impacts to terrestrial habitat is not

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possible because it would prevent the project from meeting the project's purpose and need. Impacts were minimized to the greatest extent possible, while still meeting the purpose and need of the project. Mitigation is not anticipated.

The IDNR DFW responded on August 1, 2025 with recommendations to reseed disturbed areas, minimize erosion, and minimize tree clearing, and to use appropriate erosion and sediment control (Appendix C, C11 to C13). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

Protected Species

Federally Listed Bats

Information for Planning and Consultation (IPaC) determination key completed

Section 7 informal consultation completed (IPaC cannot be completed)

Section 7 formal consultation Biological Assessment (BA) required

Yes

☒

No

☐

☒

☒

Determination Received for Listed Bats from USFWS:

NE ☐

NLAA ☒

LAA ☐

Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)

State species (not bird) found in project area (based upon consultation with IDNR)

Yes

☒

No

☐

☒

Migratory Birds

Known usage or presence of birds (i.e. nests)

State bird species based upon coordination with IDNR

Yes

☐

No

☒

☒

Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.

Based on a desktop review and the RFI report (Appendix E, E1 to E9), completed by Lochmueller Group on March 5, 2025, the IDNR Hancock County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated August 1, 2025 (Appendix C, C11 to C13), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat review occurred on December 17, 2024. No documented Indiana bat and Northern long-eared bat (NLEB) roosting, hibernacula and capture sites were identified within a half mile of the project area.

Indiana Bat

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, C14 to C21). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*). Other species were generated in the IPaC species list along with the Indiana bat. Refer to paragraph below.

The project qualifies for the *Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat*, dated December 2024, between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on August 7, 2025, and based on the responses provided, the project was found to "Not Likely to Adversely Affect" the Indiana bat and/or the NLEB (Appendix C, C22 to C33). INDOT reviewed and verified the effect finding on August 11, 2025, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) include ensuring all operators, employees, and contractors are aware of all Transportation Agency environmental commitments (General AMM 1); directing temporary lighting away from suitable habitat (Lighting AMM 1); modifying the project to avoid tree removal (Tree Removal AMM 1); ensuring tree removal is limited to that specified in the project plans (Tree Removal AMM 2); and ensuring tree removal is limited to the inactive season, is within 100 feet of the road surface, and

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is outside of documented habitat (Tree Removal AMM 3). AMMs and/or commitments are included as firm commitments in the *Environmental Commitments* section of this document.

Other Protected Species

The official species list generated from IPaC indicated two other species present within the project area: the whooping crane (*Grus americana*) and the monarch butterfly (*Danaus plexippus*). The whooping crane is listed as endangered wherever found, except where listed as an experimental population according to the Environmental Conservation Online System (<https://ecos.fws.gov/ecp/species/758>). The whooping crane is listed as an experimental population in this location. The monarch butterfly is listed as proposed threatened. No critical habitats for the whooping crane or monarch butterfly are within the project area and the project will not jeopardize their continued existence. Therefore, no further coordination is needed with USFWS.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

Geological and Mineral Resources

Project located within the Indiana Karst Region
Karst features identified within or adjacent to the project area
Oil/gas or exploration/abandoned wells identified in the project area

Yes

No

X
X
X

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): _____

Discuss if project is located in the Indiana Karst Region and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topographic map of the project area (Appendix B, B2) and the RFI report (Appendix E, E1 to E9), there are no karst features identified within or adjacent to the project area. In the early coordination response dated July 22, 2025, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, C9 to C10). The IGWS response did indicate a 1% annual chance flood hazard, moderate liquefaction potential, high potential for bedrock resources, and low potential for sand and gravel resources. The features will not be affected because excavation is anticipated to be limited to areas adjacent to the existing roadways. Response from IGWS has been communicated with the designer on August 21, 2025. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources

Wellhead Protection Area(s)
Source Water Protection Area(s)
Water Well(s)
Urbanized Area Boundary
Public Water System(s)

Presence

X
X

Impacts

Yes

No

	X
	X

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Is the project located in the St. Joseph Sole Source Aquifer (SSA):

If Yes, is the FHWA/EPA SSA MOU Applicable?

If Yes, is a Groundwater Assessment Required?

Yes	No
☐	☒
☐	☐
☐	☐

Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.

Sole Source Aquifer

The project is located in Hancock County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

Wellhead Protection area and Source Water

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on February 27, 2025 by Lochmueller Group. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on August 23, 2025 by Lochmueller Group. Water wells are located at residences near the project area. The features will not be affected because they are located outside of the construction limits. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Urban Area Boundary

Based on a desktop review of IDEM's municipal separate storm sewer system (MS4) boundaries map for Indiana (<https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/>) by Lochmueller Group on August 23, 2025, this project is located in the Hancock County Urban Area Boundary (UAB). An early coordination letter was sent on July 3, 2025 to the Hancock County MS4 Coordinator. The MS4 coordinator did not respond within the 30-day time frame. All required stormwater management control best management practices (BMPs) will be installed, inspected, maintained, and subsequently removed for all earth disturbing activity areas. These items will follow INDOT Standard Specifications for Stormwater Management.

Public Water System

Based on a desktop review, site visits on July 25 and 26, 2024 by Lochmueller Group, the aerial map of the project area (Appendix B, B3), and the project plans (Appendix B, B11 to B42), no public water systems were identified. Therefore, no impacts are expected.

Floodplains

Project located within a regulated floodplain

Longitudinal encroachment

Transverse encroachment

Homes located in floodplain within 1000' up/downstream from project

Presence

☒
☐
☒
☐

Impacts

Yes	No
☒	☐
☐	☐
☒	☐
☐	☐

If applicable, indicate the Floodplain Level?

Level 1 ☐Level 2 ☐Level 3 ☒Level 4 ☐Level 5 ☐

Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.

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Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<https://www.in.gov/dnr/water/surface-water/indiana-floodplain-mapping/indiana-floodplain-information-portal/>) by Lochmueller Group on March 10, 2025, and the RFI report, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, F13). An early coordination letter was sent on July 3, 2025, to the local Floodplain Administrator. The floodplain administrator did not respond within the 30-day time frame. This project qualifies as a Category 3 per the current INDOT CE Manual, which states:

The modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

Farmland	Presence	Impacts	
		Yes	No
Agricultural Lands	☒	☒	☐
Prime Farmland (per NRCS)	☒	☒	☐
Total Points (from Section VII of CPA-106/AD-1006*)	158		

*If 160 or greater, see CE Manual for guidance.

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, site visits on July 25 and 26, 2024 by Lochmueller Group, and the aerial map of the project area (Appendix B, B3), the project will convert 0.37 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on July 3, 2025, to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 158 on the NRCS-AD 1006 Form (Appendix C, C8). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

Minor Projects PA	Category(ies) and Type(s) <u>B-3</u>	INDOT Approval Date(s) <u>August 22, 2025</u>	N/A ☐
Full 106 Effect Finding	No Historic Properties Affected ☐	No Adverse Effect ☐	Adverse Effect ☐
Eligible and/or Listed Resources Present	NRHP Building/Site/District(s) ☐	Archaeology ☐	NRHP Bridge(s) ☐

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Documentation Prepared (mark all that apply)

APE, Eligibility and Effect Determination
800.11 Documentation
Historic Properties Report or Short Report
Archaeological Records Check and Assessment
Archaeological Phase Ia Survey Report
Archaeological Phase Ic Survey Report
Other:

X

ESD Approval Date(s)

August 22, 2025

SHPO Approval Date(s)

Memorandum of Agreement (MOA)

--

MOA Signature Dates (List all signatories)

--

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

On August 22, 2025, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Type 3 under the Minor Projects Programmatic Agreement (Appendix D, D1 to D7). Category B, Type 3 projects consist of construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening when work occurs in undisturbed soils and an archaeological investigation determines that no National Register-listed or potentially National Register-eligible archaeological or above-ground resources are present with the project area. Because the project will occur within undisturbed soils, a Phase 1a Archaeological Reconnaissance Report was completed by CRA on March 19, 2025. Seven new sites were recorded as a result of this survey. Six of the sites were historic artifact scatters and one site was a precontact, Late Archaic, isolated find. Two sites were fully delineated within the survey area and are recommended ineligible for inclusion in the National Register of Historic Places. Five of the sites could not be fully delineated due to the survey limits and therefore could not be fully assessed for the National Register of Historic Places. However, no further work was recommended at those sites within the area surveyed. If the project boundaries should change at any of the site locations, further archaeological investigations will be required. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	<u>Presence</u>	<u>Use</u>	
		<u>Yes</u>	<u>No</u>
Parks and Other Recreational Land			
Publicly owned park			
Publicly owned recreation area			
Other (school, state/national forest, bikeway, etc.)			
Wildlife and Waterfowl Refuges			
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			
Historic Properties			
Site eligible and/or listed on the NRHP			

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Evaluations Prepared

Programmatic Section 4(f)
"De minimis" Impact
Individual Section 4(f)
Any exception included in 23 CFR 774.13

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and National Register of Historic Places (NRHP) eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, the aerial map of the project area (Appendix B, B3), and the RFI report (Appendix E, E1 to E9), there are no potential 4(f) resources located within the 0.5-mile search radius. According to additional research and by the site visits on July 25 and 26, 2024 by Lochmueller Group, there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

Section 6(f) Involvement

Section 6(f) Property

Presence

Use

Yes

No

☐☐☐

Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the INDOT ESD website revealed a total of five properties in Hancock County (Appendix I, I1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

Is the project in the most current STIP/TIP?

Is the project located in an MPO Area?

Is the project in an air quality non-attainment or maintenance area?

If Yes, then:

Is the project in the most current MPO TIP?

Is the project exempt from conformity?

If No, then:

Is the project in the Transportation Plan (TP)?

Is a hot spot analysis required (CO/PM)?

Yes

No

X
X
X
X
X

Location in STIP:

Page 61

This is page 20 of 26 Project name: U.S. 40 Intersection Improvement Date: February 16, 2026

Indiana Department of Transportation

County HancockRoute U.S. 40Des. No. 2301078

Name of MPO (if applicable):

Indianapolis MPO

Location in TIP (if applicable):

Amendment 26-00

Level of MSAT Analysis required?

Level 1a ☒ Level 1b ☐ Level 2 ☐ Level 3 ☐ Level 4 ☐ Level 5 ☐

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

STIP/TIP

This project is included in the Fiscal Year (FY) 2026-2029 Indianapolis Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) (Appendix H, H1).

Attainment Status

This project is located in Hancock County, which is currently a nonattainment area for the 1997 Ozone 8-hour standard which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision according to the EPA Green Book (https://www3.epa.gov/airquality/greenbook/anayo_in.html). This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality.

MSAT

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

SECTION G – NOISE**Noise**

Yes No

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy? ☐ ☒

Date Noise Analysis was approved/technically sufficient by INDOT ESD: _____

Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.

This project is a Type III project. In accordance with 23 CFR 772 and the current *Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

Indiana Department of Transportation

County Hancock

Route U.S. 40

Des. No. 2301078

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

Will the proposed action comply with the local/regional development patterns for the area?

Yes
☒

No
☐

Will the proposed action result in substantial impacts to community cohesion?

☐

☒

Will the proposed action result in substantial impacts to local tax base or property values?

☐

☒

Will construction activities impact community events (festivals, fairs, etc.)?

☐

☒

Does the community have an approved transition plan?

☒

☐

If No, are steps being made to advance the community's transition plan?

☐

☐

Does the project comply with the transition plan? (explain in the discussion below)

☒

☐

Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.

The project complies with local and regional development patterns and will have negligible impact on community cohesion and community events. The project is not anticipated to impact the local tax base or property values. According to the Indiana Festivals website (www.indianafestivals.org) accessed on August 21, 2025, by Lochmueller Group there are eight festivals planned within 10 miles of the project. The festivals, listed below, are primarily in the Greenfield area.

Festival	Location	Distance from Project	Website
Indiana State Festivals Association Queen Scholarship Pageant	Greenfield	6 miles	https://indianafestivals.org/isfa-scholarship-pageant/
Riley Wrangler's Arts and Crafts Fair	Hancock County 4-H Fairgrounds	4 miles	https://www.rileywranglers.org/Craftfair.htm
Greenfield Parks Summer Concert Series	Depot Street Park	5 miles	https://parksingreenfield.com/
Hancock County 4-H Fair	Hancock County 4-H Fairgrounds	4 miles	https://yourhancockfairgrounds.com/
Greater Indianapolis Gem, Mineral and Fossil Show	Hancock County 4-H Fairgrounds	4 miles	http://www.500earthsciencesclub.org/annual-show.html
Pennsy Trail Art Fair and Music Festival	Greenfield	5 miles	https://mentalhealthpartner.shc.com/
American Legion Post 119 Bed Race and Bed Parade	Hancock County 4-H Fairgrounds	4 miles	https://www.alp119.org/event-details-registration/8th-annual-four-post-400-bed-race
Riley Festival	Greenfield	5 miles	https://rileyfestival.com/
Hancock Flat 50	Greenfield	0 miles	https://www.hancockflat50.com/info
National Road Yard Sale Festival	Along US 40	0 miles	https://www.facebook.com/nationalroadyardsaleUS40/

Any potential travel impacts are anticipated to be minimal and temporary in nature because the proposed MOT will allow for continued travel in each direction along this section of U.S. 40.

The National Road Yard Sale is an annual even along US 40 occurring on the first Wednesday after Memorial Day Weekend through that Sunday. Construction is anticipated to begin after the event. Coordination with the National Road Yard Sale will occur before construction begins.

The Hancock Flat 50 bike race route has crossed through the project area in previous years. The website states the

Indiana Department of Transportation

County Hancock

Route U.S. 40

Des. No. 2301078

route will be adjusted to accommodate construction along US 40. Coordination with the Hancock Flat 50 will occur before construction begins.

According to the Americans with Disabilities Act (ADA) transition plan as shown on the Hancock County ADA/Title VI website (<https://www.hancockin.gov/DocumentCenter/View/1283/2024-Hancock-County-ADA-Transition-Plan?bidId=>) no specific sidewalk locations have been identified as areas to improve within the project area. No sidewalks currently exist within the project area, and no sidewalk work is proposed to be included as part of this project.

Public Facilities and Services

Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.

Based on a desktop review, the aerial map of the project area (Appendix B, B3), and the RFI report (Appendix E, E1 to E9), there is one public facility, a former railroad, within the 0.5-mile search radius. There are no public facilities within or adjacent to the project area, which was confirmed by the site visits on July 25 and 26, 2024 by Lochmueller Group. Therefore, no impacts are expected. Access to all properties will be maintained during construction.

An early coordination letter was sent to the Hancock County 911 Director on July 3, 2025. The director responded the same day, requesting clarification on the RCI graphic included with the letter (Appendix C, C5 to C6). A follow-up response was provided on August 14, 2025, explaining that motorists will not be able to turn left from CR 600 East onto U.S. 40; however, left turns from U.S. 40 onto CR 600 East will still be permitted. No additional questions or comments were received.

Utilities within the project area include communications (AT&T), fiber optics (AT&T and NineStar Connect), gas (CenterPoint Energy), cable television (Comcast), and electric (Duke Energy and NineStar Connect). Utility coordination is ongoing, and relocations are anticipated. In particular, relocation of communications (AT&T), fiber optics (AT&T and NineStar Connect), and gas (CenterPoint Energy) may be required in areas where roadway widening is necessary to construct the U-turn loops.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

Will the project result in adversely high and disproportionate impacts to EJ populations?

Yes	No
☐	☒
☐	☒
☐	☐
☐	☐

Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

Due to the issuance of recent federal Executive Orders (EO) from January 2025, including EO 14154, EO 14148, and EO 14173, EO 12898 has been rescinded and this section is no longer applicable.

Indiana Department of Transportation

County HancockRoute U.S. 40Des. No. 2301078**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?
Is a BIS or CSRS required?

Yes	No
☐	☒
☐	☒

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: 0

Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.

No relocations of people, businesses, or farms will take place as a result of this project.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES**Hazardous Materials & Regulated Substances** (Mark all that apply)

Red Flag Investigation (RFI)
Phase I Environmental Site Assessment (Phase I ESA)
Phase II Environmental Site Assessment (Phase II ESA)
Design/Specifications for Remediation required?

Documentation

☒
☐
☐
☐

Date RFI concurrence by INDOT SAM (if applicable): March 7, 2025

Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.

Based on a review of GIS and available public records, the RFI was completed on March 5, 2025 by Lochmueller Group and INDOT SAM provided their concurrence on March 7, 2025 (Appendix E, E1 to E9). Two (2) NPDES facilities are located within 0.5 mile of the project area. None of the hazmat sites identified will impact the project. Further investigation for hazardous material concerns is not required at this time.

Part IV – Permits and Commitments**PERMITS CHECKLIST****Permits** (mark all that apply)**Likely Required****Army Corps of Engineers (404/Section10 Permit)**

Nationwide Permit (NWP)
Regional General Permit (RGP)
Individual Permit (IP)
Other

☒
☐
☐
☐

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)
Regional General Permit (RGP)
Individual Permit (IP)
Isolated Wetlands
Rule 5
Other

☒
☐
☐
☐
☒
☐

IN Department of Natural Resources

Construction in a Floodway
Navigable Waterway Permit

☒
☐

This is page 24 of 26 Project name: U.S. 40 Intersection Improvement Date: February 16, 2026

Indiana Department of Transportation

County Hancock

Route U.S. 40

Des. No. 2301078

Permits (mark all that apply)

Likely Required

Other
Mitigation Required
US Coast Guard Section 9 Bridge Permit
Others (Please discuss in the discussion below)

List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."

Due to the approximately 0.218 acre of wetland impacts, a USACE Section 404 NWP and IDEM Section 401 WQC NWP may be required. Mitigation is anticipated.

Due to the work occurring within a regulatory floodway, a Construction in a Floodway (CIF) Permit may be required. No mitigation is anticipated.

An IDEM Indiana Construction Stormwater General Permit (CSGP), formerly identified as a Rule 5 permit, is anticipated to be required because the project will disturb greater than one acre of total land area (2.38 acres).

Applicable recommendations provided by resource agencies are included in the *Environmental Commitments* section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

It is the responsibility of the project sponsor to identify and obtain all required permits.

ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

Firm:

- 1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT Greenfield District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Greenfield District)
- 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
- 3) Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT EWPSO)
- 4) Wetlands A and B will be labeled as "Do Not Disturb" on the plan sheets. (INDOT ESD)
- 5) The portion of Wetland E outside of construction limits will be labeled as "Do Not Disturb" on the plan sheets. (INDOT ESD)
- 6) Nameless Creek is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)
- 7) General AMM 1: Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs. (USFWS)
- 8) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 9) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal/trimming in excess of what is required to implement the project safely. (USFWS)
- 10) Tree Removal AMM 2: Ensure tree removal/trimming is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree removal/trimming to ensure contractors stay within clearing limits. (USFWS)

Indiana Department of Transportation

County Hancock

Route U.S. 40

Des. No. 2301078

- 11) Tree Removal AMM 3: Ensure tree removal/trimming is limited to the inactive season, occurs within 100 ft of the road/rail surface, and is outside of documented habitat for the Indiana bat, NLEB, and TCB. (USFWS)
- 12) Coordination with the Hancock Flat 50 will occur before construction begins. (INDOT ESD)
- 13) The National Road Yard Sale is an annual even along US 40 occurring on the first Wednesday after Memorial Day Weekend through that Sunday. Construction is anticipated to begin after the event. Coordination with the National Road Yard Sale will occur before construction begins. (INDOT ESD)

For Further Consideration:

- 1) Pavement rehabilitation projects typically do not have a significant impact on fish, wildlife, and botanical resources if best management practices (BMPs) are in place to limit the migration of polycyclic aromatic hydrocarbons (PAHs) into local waterways. PAHs are a byproduct of asphalt and coal tar-based sealants and negatively impact aquatic systems. The use of sealants that are free of petroleum and coal tar -based products is encouraged whenever possible. (IDNR DFW)
- 2) Contaminated road runoff can significantly impact the aquatic environment through increased turbidity and release of sediment into the stream which can be harmful to fish and other aquatic organisms, their eggs, and their food supply. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants where appropriate. (IDNR DFW)
- 3) Bridges are preferred over culverts, and three-sided culverts are preferred over box or pipe culverts. Multiple culverts or culverts with multiple openings are not recommended for approval. These types of structures are often problematic for fish and wildlife passage as they tend to accumulate debris and become blocked. If box and pipe culverts are used, the culvert bottoms should be sumped a minimum of 6" (or 20% of the culvert height or diameter, whichever is greater up to a max of 2') below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high-water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel. (IDNR DFW)
- 4) The new/replacement/rehabilitated crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for replacement/rehabilitated structures is recommended whenever possible to improve wildlife/vehicle safety. White-tailed deer passage must be incorporated into all new structures where no structure previously existed. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall span of the structure) and 8 feet of height clearance measured from the ordinary highwater mark (OHWM). Bank lines must be maintained or restored within structures to allow for wildlife passage above the OHWM. All wildlife passage designs must include a smooth level pathway preferably 3 feet wide but a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The width and location of the wildlife pathway is dependent on the wildlife species using the area. (IDNR DFW)
- 5) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR DFW)
- 6) Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat or aquatic organisms in the voids. (IDNR DFW)

Appendix A: INDOT Supporting Documentation

CE Threshold Chart.....	A1
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Appendix B: Graphics

General Location Map.....	B1
USGS Topographic Map (1:24,000)	B2
Aerial Map (2022).....	B3
Photo Location Map	B4
Site Photographs.....	B5-B10
Preliminary Field Check Plans	B11-B42
Illustration of Preferred Alternative.....	B43

Appendix C: Early Coordination

Sample Early Coordination Letter (July 3, 2025).....	C1-C4
Hancock County 911 Director Response Letter (July 3, 2025).....	C5-C6
US Department of Agriculture, Natural Resources Conservation Service Response Letter (July 9, 2025)	C7
Form AD-1006 (August 14, 2025)	C8
Indiana Geological and Water Survey Automated Response Letter (July 22, 2025)	C9-C10
Indiana Department of Natural Resources, Division of Fish and Wildlife Response Letter (August 1, 2025).....	C11-C13
U.S. Fish and Wildlife Service (USFWS) Official Species List (August 7, 2025)	C14-C21
NLAA Concurrence Verification Letter (August 11, 2025).....	C22-C33

Appendix D: Section 106 of the National Historic Preservation Act (NHPA)

MPPA Project Assessment Form (August 22, 2025)	D1-D7
Select pages from Phase 1A Archaeological Report	D8-D10

Appendix E: Red Flag Investigation and Hazardous Materials

Red Flag Investigation (Approved March 7, 2025).....	E1-E9
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Appendix F: Water Resources

Waters of the US Report (Approved April 25, 2025).....	F1-F8
USDA SSURGO Soils Map.....	F9
USFWS NWI Map	F10
StreamStats Watershed Map	F11
Best Available Flood Hazard Map (IDNR Floodplain Information Portal).....	F12
Floodplain Analysis & Regulatory Assessment (FARA).....	F13
NHD Features Map	F14
Water Resources Map	F15-F16
Preliminary Jurisdictional Determination Form.....	F17-F20

Appendix G: Public Involvement

Notice of Survey Letter (October 17, 2024)	G1
PIM Public Notice	G2
PIM Mailing List	G3-G5
PIM Meeting Summary	G6-G8
PIM Sign-In Sheet	G9-G12
PIM Comment Sheets	G13-G21
PIM Presentation	G22-G30
PIM Handout.....	G31-G32
Public Involvement Certification Request.....	G33-G34

Legal notice of public hearing.....	G35-G36
Publisher’s affidavit from the <i>Daily Reporter</i>	G37-G38
Legal notice distribution list.....	G39-G41
Hearing sign-in sheets.....	G42-G47
Public hearing presentation slides.....	G48-G58
Public hearing handout.....	G59-G60
Summary of comments received.....	G61-G81
Public hearing comments.....	G82-G98
Speaker sign-in sheets.....	G99-G101
Public Comment Transcript.....	G102-G130

Appendix H: Air Quality

FHWA Approval Letter (August 28, 2025).....	H1-H2
INDOT Approval Letter (June 6, 2025).....	H3-H4
INDOT State Transportation Improvement Program.....	H5
Indianapolis Metropolitan Planning Organization Transportation Improvement Program.....	H6

Appendix I: Other Information

Land and Water Conservation Fund Grants: Hancock County	I1
INDOT Engineering Assessment Report (December 11, 2024).....	I2-I11

Categorical Exclusion

Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations⁶	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	“No Effect”, “Not likely to Adversely Affect” (With select AMMs ⁷)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁸
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	Due to the issuance of recent federal Executive Orders (EO) the environmental justice threshold is no longer applicable.			Potential ⁹
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ¹⁰
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹¹
Approval Level - District Env. (DE) - Env. Serv. Div. (ESD) - FHWA	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

¹ Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

² Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

⁵ Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

⁶ If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.

⁷ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁸ Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower-level CE.

⁹ Potential for causing a disproportionately high and adverse impact.

¹⁰ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

¹¹ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

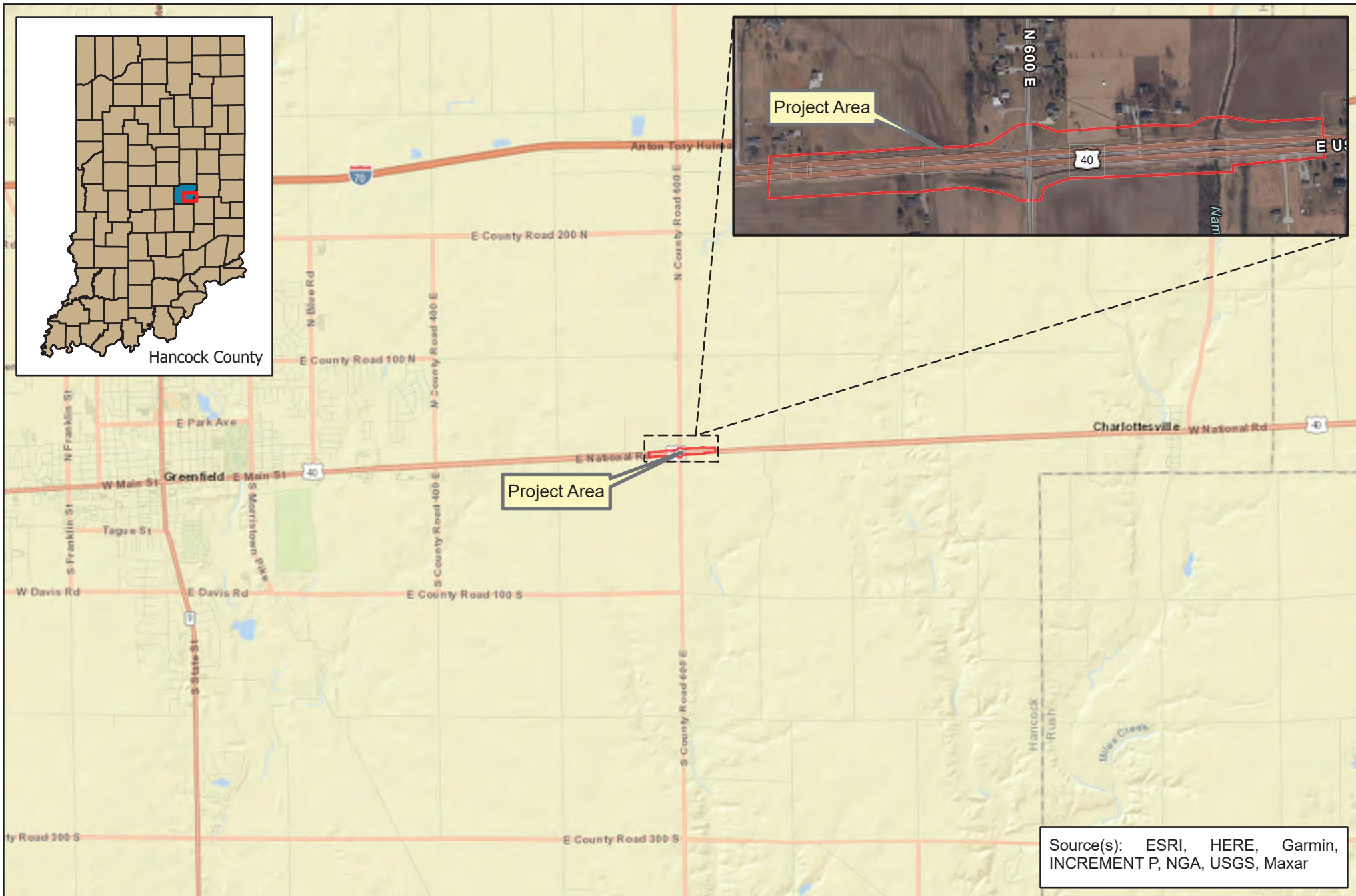
* Includes the threatened/endangered species critical habitat

Note: Substantial public or agency controversy may require a higher-level NEPA document.

Categorical Exclusion

Appendix B

Graphics



Source(s): ESRI, HERE, Garmin, INCREMENT P, NGA, USGS, Maxar



3502 Woodview Trace, Suite 150
Indianapolis, IN 46268
Phone: (317) 222-3880
Fax: (317) 222-3881

Location Map Des. No. 2301078

0 0.75 1.5
Miles

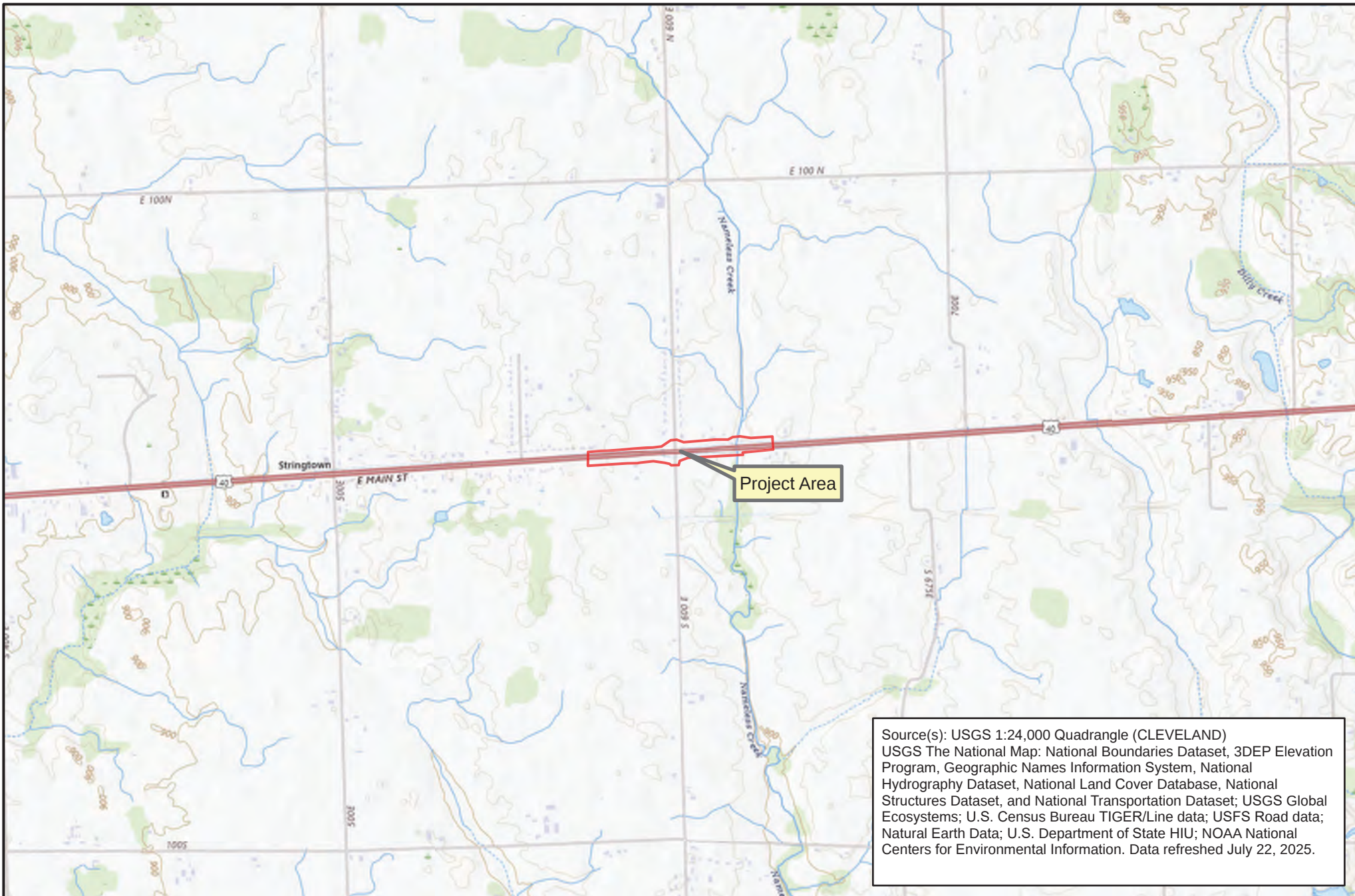


County: Hancock
Township: Jackson
State: Indiana

US 40 at CR 600 East
Intersection Improvement
Created: 8/26/2025, SBeaupre

Legend

Project Area

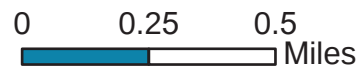


Source(s): USGS 1:24,000 Quadrangle (CLEVELAND)
 USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road data; Natural Earth Data; U.S. Department of State HIU; NOAA National Centers for Environmental Information. Data refreshed July 22, 2025.



3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268
 Phone: (317) 222-3880
 Fax: (317) 222-3881

USGS Quad Map (1:24,000)
 Des. No. 2301078

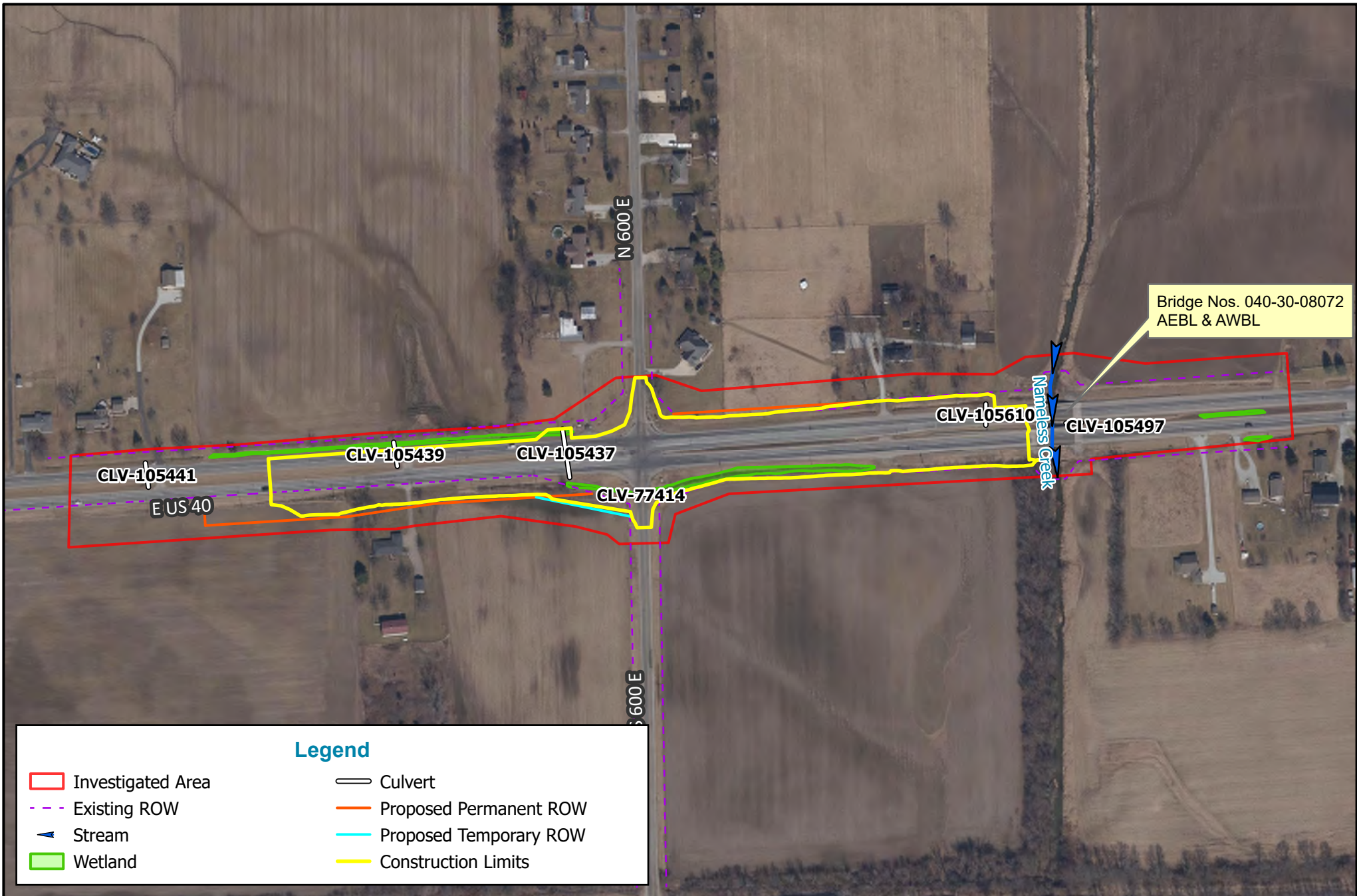


County: Hancock
 Township: Jackson
 State: Indiana

US 40 at CR 600 East
 Intersection Improvement
 Created: 8/26/2025, SBeaupre

Legend

 Project Area



Legend

- Investigated Area
- Existing ROW
- ▶ Stream
- Wetland
- Culvert
- Proposed Permanent ROW
- Proposed Temporary ROW
- Construction Limits



3502 Woodview Trace, Suite 150
Indianapolis, IN 46268
Phone: (317) 222-3880
Fax: (317) 222-3881

Aerial Map (2022)
Des. No. 2301078

0 200 400
Feet



County: Hancock
Township: Jackson
State: Indiana

US 40 at CR 600 East
Intersection Improvement
Created: 2/16/2026, SBeaupre

Aerial Source: Indiana GIO



Legend

-  Project Area
-  Photo Locations



3502 Woodview Trace, Suite 150
Indianapolis, IN 46268
Phone: (317) 222-3880
Fax: (317) 222-3881

Photo Location Map

Des. No. 2301078

0 200 400 Feet



County: Hancock
Township: Jackson
State: Indiana

US 40 at CR 600 East
Intersection Improvement
Created: 1/28/2025, SBeaupre

Aerial Source: Indiana GIO



1. Looking east along the north side of US 40



2. Looking west within median of US 40



3. Looking west within median of US 40



4. Looking east within median of US 40



5. Looking east along the north side of US 40 toward intersection



6. Looking west along the north side of US 40



7. Looking east at the intersection of US 40 and 600 E from US 40 median



8. Looking north along CR 600 E toward intersection with US 40



9. Looking west along US 40 from the intersection with CR 600 E



10. Looking south along CR 600 E from the intersection with US 40



11. Looking north from CR 600 E at CLV-77414 and the intersection with US 40



12. Looking east along US 40 from the intersection with CR 600 E



13. Looking north from CR 600 E at the intersection with US 40



14. Looking east along the north side of US 40



15. Looking southwest at the intersection of US 40 and CR 600 E



16. Looking southeast at the intersection of US 40 and CR 600 E



17. Looking west along the north side of US 40



18. Looking north along the west side of CR 600 E



19. Looking west within the median of US 40



20. Looking west within the median of US 40



21. Looking east along US 40 from Bridge #040-30-08072 AEBL



22. Looking west towards Bridge #040-30-08072 AEBL along the south side of US 40



23. Looking east along US 40 from the median



24. Looking west within the median of US 40

DESIGNATION
2301078
CONTRACT
R-45169

INDIANA DEPARTMENT OF TRANSPORTATION



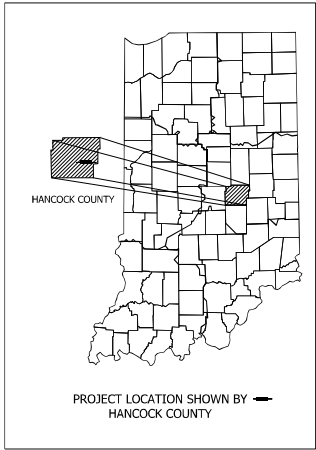
ROAD PLANS

ROUTE: US 40

FROM: RP 102+0.53 TO: RP 102+0.84

DESIGNATION NO. 2301078

TRAFFIC DATA	US 40	CR 600 E
A.A.D.T. (2027)	8,670 V.P.D.	3,386 V.P.D.
A.A.D.T. (2047)	9,875 V.P.D.	4,084 V.P.D.
D.A.V. (2047)	851 V.P.D.	286 V.P.D.
DIRECTIONAL DISTRIBUTION	51 % P.O.S.	51 % P.O.S.
TRUCKS	4 % A.A.D.T.	7 % A.A.D.T.
	2 % D.A.V.	7 % D.A.V.
DESIGN DATA		
DESIGN SPEED	55 M.P.H.	55 M.P.H.
PROJECT DESIGN CRITERIA	SR (NON-FREEWAY)	SR (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	MAJOR COLLECTOR	MAJOR COLLECTOR
RURAL/URBAN	RURAL	RURAL
TERRAIN	LEVEL	LEVEL
ACCESS CONTROL	NONE	NONE



LATITUDE: 39°47'20" N LONGITUDE: 85°41'20" W

BRIDGE LENGTH: N/A MI.
ROADWAY LENGTH: 0.307 MI.
TOTAL LENGTH: 0.307 MI.
MAX. GRADE: 1.6 %

Plans Prepared By:
fishbeck
Engineers | Architects | Scientists | Constructors

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2026 TO
BE USED WITH THESE PLANS.

BRIDGE FILE
N/A
DESIGNATION
2301078
SHEETS
1 of 56
CONTRACT
R-45169

US 40 Intersection Improvement Located at the Intersection of US 40, and CR 600 E, 4.27 mi East of SR 9 Section 31 and 36, T-16-N, R-7-E, and R-8-E, Jackson Township, Hancock County, Indiana



PK: 1:25 PM

241302 Shr Title.dgn
Model: RD_title sheet

PLANS PREPARED BY:	(317) 577-9050 PHONE NUMBER
CERTIFIED BY:	DATE
RECOMMENDED FOR LETTING:	DATE
INDIANA DEPARTMENT OF TRANSPORTATION	

COMMUNICATIONS:

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ATT INDIANA UTILITY COORDINATION
g09871@att.com

FIBER OPTIC:

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v2021@att.com
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Springfield, IL 62703

NINE STAR CONNECT - Fiber
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jwarrick@ninstarconnect.com
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Greenfield, IN 46140

GAS:

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Jon Eastham
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publicproject@centerpointenergy.com
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Muncie, IN 46062

CABLE TV:

COMCAST CABLE (INDIANAPOLIS)
Rhonda Dalton
rhonda_dalton@comcast.com

ELECTRIC:

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Don McDuffy
(317) 776-5300
ded-line-coord@duke-energy.com
100 S Mill Creek Road
Noblesville, IN 46062

NINE STAR CONNECT - Electric
Tommy Vance
(317) 326-3131
tvance@ninstarconnect.com
2243 E. Main Street
Greenfield, IN 46140

**Know what's below.
Call before you dig.**

INDIANA UNDERGROUND
1-800-382-5544 OR CALL 811
24 HOURS A DAY 7 DAYS A WEEK

GENERAL NOTES

1. THE DESIGN CONSULTANT DOES NOT WARRANT THE ACCURACY OF THIS DATA AND ADVISES THE CONTRACTOR TO FIELD VERIFY ALL HORIZONTAL AND VERTICAL INFORMATION, WHERE PROPOSED WORK IS TO BE FITTED TO EXISTING WORK, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD, REPORT ANY ERRORS OR DISCREPANCIES TO THE ENGINEER, AND ASSUME RESPONSIBILITY FOR THE CORRECTNESS AND THE FIT OF THE PROPOSED TO THE EXISTING.
2. ALL UTILITIES ARE DEPICTED AS QUALITY LEVEL C, OR AS OTHERWISE NOTED.
3. ALL EARTH SHOULDERS, MEDIAN AREAS, CUT AND FILL SLOPES SHALL BE PLAIN OR MULCH SEEDED WITH SEED MIXTURE, R, EXCEPT WHERE RIPRAP OR OTHER GROUND COVER IS SPECIFIED.

INDEX	
SHEET NO.	DRAWINGS INDEX
1	TITLE SHEET
2	INDEX AND GENERAL NOTES
3-4	TYPICAL SECTION DETAILS
5	PLAT NO. 1
6-7	TYPICAL CROSS SECTIONS - MAINTENANCE OF TRAFFIC
8-16	MAINTENANCE OF TRAFFIC (MOT) DETAILS
17-18	PLAN AND PROFILE
19-20	STRUCTURE PLANS
21-24	CONSTRUCTION DETAILS
25-27	INTERSECTION DETAILS
28-30	SPOT ELEVATION DETAILS
31	TEMPORARY EROSION CONTROL
32-33	LIGHTING DETAILS
34-36	PAVEMENT MARKING & SIGNING DETAILS
37-41	MISCELLANEOUS TABLES
42	APPROACH TABLE
43	EROSION CONTROL TABLE
44	STRUCTURE DATA TABLE
45	PIPE MATERIALS TABLE
46-54	CROSS SECTIONS

[illegible]

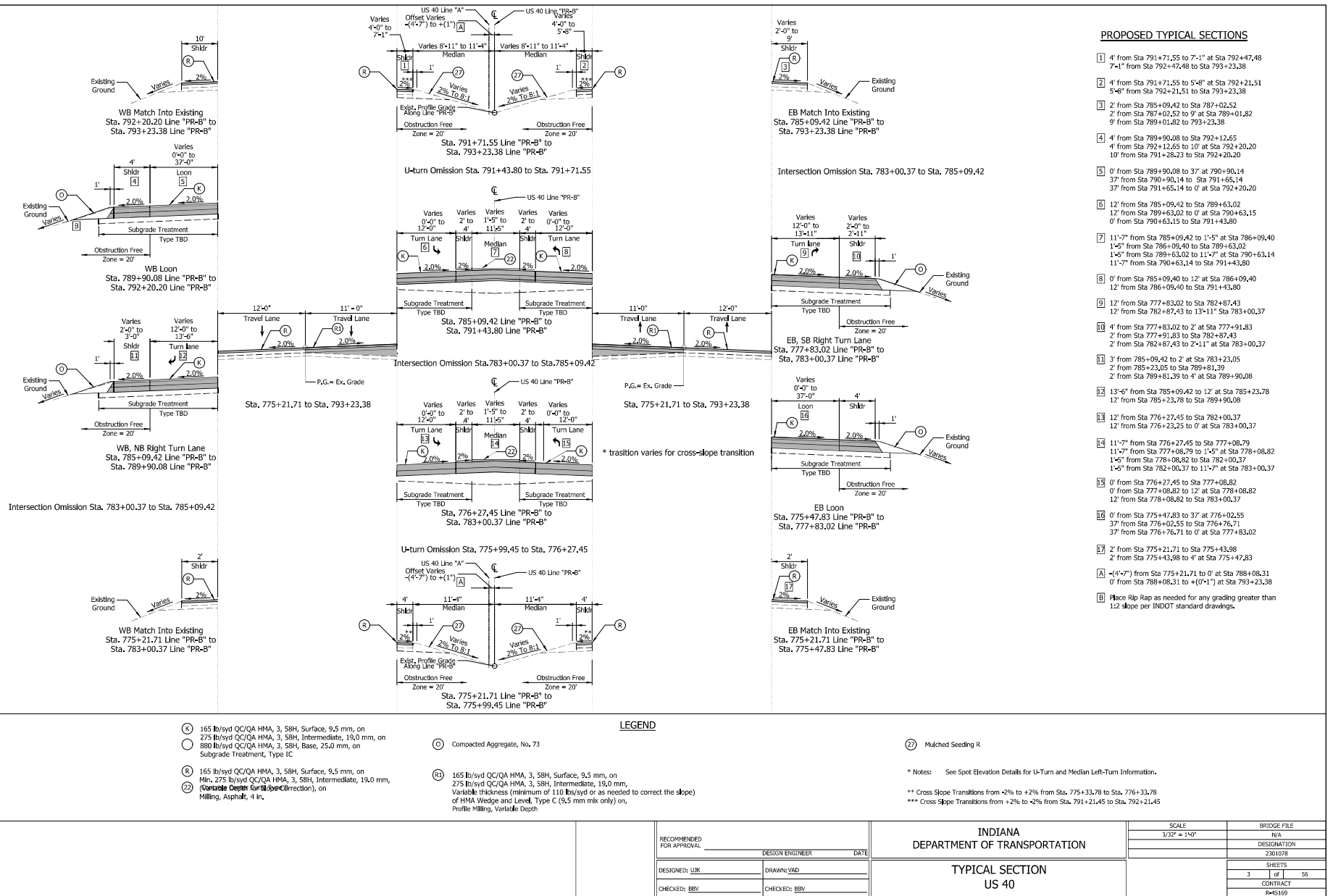
6000	NORTH:168683,709 EAST: 820151,547	6001	NORTH:168670,214 EAST: 819683,870	6002	NORTH:168683,241 EAST: 81972,098	6003	NORTH:168670,241 EAST: 819572,009	6004	NORTH:168684,017 EAST: 818146,023	6005	NORTH:168680,136 EAST: 817576,892
GRASS MEADOW	GRASS MEADOW	GRASS MEADOW	GRASS MEADOW	GRASS MEADOW	GRASS MEADOW	GRASS MEADOW	GRASS MEADOW	GRASS MEADOW	GRASS MEADOW	GRASS MEADOW	
US-40 E/B	US-40 E/B	US-40 E/B	US-40 E/B	US-40 E/B	US-40 E/B	US-40 E/B	US-40 E/B	US-40 E/B	US-40 E/B	US-40 E/B	

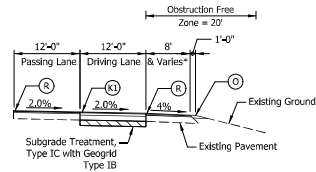
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B12

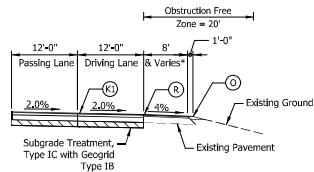
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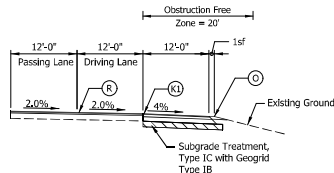




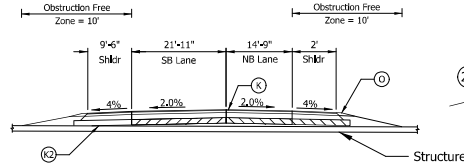
US 40 TYPICAL SECTION - FULL-DEPTH PATCHING FOR DRIVING LANE
Line 'A' (Reverse for Left Side)
See Patching Table for Locations and Widths



US 40 TYPICAL SECTION - FULL-DEPTH PATCHING FOR DRIVING/PASSING LANES
Line 'A' (Reverse for Left Side)
See Patching Table for Locations and Widths

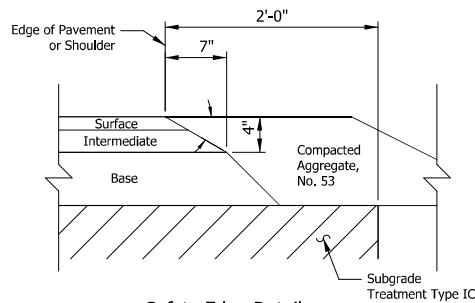


US 40 TYPICAL SECTION - FULL-DEPTH PATCHING FOR OUTSIDE SHOULDERS
Line 'A' (Reverse for Left Side)
See Patching Table for Locations and Widths

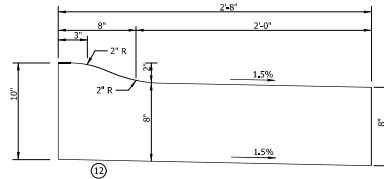


CR 600 CULVERT CROSSING - LOW FILL DETAIL

See Plans for Locations and Widths

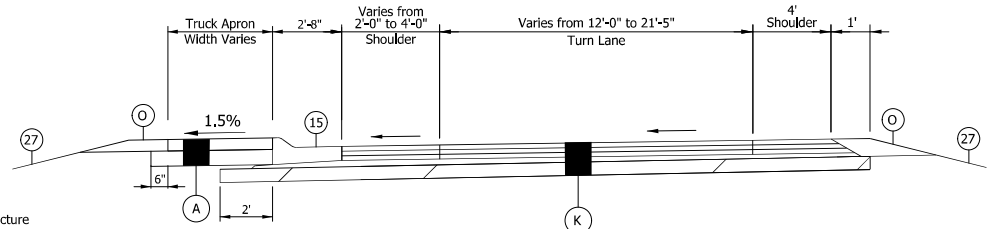


Safety Edge Detail



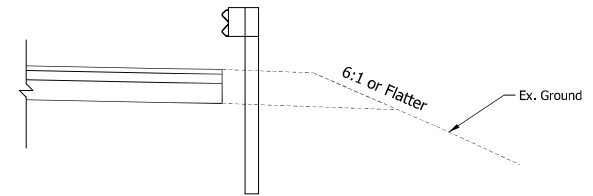
Curb & Gutter, B, Concrete, Modified (Inverted) (2" Reveal)

Scale: 1"=6'

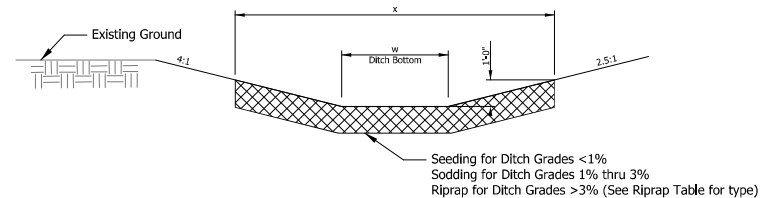


Median U-Turn Detail

See Construction Details
for Variable Width Values & Spot Elevations



Guardrail Detail



Ditch Detail

- (A) 8 in. PCPP (Colored), on 13 in. Compacted Aggregate No. 53 Subgrade Treatment, Type IC
- (K) 165 lb/syd QC/QA HMA, 3, 58H, Surface, 9.5 mm, on 275 lb/syd QC/QA HMA, 3, 58H, Intermediate, 19.0 mm, on 880 lb/syd QC/QA HMA, 3, 58H, Base, 25.0 mm, on Subgrade Treatment, Type IC
- (R) 165 lb/syd QC/QA HMA, 3, 58H, Surface, 9.5 mm, on Min. 275 lb/syd QC/QA HMA, 3, 58H, Intermediate, 19.0 mm, (Variable Depth for Slope Correction), on Hilling, Asphalt, 4 in.

- (O) 6-in Compacted Aggregate, No. 73
- (K1) 165 lb/syd QC/QA HMA, 3, 58H, Surface, 9.5 mm, on HMA Patching Full-Depth, Type C; 550 lb/syd HMA Intermediate, Type C, on 1,100 lb/syd HMA Base, Type C, on Subgrade Treatment, Type IC, on Geogrid, Type IB

LEGEND

- (C) 165 lb/syd QC/QA HMA, 3, 58H, Surface, 9.5 mm, on 275 lb/syd QC/QA HMA, 3, 58H, Intermediate, 19.0 mm, on Variable thickness of 880 lb/syd QC/QA HMA, 3, 58H, Base, on Variable thickness of Compacted Aggregates No. 53 as needed to attain the desired profile grade.

* Notes: See Spot Elevation Details for U-Turn and Median Left-Turn Information.

- (12) Curb and Gutter, B, Concrete
- (22) Concrete Center Curb, Type B
- (27) Mulched Seeding R

FILE: 12/28/2025 1:27 PM

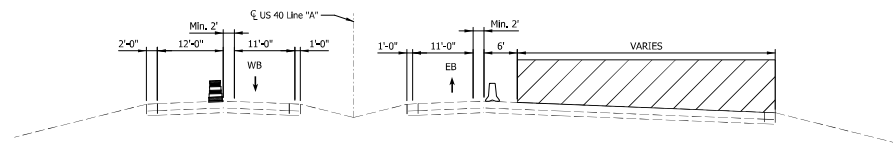
241302_Typical_01.dgn

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED BY: LUK	DRAWN BY: YAD	
CHECKED BY: BBV	CHECKED BY: BBV	

INDIANA
DEPARTMENT OF TRANSPORTATION

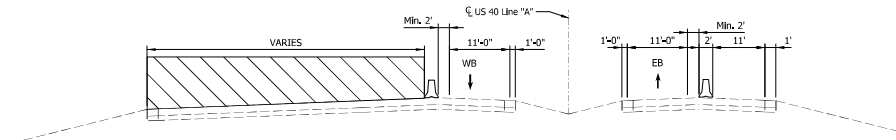
TYPICAL SECTION
US 40

SCALE	BRIDGE FILE
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	DESIGNATION
	2301078
	SHEETS
4	OF 56
	CONTRACT
	R-15169

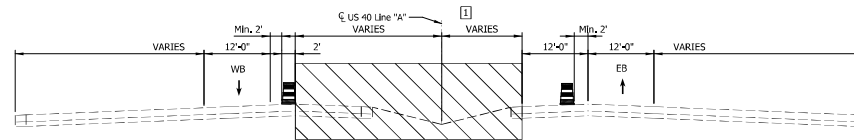


PHASE 1 MOT TYPICAL SECTION
Sta. 775+21.85 to Sta. 777+94.57

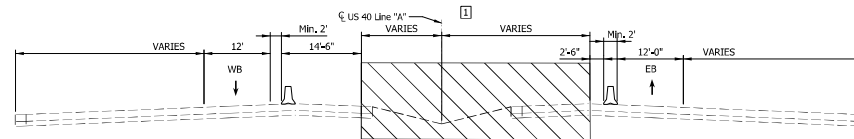
- 1 30.5' from Sta. 775+21.85 to Sta. 776+60.00
15.5' from Sta. 776+60.00 to Sta. 781+94.88
15' from Sta. 785+14.88 to Sta. 791+10.37
30.5' from Sta. 791+10.37 to Sta. 793+23.03
- 2 15' from Sta. 776+60.00 to Sta. 781+94.88
30.5' from Sta. 781+94.88 to Sta. 785+14.88
15.5' from Sta. 785+14.88 to Sta. 791+10.37



PHASE 1 MOT TYPICAL SECTION
Sta. 789+90.08 to Sta. 792+12.65



PHASE 2 MOT TYPICAL SECTION
Sta. 785+14.88 to Sta. 786+15.72



PHASE 2 MOT TYPICAL SECTION
Sta. 785+85.55 to Sta. 781+61.53
Sta. 786+15.72 to Sta. 791+08.34

LEGEND

 Construction Work Zone

RECOMMENDED FOR APPROVAL	
DESIGNED BY: LUK	DRAWN BY: VAD
CHECKED BY: BBV	CHECKED BY: BBV

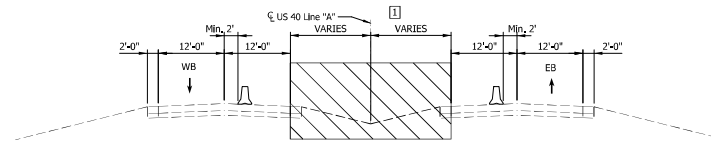
INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
US 40

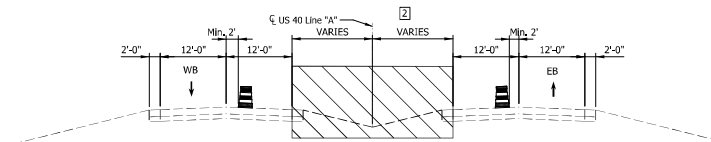
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	2301078
	SHEETS
6	OF 56
	CONTRACT
	R-15169

PWS: 1/28/2025 1:29 PM

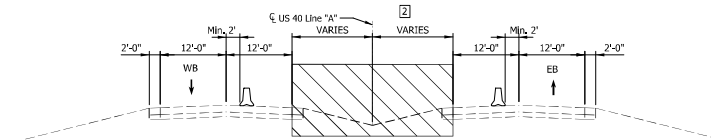
File: 231302_SHT MOT Typical_91.dgn
Model: RD_Detail Sheet



PHASE 2 MOT TYPICAL SECTION
Sta. 791+08.31 to Sta. 792+60.57
Sta. X to Sta. X



PHASE 3 MOT TYPICAL SECTION
Sta. 776+60.00 to Sta. 781+82.51
Sta. 784+50.69 to Sta. 791+10.37



PHASE 3 MOT TYPICAL SECTION
Sta. 781+82.51 to Sta. 784+50.69

- 1 30.5' from Sta. 775+21.28 to Sta. 776+60.00
15.5' from Sta. 776+60.00 to Sta. 781+94.88
15' from Sta. 785+14.88 to Sta. 791+10.37
30.5' from Sta. 791+10.37 to Sta. 793+23.03
- 2 15' from Sta. 776+60.00 to Sta. 781+94.88
30.5' from Sta. 781+94.88 to Sta. 785+14.88
15.5' from Sta. 785+14.88 to Sta. 791+10.37

PWS: 1/28/2026 1:29 PM

LEGEND

Construction Work Zone

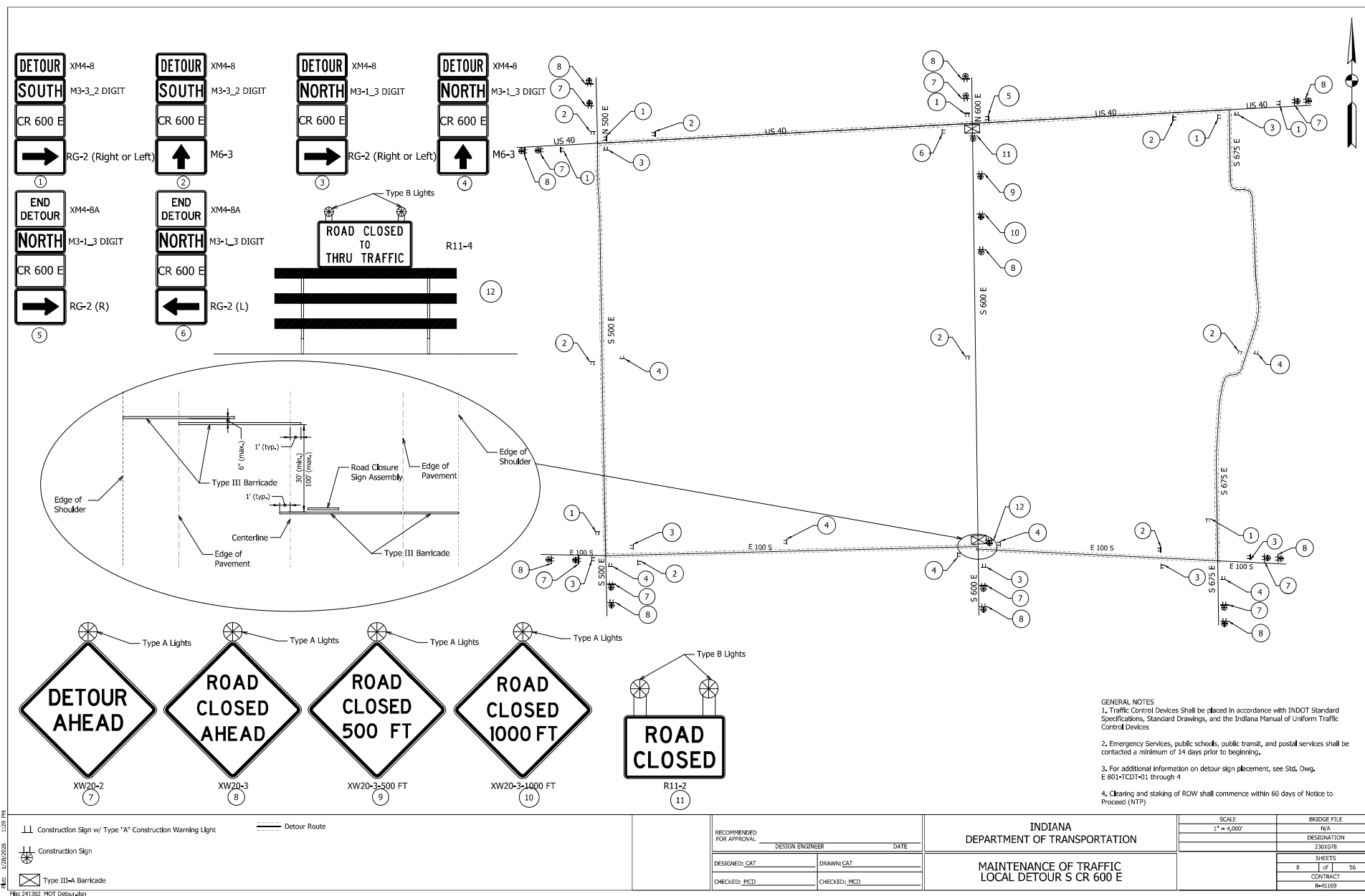
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DESIGN ENGINEER	DATE
DESIGNED BY: LUK	DRAWN BY: VAD
CHECKED BY: BBV	CHECKED BY: BBV

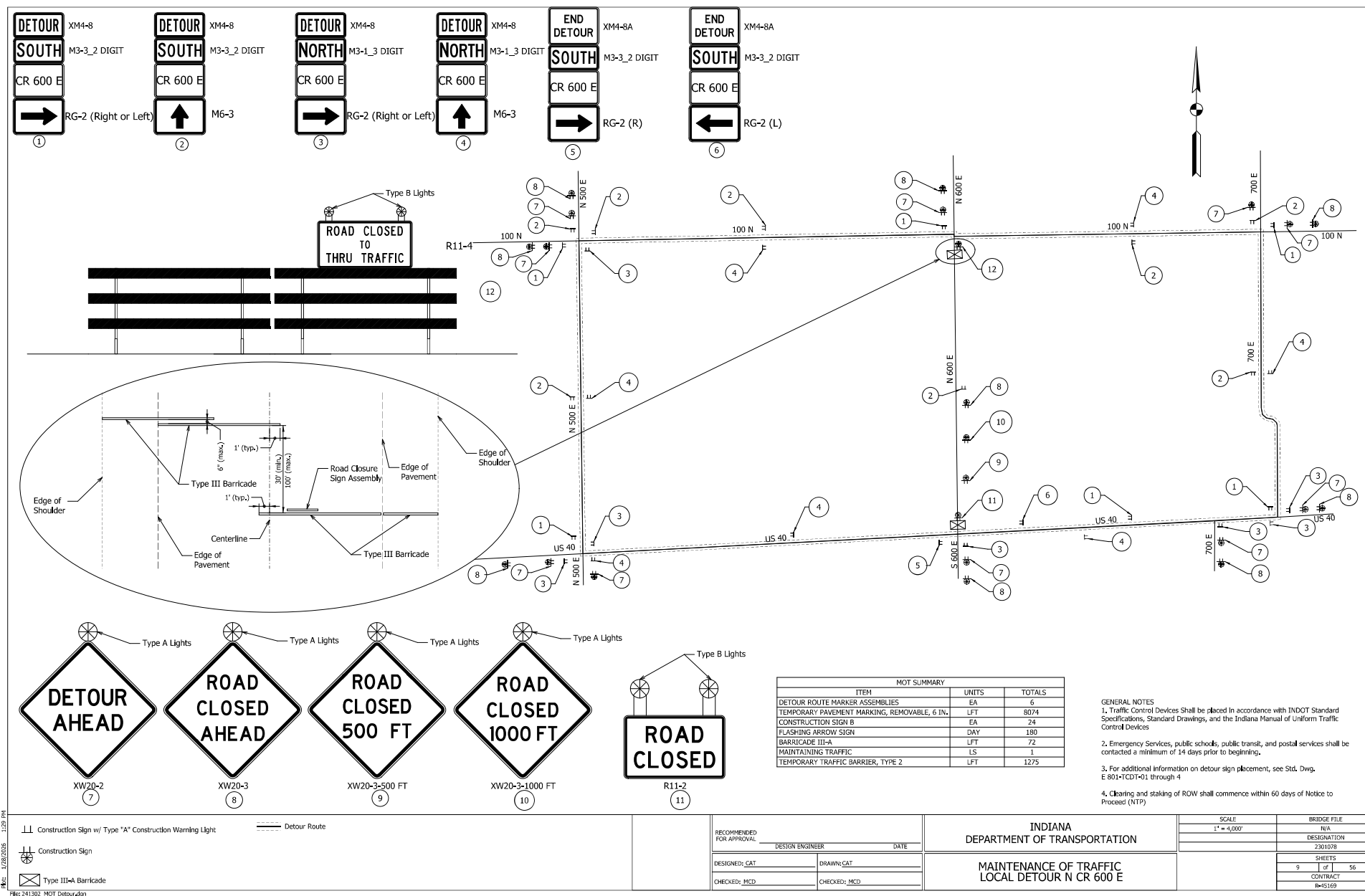
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DEPARTMENT OF TRANSPORTATION

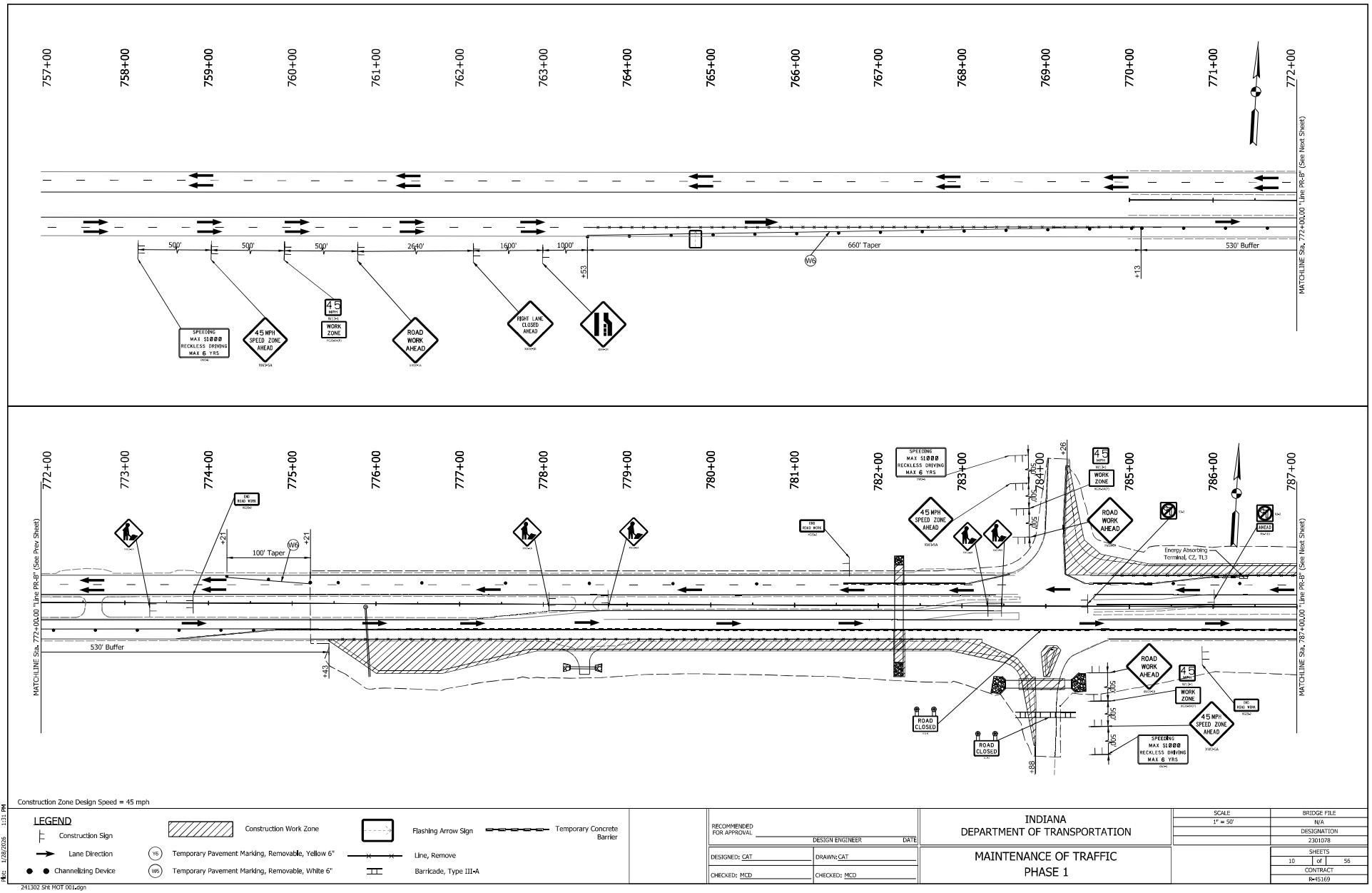
TYPICAL SECTION
US 40

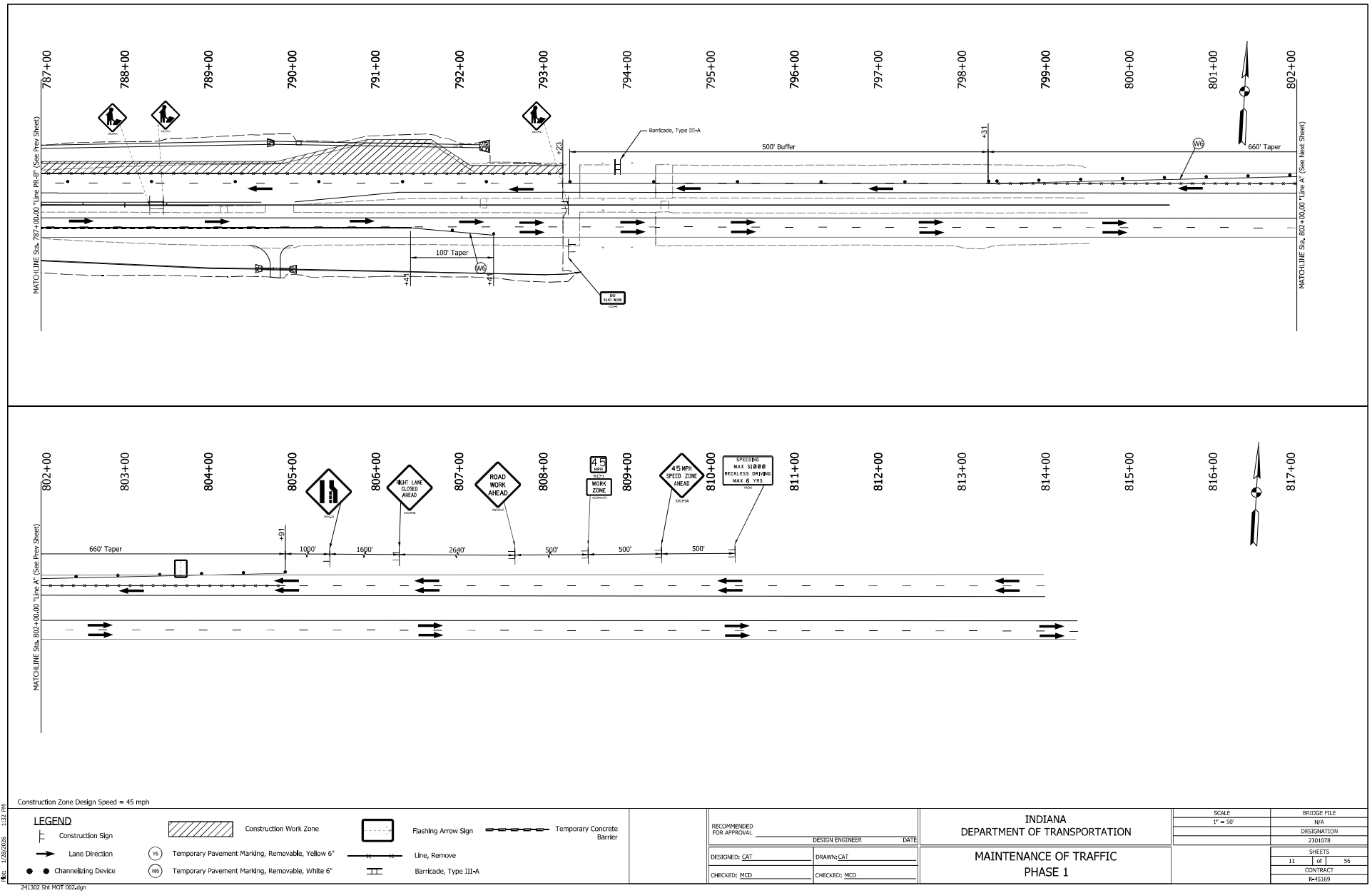
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3/32" = 1'-0"		N/A	
		DESIGNATION	
		2301078	
		SHEETS	
		7 of 56	
		CONTRACT	
		R-15169	

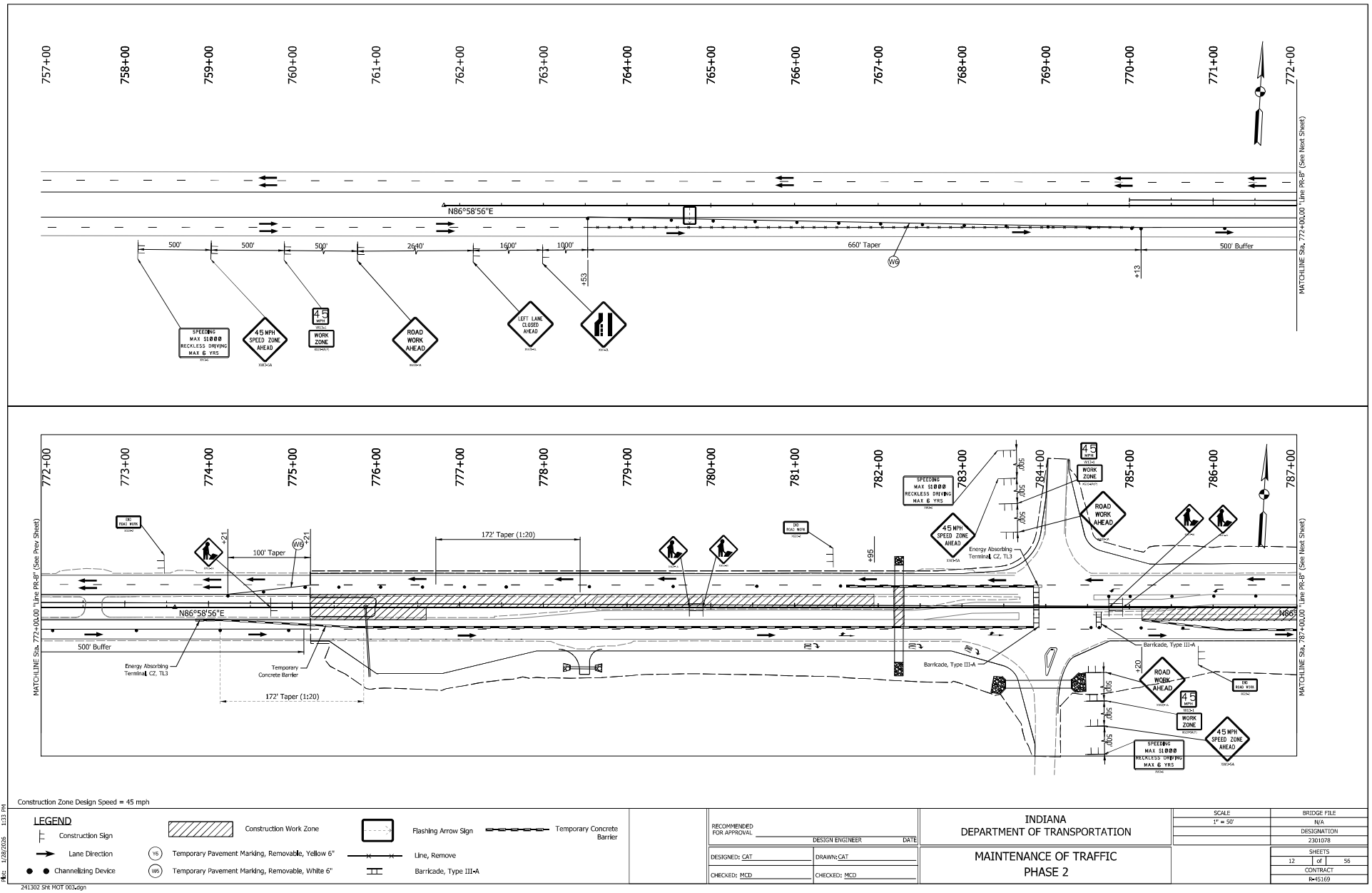
File: 231302 SH MOT Typical_91.dgn
Model: RD_Detail Sheet 2











Construction Zone Design Speed = 45 mph

LEGEND

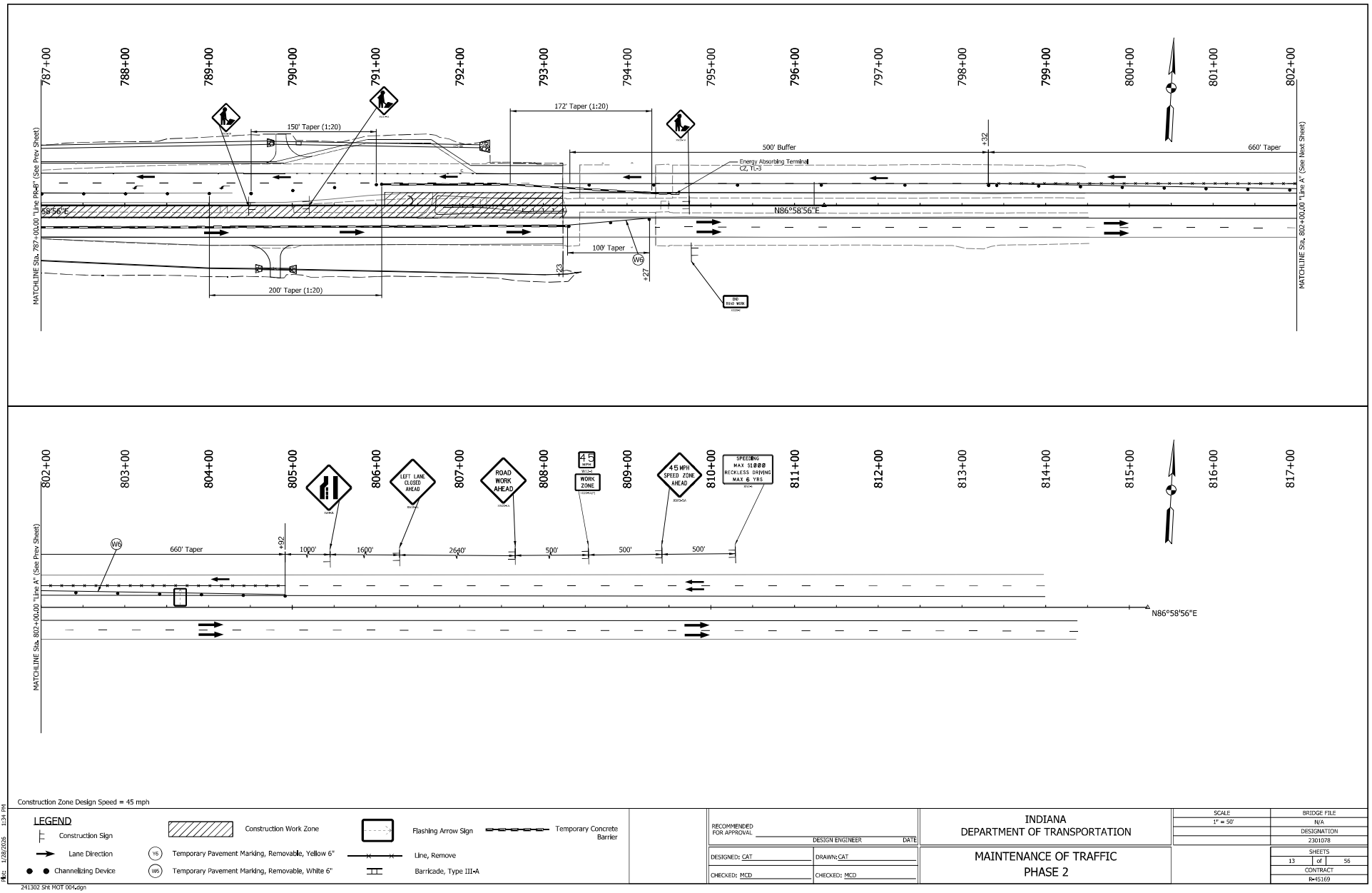
	Construction Sign		Construction Work Zone		Flashing Arrow Sign		Temporary Concrete Barrier
	Lane Direction		Temporary Pavement Marking, Removable, Yellow 6"		Line, Remove		Barricade, Type III-A
	Channelizing Device		Temporary Pavement Marking, Removable, White 6"				

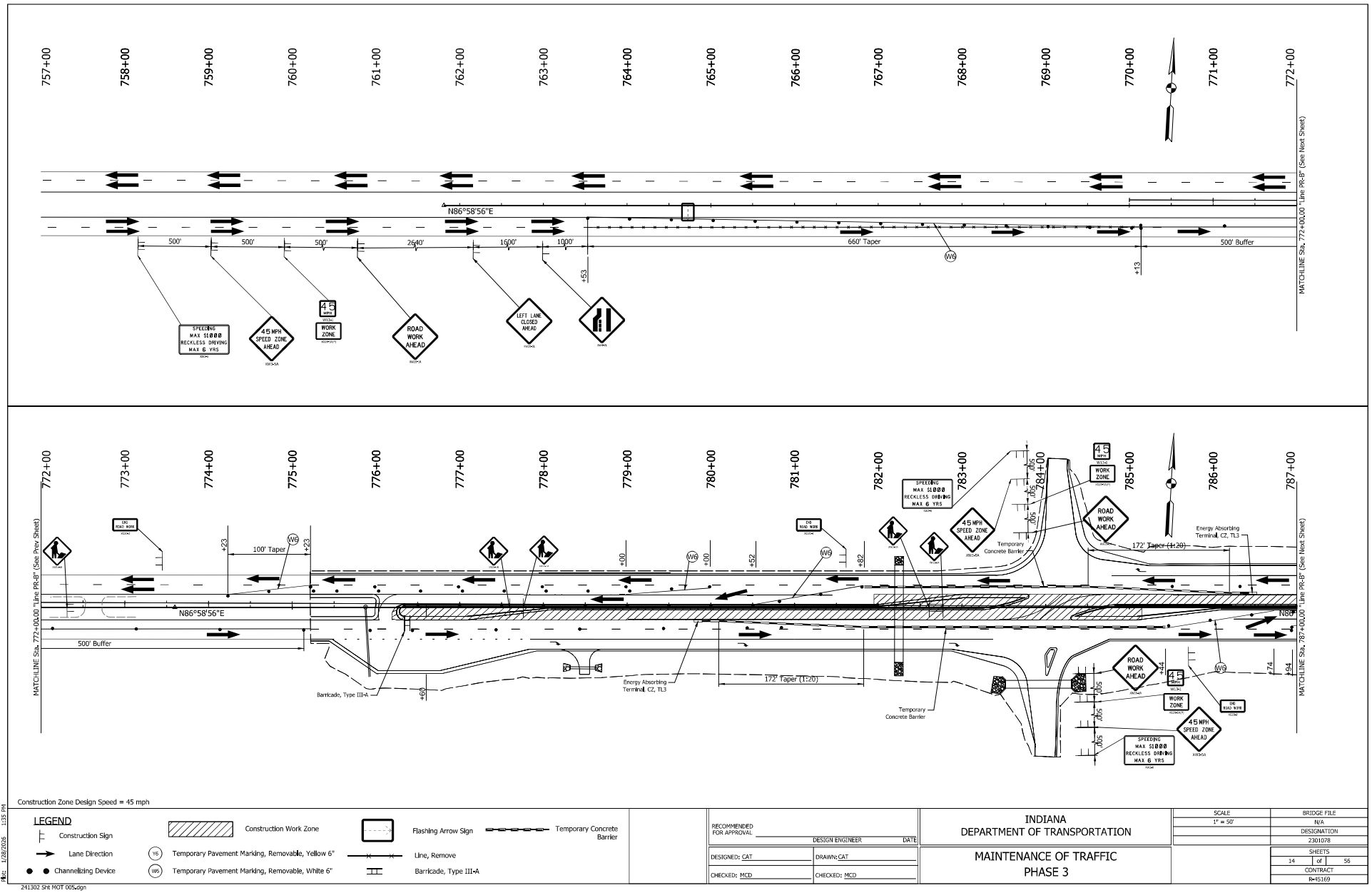
RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	
DESIGNED: CAT		DRAWN: CAT			
CHECKED: MCD		CHECKED: MCD			

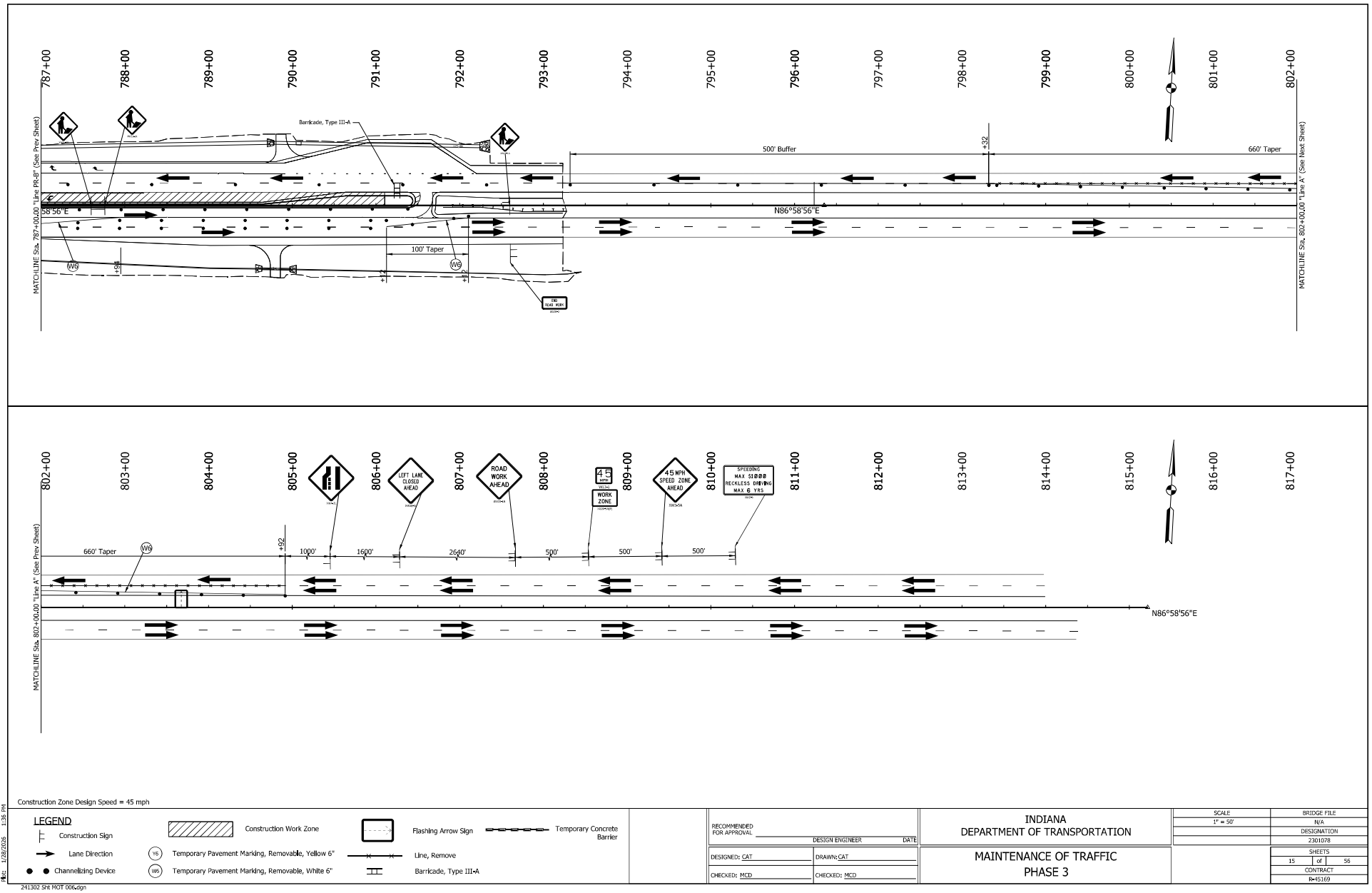
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DEPARTMENT OF TRANSPORTATION

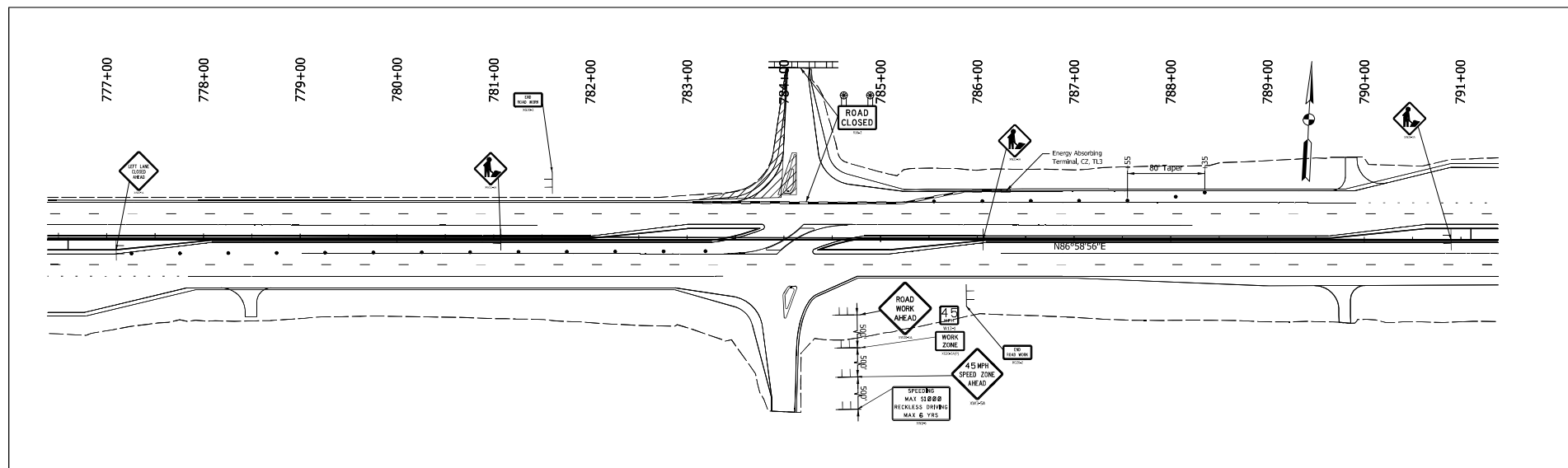
MAINTENANCE OF TRAFFIC
PHASE 2

SCALE 1" = 50'		BRIDGE FILE N/A	
DESIGNATION 2301078		SHEETS 12 OF 56	
CONTRACT R-15169			









Place Road Construction Ahead sign 1000' before construction
Construction Zone Design Speed = 45 mph

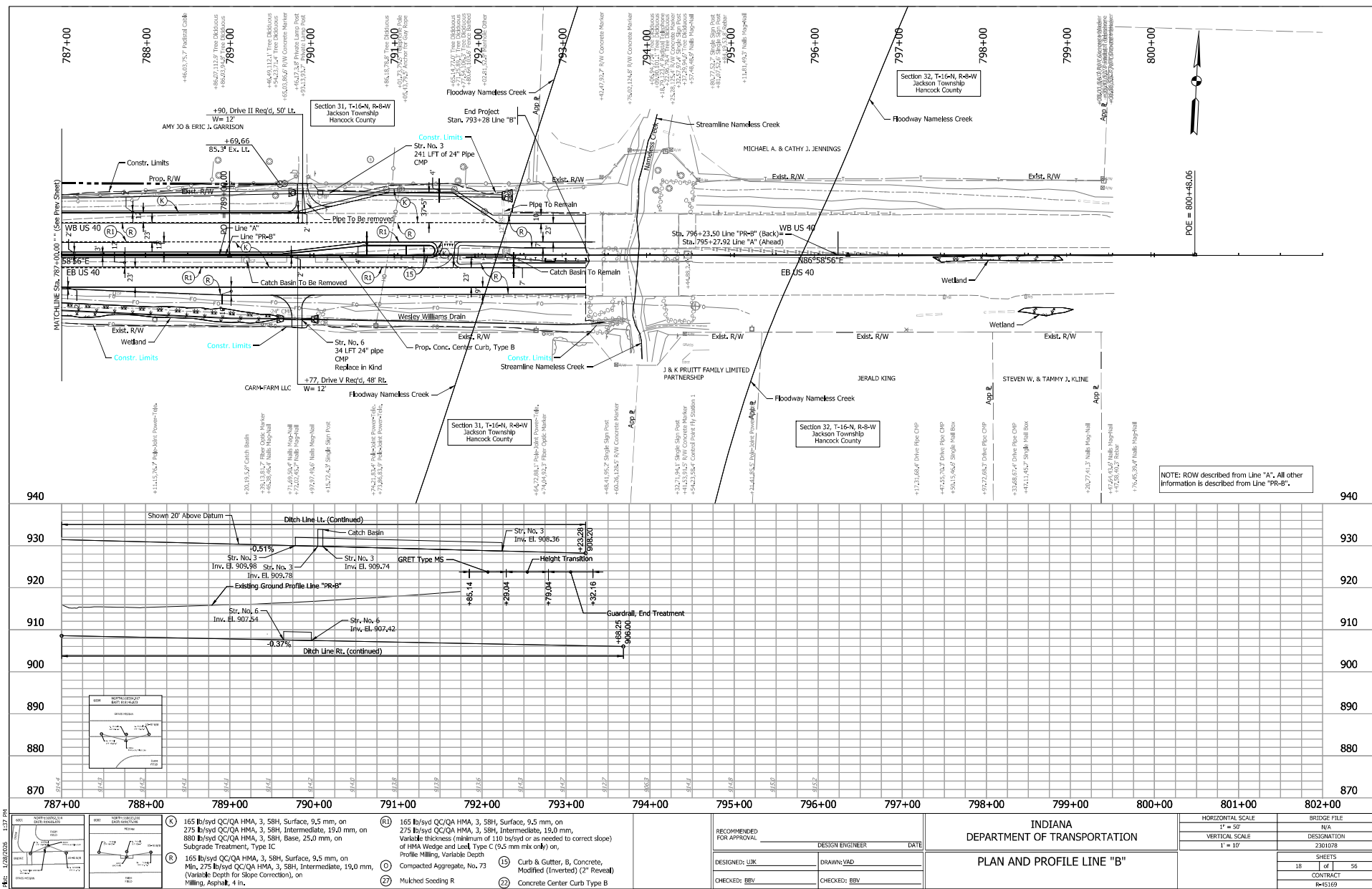
LEGEND Construction Sign Lane Direction Channelizing Device		Construction Work Zone 		Flashing Arrow Sign Line, Remove Barricade, Type III-A		Temporary Concrete Barrier	

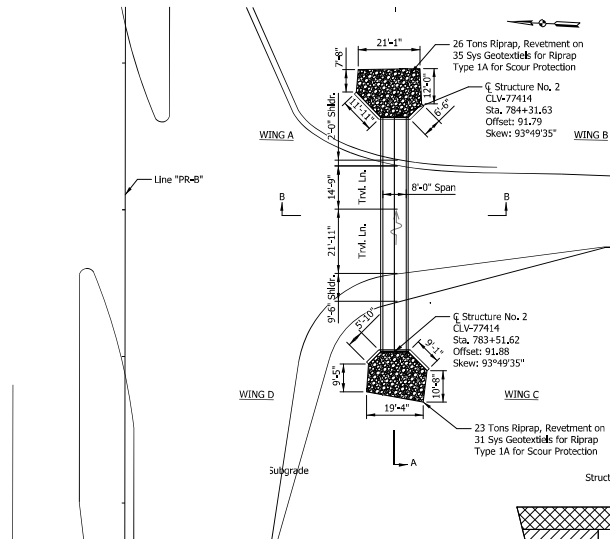
RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	
DESIGNED BY: CAT		DRAWN BY: CAT			
CHECKED BY: MCD		CHECKED BY: MCD			

INDIANA
DEPARTMENT OF TRANSPORTATION

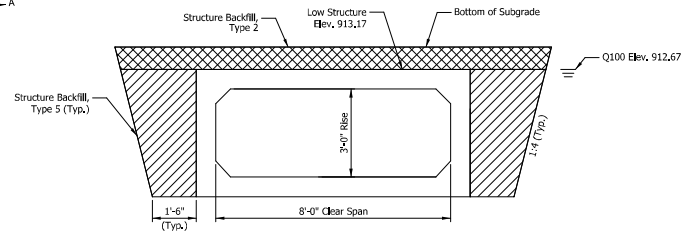
MAINTENANCE OF TRAFFIC
PHASE 4

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		SHEETS 16 of 56	
		CONTRACT R-15169	

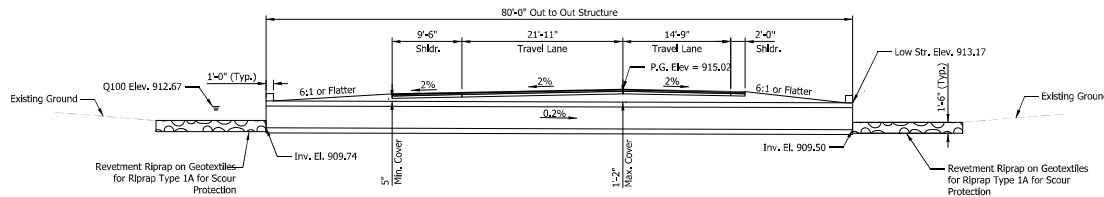




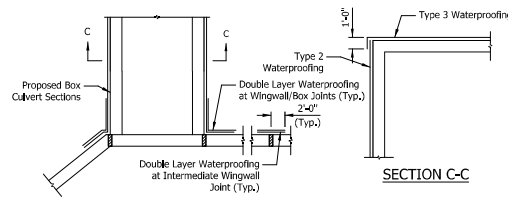
PLAN
Scale: 1" = 20'



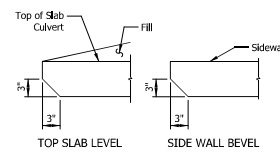
SECTION B-B
Scale: 1/2" = 1'



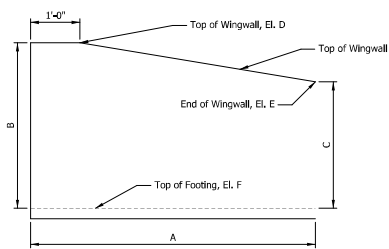
SECTION A-A
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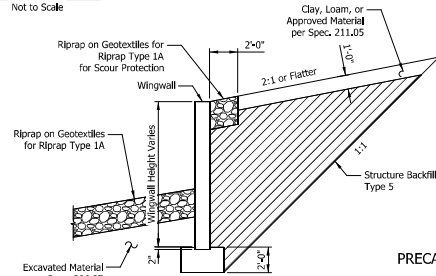
WATERPROOFING DETAILS
Not to Scale



BEVELED INLET EDGE DETAILS
Not to Scale



WINGWALL DETAIL
Not to Scale



TYPICAL WING SECTION
Not to Scale

DESIGN DATA

Structure shall be designed for HL-93 loading in accordance with the AASHTO LRFD Bridge Design Specifications, Ninth Edition, 2021 and all subsequent Interim specifications.

Dead Load increased 35 psf for future wearing surface.

EXISTING STRUCTURE & PROPOSED WORK

The existing structure (CLV-77414) is a 3' span by 2' rise box culvert built at an unknown date. The existing structure is to be removed.

NOTES

Joints between structure sections shall be filled with non-shrink grout. Joints between wingwall segments and between wingwall segments and structure sections shall be filled with pipe joint sealant. See special provision for Reinforced Concrete Box Structure Joints.

Waterproofing membrane shall be applied to the top and sides of all existing and proposed segments of the structure as detailed on the plans. Membrane shall be protected from damage after application, if torn or damaged prior to or during backfilling the membrane shall be patched by placing new material over the damaged area in accordance with Spec. 105.11. See special provision for Waterproofing Membrane for Reinforced-Concrete Box Structures and Three-Sided Structures.

The contractor shall field verify the existing flow line elevation.

HYDRAULIC DATA

Drainage Area	46.5 acres
Design Discharge, Q100	95.5 cfs
Velocity, Q50	3.69 ft/s
Q100 Elevation	912.60 ft
Backwater at Q100	0.67 ft
Existing Backwater	2.26 ft
Low Structure Elevation	912.67 ft
Natural Channel Velocity	3.45 ft/s

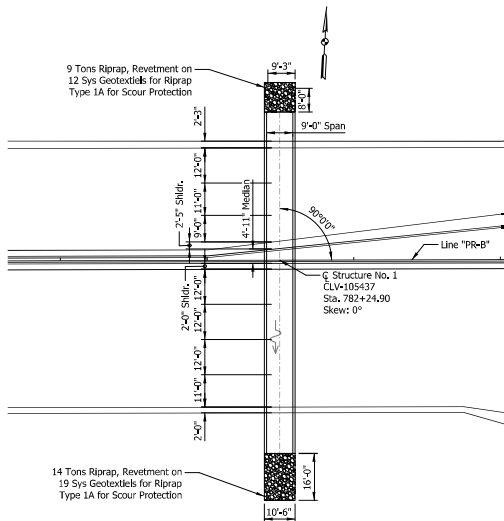
WINGWALL DETAILS TABLE						
Wingwall	Dimensions			Elevations		Area (sf)
A	11'-11"	4'-4"	2'-3"	913.91	911.49	909.24
B	6'-6"	4'-4"	2'-10"	913.91	912.07	909.24
C	9'-11"	3'-8"	4'-4"	913.67	912.67	909.00
D	5'-10"	3'-4"	4'-4"	913.67	912.33	909.00
						25.3
						Total 125.6

PRECAST REINFORCED CONCRETE BOX STRUCTURE
SPAN: 8'-0", RISE: 3'-0"
SKEW: 93°49'35"
CR 600 OVER NAMELESS DRAINAGEWAY
HANCOCK COUNTY

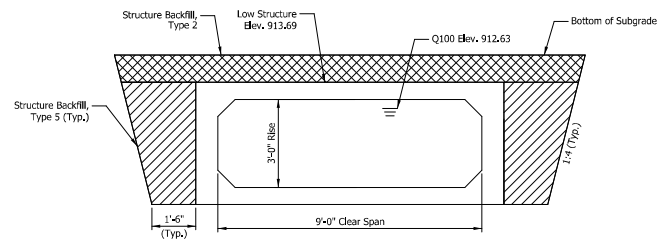
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED BY: LUK	DRAWN BY: VAD	
CHECKED BY: BBV	CHECKED BY: BBV	

INDIANA
DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE LINE "B"

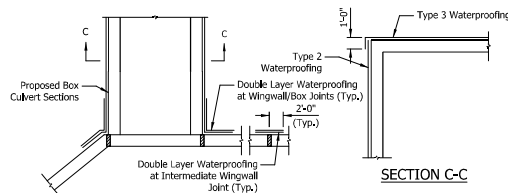
HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	2301078
VERTICAL SCALE	DESIGNATION
1" = 10'	2301078
	SHEETS
	19 of 56
	CONTRACT
	R-15169



PLAN
Scale: 1" = 20'

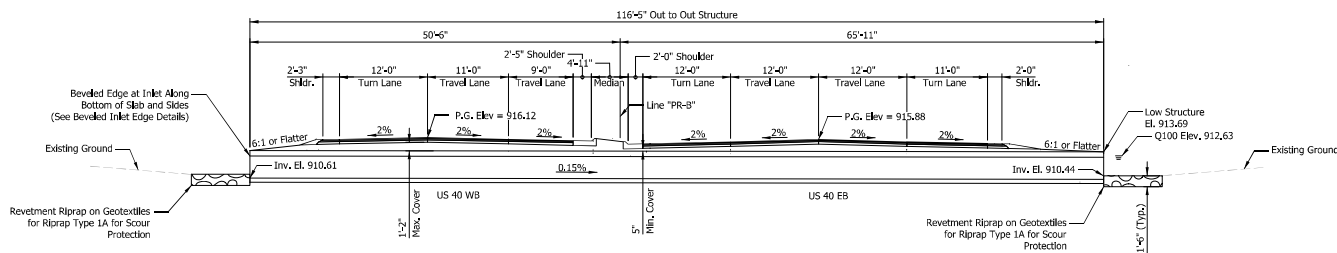


SECTION B-B
Scale: 1/2" = 1'



PLAN

WATERPROOFING DETAILS
Not to Scale



SECTION A-A
Scale: 1/8" = 1'-0"

DESIGN DATA

Structure shall be designed for HL-93 loading in accordance with the AASHTO LRFD Bridge Design Specifications, Ninth Edition, 2021 and all subsequent Interim specifications.

Dead Load increased 35 psf for future wearing surface.

EXISTING STRUCTURE & PROPOSED WORK

The existing structure (CLV-105437) is a 3' span by 2' rise box culvert built at an unknown date. The existing structure is to be removed.

NOTES

Joints between structure sections shall be filled with non-shrink grout. Joints between wingwall segments and between wingwall segments and structure sections shall be filled with pipe joint sealant. See special provision for Reinforced Concrete Box Structures and Three-Sided Structures.

Waterproofing membrane shall be applied to the top and sides of all existing and proposed segments of the structure as detailed on the plans. Membrane shall be protected from damage after application. If torn or damaged prior to or during backfilling the membrane shall be patched by placing new material over the damaged area in accordance with Spec. 105.11. See special provision for Waterproofing Membrane for Reinforced-Concrete Box Structures and Three-Sided Structures.

The contractor shall field verify the existing flow line elevation.

HYDRAULIC DATA

Drainage Area	38.0 acres
Design Discharge, Q100	89.2 cfs
Velocity, Q50	5.44 ft/s
Q100 Elevation	912.63 ft
Backwater at Q100	1.06 ft
Existing Backwater	2.91 ft
Low Structure Elevation	913.52 ft
Natural Channel Velocity	1.28 ft/s

PRECAST REINFORCED CONCRETE

BOX STRUCTURE

SPAN: 9'-0", RISE: 3'-0"

SKREW: 0°

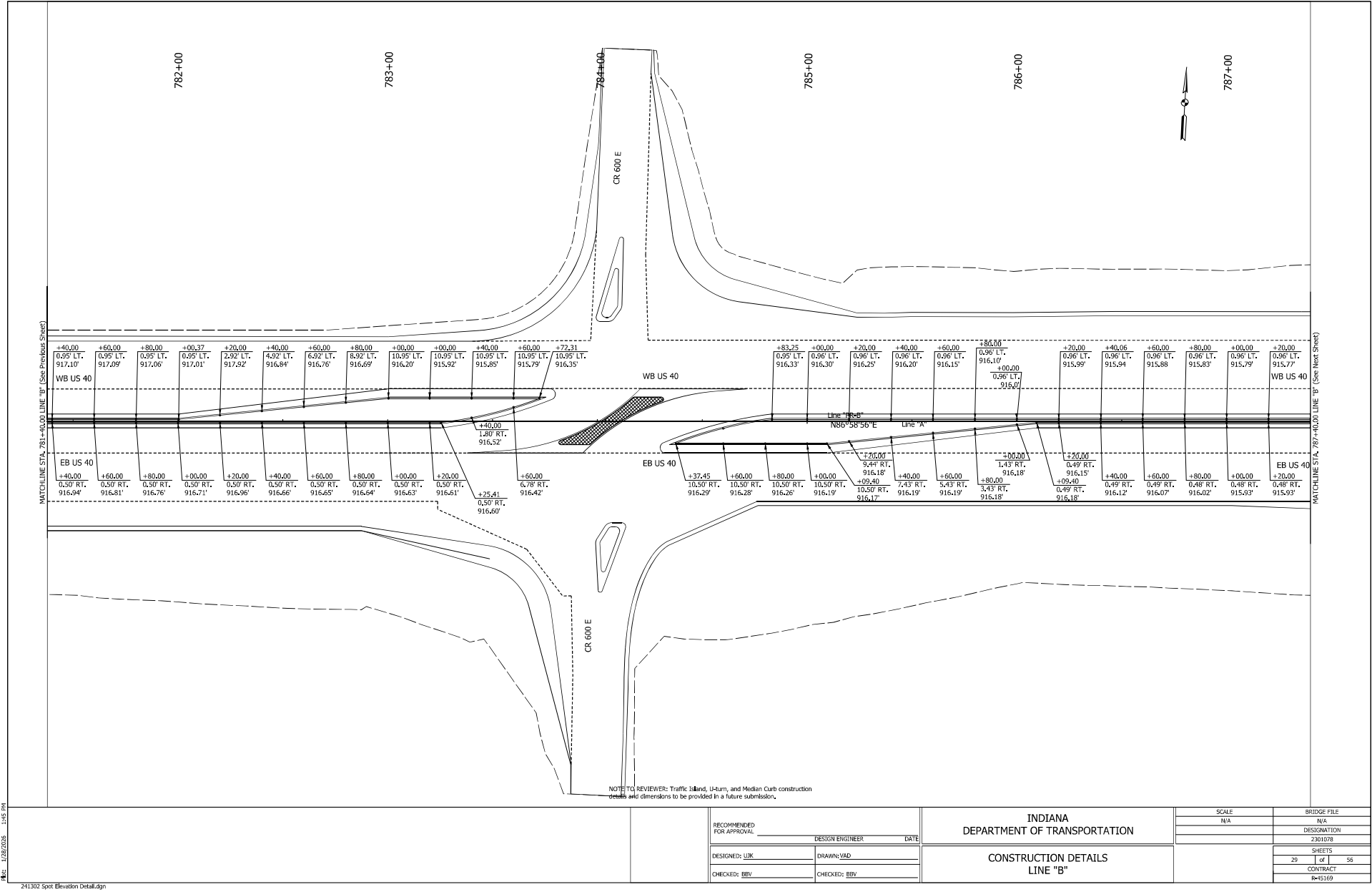
49'-0" EB, 37'-1" WB CLEAR ROADWAY
US 40 OVER NAMELESS DRAINAGEWAY
HANCOCK COUNTY

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LUK	DRAWN: VAD	
CHECKED: BBV	CHECKED: BBV	

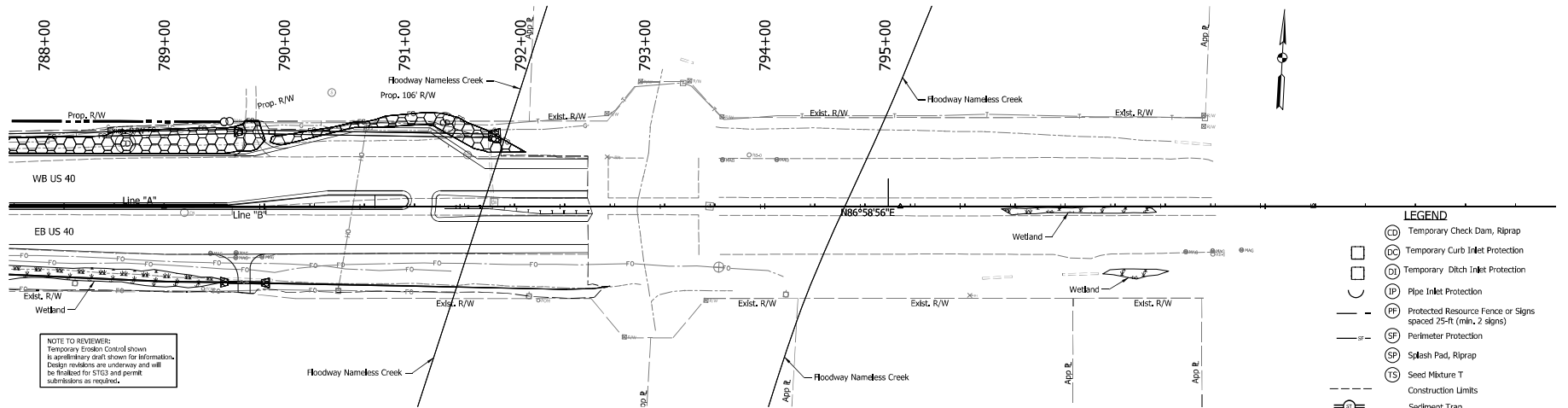
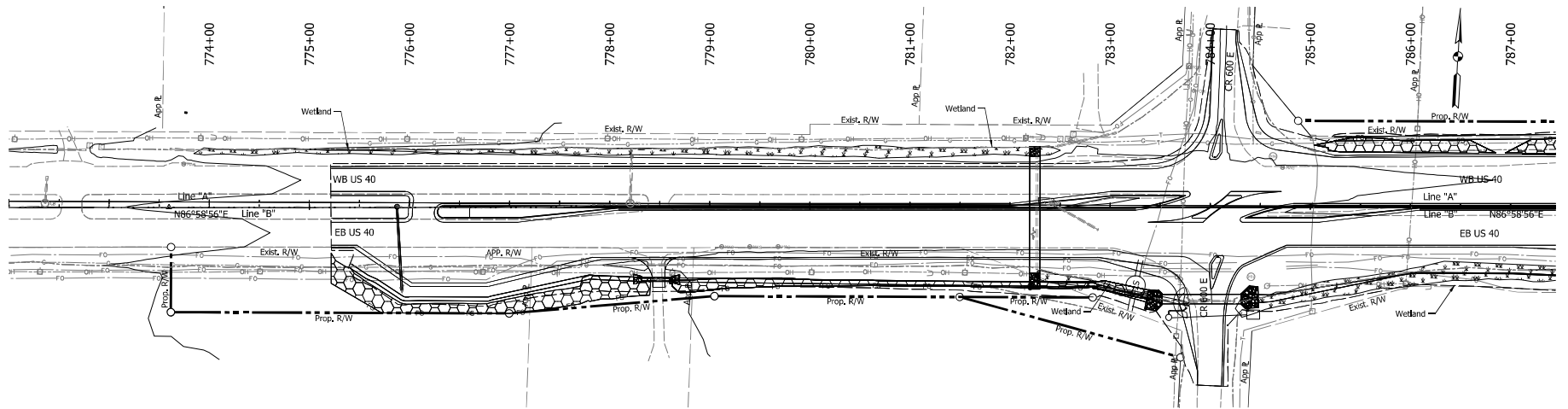
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE "B"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	DESIGNATION
VERTICAL SCALE	2301078
1" = 10'	SHEETS
	20 of 56
	CONTRACT
	R-15169



NOTE TO REVIEWER:
 Right boxes and inlet ends of pipes are shown.
 Other ends will be shown in a later submission
 after geotechnical investigation is complete and
 trenchless determinations are made.



NOTE TO REVIEWER:
 Temporary Erosion Control shown
 is preliminary draft shown for information.
 Design measures are underway and will
 be finalized for STG3 and permit
 submissions as required.

- LEGEND**
- (CD) Temporary Check Dam, Riprap
 - (DC) Temporary Curb Inlet Protection
 - (DI) Temporary Ditch Inlet Protection
 - (IP) Pipe Inlet Protection
 - (PF) Protected Resource Fence or Signs spaced 25-ft (min, 2 signs)
 - (SF) Perimeter Protection
 - (SP) Splash Pad, Riprap
 - (TS) Seed Mixture T
 - Construction Limits
 - Sediment Trap
 - Erosion Control Blanket

File: 1/28/2025 1:48 PM

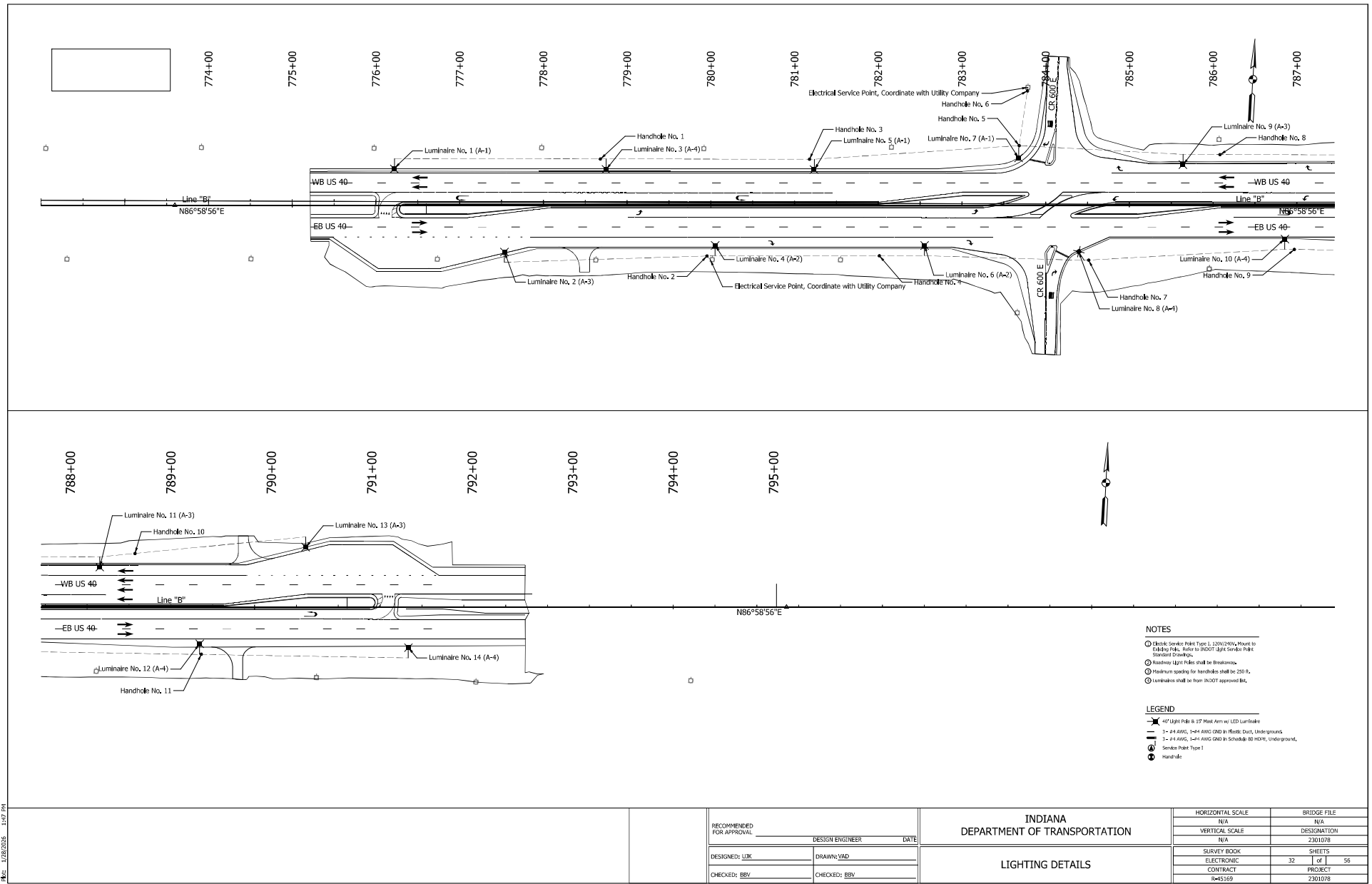
241302_Erosion Control.dgn

RECOMMENDED FOR APPROVAL	
DESIGNED: LUK	DRAWN: VAD
CHECKED: BBV	CHECKED: BBV

INDIANA
 DEPARTMENT OF TRANSPORTATION

TEMPORARY EROSION CONTROL

SCALE	N/A
DESIGNATION	2301078
SHEETS	31 of 56
CONTRACT	R-15169



LUMINAIRE IDENTIFICATION			
09	11	352	B.B.
			Luminaire No.
			Cross Road (SR 352)
			Mainline (US 41)
County No.			

PHOTOMETRIC STATISTICS		
Average	0.04	FC
Minimum	0.00	FC
Maximum	0.01	FC

LUMINAIRE DESIGN DATA TABLE	
LUMINAIRE STYLE	INDOT STANDARD
LAMP TYPE	40 W, T5, 1200 mm
DESIGN LAMP PHOTOMETRIC CURVE	A182-94485, 120W LED 1300 mm Type A 4000K CCT
DESIGN LAMP LUMEN OUTPUT (lm)	4000
LUMINAIRE CLASSIFICATION (IES)	A182-94485, 120W LED 1300 mm Type A 4000K CCT
VOLTAGE	120/240V
LUMINAIRE (AND OPERATING) DIMENSIONS (DEPENDENT ON MANUFACTURER)	1.7A
DESIGN LAMP LIFETIME (L70)	70,000
DESIGN LAMP LIFETIME (L90)	50,000
AVERAGE MAINTAINED ILLUMINATION (fc)	0.00

LUMINAIRE AND POLE INFORMATION SCHEDULE											
LUMINAIRE NO.	1	2	3	4	5	6	7	8	9	10	11
CIRCUIT NO.	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11
CIRCUIT CONNECTION (N, P, B, GND)	N	P	B	GND	N	P	B	GND	N	P	B
STATION - Line 352	75+00	77+00	79+00	81+00	83+00	85+00	87+00	89+00	91+00	93+00	95+00
STATION - Line 352	57+17	60+50	57+17	59+83	57+17	59+83	57+17	59+83	57+17	59+83	57+17

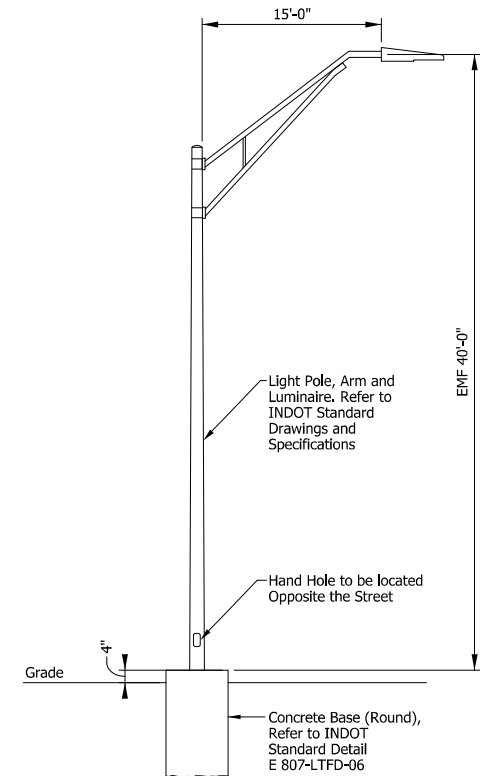
Note: Station and Offset locations are at proposed pole.

LIGHTING FIXTURE SCHEDULE						
SERVICE POINT	SERVICE TYPE	VOLTAGE	WIRE GAUGE	BRANCH CIRCUIT CABLE	BRANCH CIRCUIT DESIGN LOAD	BRANCH CIRCUIT BREAKER
A	-	120/240V	-	BLACK	-	-
				RED	-	-

LIGHTING FIXTURE SCHEDULE							
TYPE	SYMBOL	DESCRIPTION	MANUFACTURER	CATALOG NO.	LAMP	VOLTAGE	MOUNTING
A	See Legend	INDOT Standard LED	AMERICAN ELECTRIC LIGHTING	ATN-P80-160LT-84-4K	LED	120	ARM
A		INDOT Standard LED	AMERICAN ELECTRIC LIGHTING	ATN-P80-160LT-84-4K	LED	120	ARM
A		INDOT Standard LED	AMERICAN ELECTRIC LIGHTING	ATN-P80-160LT-84-4K	LED	120	ARM

HANDHOLE LOCATIONS											
HANDHOLE NO.	1	2	3	4	5	6	7	8	9	10	11
CONCRETE BASE LOCATION	75+00	77+00	79+00	81+00	83+00	85+00	87+00	89+00	91+00	93+00	95+00
CONCRETE BASE LOCATION (P.T.)	75+00	77+00	79+00	81+00	83+00	85+00	87+00	89+00	91+00	93+00	95+00
STATION - Line 352	57+17	60+50	57+17	59+83	57+17	59+83	57+17	59+83	57+17	59+83	57+17

NOTE TO REVIEWER:
Lighting Design will be updated and finalized for STG3 based on CO TRAF review.



LIGHT POLE DETAIL
SCALE: Not to Scale

FILE: 12/28/2025 1:47 PM

241302 Lighting Schedule.dgn

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED BY: LUK	DRAWN BY: VAD	
CHECKED BY: BBV	CHECKED BY: BBV	

INDIANA
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS
AND SCHEDULES

HORIZONTAL SCALE	BRIDGE FILE
VERTICAL SCALE	DESIGNATION
N/A	2301078
SURVEY BOOK	SHEETS
ELECTRONIC	33 of 56
CONTRACT	PROJECT
R45369	2301078

FILE: 1/28/2025 1:49 PM

241307-SR-Data Table_01.dgn

STRUCTURE DATA																																						
STRUCTURE NUMBER	LOCATION					PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE	LENGTH	SLOPE	COVER	FLOWLINE		SERVICE LIFE	SITE DESIGNATION	PI	BACKFILL METHOD	STRUCTURE BACKFILL TYPE 1		STRUCTURE BACKFILL TYPE 2		BEARINGS RATING	CLASS 2 RATING	GUTTER/ISLES	VIDEO FOR INSPECTION FOR PIPES AND JOINTS TO 30" DIA. OR SMALLER	PIPE ANCHOR	GRADED BOX END SECTION	SAFETY METAL END SECTION	CONNECT TO STR. NO.	REMARKS									
	STATION	LEFT	RIGHT	CROSS	OFFSET						UP STREAM	DOWN STREAM					CYS	TON	TON	TON																		
1	780+00			X	40	36x36	5	Box culvert	308	1.0	818.80	819.44	50		2	1	124												1544 closing									
2	780+02		X		50	36x36	5	Box culvert	70	1.5	809.74	800.1	50		2	1	110													CR 800 closing								
3	780+02		X		75	36	5	Concrete culvert	14	1.0	809.75	808.88	50		2	1	208													under rd curb								
4	778+08		X		95	24	5	Concrete culvert	30	1.2	812.89	811.89	50		2	1	80													SW side curb								
5	775+00		X		6.3	18	5	Catch basin type A	81	3.30	815.60	812.14	50		2	1	66																					
6	790+08		X		25	36	5	Catch basin type A	217	1	809.53	806.85	50		2	1																						

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE	BRIDGE FILE
							N/A	N/A
							VERTICAL SCALE	DESIGNATION
							N/A	2301078
DESIGNED: LUK		DRAWN: YAD			STRUCTURE DATA TABLE		SURVEY BOOK	SHEETS
CHECKED: BBV		CHECKED: BBV					ELECTRONIC	44 of 56
							CONTRACT	PROJECT
							R45369	2301078

Illustration of Preferred Alternative



Categorical Exclusion

Appendix C

Early Coordination



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

Date: July 3, 2025

Re: Des. No.: 2301078
Intersection Improvement Project
State Project
United States (U.S.) 40, at County Road (CR) 600 East (E)
Hancock County, Indiana

Sample Early Coordination Letter

To whom it may concern:

The Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) Greenfield District intend to proceed with an intersection improvement project at U.S. 40 and CR 600 E within Hancock County (Des. No. 2301078).

This letter is part of the early coordination phase of the environmental review process. At this time, we are requesting comments from your area of expertise regarding any possible environmental effects (social and natural) associated with the project. **Please use the above Des. No. and project description in your reply.** Your comments will be incorporated into the formal environmental study. Your cooperation in this endeavor is appreciated.

Project Location and Existing Conditions

The proposed project is located along U.S. 40, from 4.03 miles east of State Route (SR) 9 to 4.56 miles east of SR 9 in Hancock County, Indiana. Specifically, the project is located in Section 36, Township 16 North, Range 7 East and Section 31, Township 16 North, Range 8 East in Jackson Township as depicted on the Cleveland Quadrangle of the U.S. Geological Survey (USGS) 1:24,000 scale map. Adjacent land use is rural and primarily consists of residential and agricultural land uses.

U.S. 40 is an east/west route, which is functionally classified as a major collector. The typical cross section of U.S. 40 consists of four 12-foot-wide through lanes (two in each direction), 2-foot-wide paved shoulders, and a 13-foot grassed median. At the intersection there is also a 12-foot left-turn lane in each direction. The posted speed limit along U.S. 40 throughout the project area is 55 miles per hour (mph).

CR 600 E is a north/south route, which is functionally classified as a major collector. The typical cross section of CR 600 E consists of two 12-foot-wide through lanes, one in each direction, and 1- to 2-foot-wide paved shoulders. The posted speed limit along CR 600 E throughout the project area is 55 mph.

Currently, the intersection allows all turning movements from and to U.S. 40. Traffic is currently controlled by stop signs on CR 600 E.

Two existing bridges, Bridge Nos. 040-30-08072 AEBL & AWBL, are located approximately 4.45 miles east of SR 9 within the investigation area. The twin bridges are concrete slab bridges built in 2002 that carry eastbound (EB) and westbound (WB) U.S. 40 over Nameless Creek.

Culvert (CLV)-77414 is a 3-foot-wide by 2-foot-tall box culvert that carries drainage under CR 600 E, south of U.S. 40. CLV-105610 is a 15-inch diameter corrugated metal pipe (CMP) east of the intersection. The following three small culverts are located west of the intersection: CLV-105437 is a 30-inch diameter CMP, CLV-105439 is a 15-inch diameter CMP, and CLV-105441 is a 12-inch diameter polypropylene pipe.

Purpose and Need

The need for the project stems from severe right-angle crashes at this intersection. The allowance of all movements at this intersection means there are a large number of conflict points, which results in many potential crash patterns that could result between vehicles traveling at an intersection. From 2019 to 2021, 18 of the 26 crashes were right-angle crashes. Additionally, the need for the project stems from the increased traffic on the CR 600 E approaches. Capacity of a roadway is commonly reported as a level of service (LOS) from A (“free flow”) to F (“oversaturated”). The north and south approaches of CR 600 E have a LOS F during afternoon peak hours. The purpose of the project is to reduce the amount of right-angle crashes occurring at the intersection of U.S. 40 and CR 600 E as well as reduce excessive queuing of the CR 600 E approaches in order to achieve LOS C or better.

Proposed Project

The preferred alternative involves an intersection improvement at the intersection of U.S. 40 and CR 600 E. The proposed project will construct a reduced conflict intersection (RCI) by eliminating the cross-street left turns and introducing a two-stage crossing to reduce unsafe operations. The north and south approaches of CR 600 E will be required to turn right onto U.S. 40. U-turn loons (expanded paved areas opposite the median crossovers to provide additional space to facilitate the larger turning path of a commercial vehicle along narrow medians) will be constructed along U.S. 40, approximately 600 feet on either side of the intersection. Any through and left-turn movements from the north and south approaches will utilize the dedicated U-turn locations on U.S. 40 to go the opposite direction. Culvert (CLV)-77414 will be upgraded. No work is anticipated to occur to Bridge Nos. 040-30-08072 AWBL and AEBL. Impacts to other culverts in the project area are not expected. Some residential driveways will need to be reconstructed along U.S. 40.

The MOT plan is preliminary and will likely involve phased construction. The phases will involve the loon construction, U-Turn construction, median construction, and CR 600 E approach construction. At least one lane in each direction will remain open along U.S. 40 throughout construction. The MOT will be implemented per the *Manual of Uniform Traffic Control Devices (MUTCD)*. Construction is anticipated to begin in spring of 2028.

The project is anticipated to require 1.49 acres of permanent right-of-way (ROW) for the loon placement. Some minor temporary ROW may be required for grading. Tree clearing is not anticipated for this project.

Environmental Resources

A Red Flag Investigation (RFI) was performed within a 0.5-mile radius around the project area. Some “Red Flag” resources of concern were identified, including water resources; however, not all will impact the proposed project. Lochmueller Group will perform waters and wetlands determinations to identify water resources that may be present. Coordination with INDOT ESD Ecology, Waterway Permitting, and Stormwater Office (EWPSO) will occur.

Cultural Resources

Coordination will occur with INDOT Cultural Resources Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. This project is expected to be eligible for evaluation under the Minor Projects Programmatic Agreement (MPPA) between INDOT, FHWA, State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation.

Range-wide Informal Programmatic Consultation

Hancock County is within the range of the federally endangered Indiana bat (*Myotis sodalis*). The project is anticipated to qualify for the U.S. Fish and Wildlife Service (USFWS) Range-wide Programmatic Informal Consultation for the Indiana bat, northern long-eared bat, and tricolored bat.

Early Coordination

As a recipient of this early coordination letter, you are asked to review this information and provide any comments you may have relative to anticipated impacts of the project on areas in which you have jurisdiction or special expertise. We will incorporate your comments into a study of the project's environmental impacts. To facilitate the development of the project, you are asked to reply within 30 calendar days of receipt of this letter. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request.

If you have any questions regarding the project, please feel free to contact me at (317) 334-6828 or at SBeaupre@lochgroup.com. Additionally, should you want to contact the sponsor of this project, INDOT Greenfield District, please contact Joann Wooldridge at (317) 467-3978 or at jwooldridge@indot.in.gov. Thank you in advance for your input.

Sincerely,



Samantha Beaupre
Environmental Specialist
Lochmueller Group, Inc.
3502 Woodview Trace, Suite 150, Indianapolis, IN 46268

Attachments:

- | | |
|---|---|
| <ul style="list-style-type: none">• General Location Map• USGS Topographic Map (1:24,000)• Aerial Map (2022)• Photo Location Map and Project Photographs• Illustration of Preferred Alternative | <p>Removed to avoid duplication;
see Appendix B</p> |
|---|---|

Distribution List (electronically distributed unless otherwise stated)

- Federal Highway Administration, Indiana Division
- U.S. Department of Housing and Urban Development, Chicago Regional Office
- U.S. Natural Resources Conservation Service
- U.S. Army Corps of Engineers, Louisville District
- Indiana Dept. of Natural Resources, Division of Fish and Wildlife

- INDOT Greenfield District Office, Environmental Section Manager
- INDOT Greenfield District Office, Project Manager
- INDOT Environmental Services Division
- Indiana Geological and Water Survey
- Indianapolis Metropolitan Planning Organization
- Hancock County Highway Department
- Hancock County Board of Commissioners
- Hancock County Council
- Hancock County Surveyor's Office (MS4 Coordinator)
- Hancock County Sheriff Department
- Eastern Hancock County Community School Corporation
- Greenfield Fire Department
- Hancock County Homeland Security
- Jackson Township Trustee

From: [Samantha Beaupre](#)
To: [911 Director](#)
Subject: RE: US 40 Intersection Improvement Project (Des. No. 2301078) Early Coordination
Date: Thursday, August 14, 2025 11:06:47 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
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[image697216.png](#)
[image785184.png](#)
[image888972.png](#)
[image937642.png](#)
[image643717.png](#)
[image933445.png](#)
[image947630.png](#)
[image115938.png](#)

John,

I apologize for the delay in getting back to you. Motorists will not be able to turn left from the county road onto US 40. However, left-turns will be permitted for motorist turning from US 40 onto the county road. Please let me know if you have any additional questions.

Thanks!



Samantha Beaupre

Environmental Specialist III



Lochmueller Group

3502 Woodview Trace, Suite 150, Indianapolis, IN 46268



Email: SBeaupre@lochgroup.com

Direct: 317.334.6828



Mobile: 317.679.5031

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From: 911 Director <911director@hancockin.gov>
Sent: Thursday, July 3, 2025 3:00 PM
To: Samantha Beaupre <SBeaupre@lochgroup.com>
Subject: RE: US 40 Intersection Improvement Project (Des. No. 2301078) Early Coordination

EXTERNAL

Hi Samantha,

In looking at the very last picture on the document, I feel like a couple of the arrows are not pointing in the right direction. Maybe I'm off on that and just not understanding the diagram, but one of them shows a left turn at the intersection which is what I thought was trying to be avoided by doing this.

John



John Jokantas, ENP | Director

a: Hancock County 911 | 640 S Franklin St. | 46140, IN

o: 317-477-0180 | **c:** 317-526-3448

From: Samantha Beaupre <SBeaupre@lochgroup.com>

Sent: Thursday, July 3, 2025 2:50 PM

To: paige.story@dot.gov; john.allen@usda.gov; Erik.r.Sandstedt@hud.gov; RegulatoryApplicationsLRL@usace.army.mil; Bales, Ronald <rbales@indot.in.gov>; jwooldridge@indot.in.gov; environmentalreview@dnr.in.gov; esd.NEPA@indot.in.gov; Paul Durham <Paul.Durham@hancockin.gov>; anna.gremling@indympo.org; sean.northup@indympo.org; Gary McDaniel <Gary.McDaniel@hancockin.gov>; Bill Spalding <Bill.Spalding@hancockin.gov>; Jeannine Gray <Jeannine.Gray@hancockin.gov>; Tammy Settergren <Tammy.Settergren@hancockin.gov>; Keely Butrum <Keely.Butrum@hancockin.gov>; Kent L. Fisk <Kent.Fisk@hancockin.gov>; Robin Lowder <Robin.Lowder@hancockin.gov>; Mary Noe <Mary.Noe@hancockin.gov>; jshelby904@aol.com; Robin Lowder <Robin.Lowder@hancockin.gov>; jacksontownshiptrustee@gmail.com; HCAN - Surveyor <hcan-surveyor@hancockin.gov>; Misty Moore <Misty.Moore@hancockin.gov>; Emergency Management <emermgmt@hancockin.gov>; hancock.sheriff@hancockcoingov.org; jashorning@greenfieldin.org; Crystal Baker <Crystal.Baker@hancockin.gov>; 911 Director <911director@hancockin.gov>; ajackson@easternhancock.org

Cc: Trevor Wieseke <TWieseke@lochgroup.com>

Subject: US 40 Intersection Improvement Project (Des. No. 2301078) Early Coordination

Some people who received this message don't often get email from sbeaupre@lochgroup.com. [Learn why this is important](#)

[EXTERNAL EMAIL] DO NOT CLICK links or OPEN attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

Please see the attached early coordination letter for a proposed intersection improvement along US 40 in Hancock County, Indiana (Des. No. 2301078). Please contact me with any comments or concerns.

Thank you!



Samantha Beaupre

Environmental Specialist III



United States
Department of
Agriculture

Farm
Production
and
Conservation

Natural
Resources
Conservation
Service

Indiana State Office
6013 Lakeside Boulevard
Indianapolis, Indiana 46278
317-295-5800

July 9, 2025

Samantha Beaupre
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

Dear Samantha Beaupre:

The proposed Intersection Improvement project at U.S. 40 and CR 600 E within Hancock County, Indiana. (Des. No. 2301078) as referred to in your letter received on July 3, 2025, will cause a conversion of prime farmland.

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN

JOHN ALLEN
State Soil Scientist

 Digitally signed by JOHN ALLEN
Date: 2025.07.10 09:10:49 -04'00'

Enclosers

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request				
Name of Project DES2301078 Intersec Improv US40		Federal Agency Involved				
Proposed Land Use		County and State Hancock County, IN				
PART II (To be completed by NRCS)		Date Request Received By NRCS 7/3/2025		Person Completing Form: JRA		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES ☒ NO ☐		Acres Irrigated 365 ac		
Major Crop(s) Corn		Farmable Land In Govt. Jurisdiction Acres: 191125 % 97		Amount of Farmland As Defined in FPPA Acres: 18415 % 94		
Name of Land Evaluation System Used LESA		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS 7/10/2025		
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly						
B. Total Acres To Be Converted Indirectly						
C. Total Acres In Site						
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		0.75				
B. Total Acres Statewide Important or Local Important Farmland		0.00				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<0.001				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		34				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		100				
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	10			
2. Perimeter In Non-urban Use		(10)	7			
3. Percent Of Site Being Farmed		(20)	1			
4. Protection Provided By State and Local Government		(20)	20			
5. Distance From Urban Built-up Area		(15)	10			
6. Distance To Urban Support Services		(15)	0			
7. Size Of Present Farm Unit Compared To Average		(10)	0			
8. Creation Of Non-farmable Farmland		(10)	0			
9. Availability Of Farm Support Services		(5)	5			
10. On-Farm Investments		(20)	5			
11. Effects Of Conversion On Farm Support Services		(10)	0			
12. Compatibility With Existing Agricultural Use		(10)	0			
TOTAL SITE ASSESSMENT POINTS		160	58	0	0	0
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	100	0	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	58	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	158	0	0	0
Site Selected: Site A		Date Of Selection 8/14/25		Was A Local Site Assessment Used? YES ☐ NO ☒		
Reason For Selection: Site A was selected because it minimizes the effects to farmland as much as possible while still meeting the project's purpose and need.						
Name of Federal agency representative completing this form: Samantha Beaupre					Date: 8/14/25	

(See Instructions on reverse side)

Form AD-1006 (03-02)



Organization and Project Information

Organization Name: Lochmueller Group

Last Name: Beaupre

Email: sbeaupre@lochgroup.com

Address Line 2: Suite 150

State: IN

Destination Id: 2301078

First Name: Samantha

Phone: (317) 334-6828

Address Line 1: 3502 Woodview Trace

City: Indianapolis

Zip: 46268

Project Title: US 40 Intersection Improvement Project

Project Description: The preferred alternative involves an intersection improvement at the intersection of U.S. 40 and CR 600 E. The proposed project will construct a reduced conflict intersection (RCI) by eliminating the cross-street left turns and introducing a two-stage crossing to reduce unsafe operations. The north and south approaches of CR 600 E will be required to turn right onto U.S. 40. U-turn loons (expand

Environmental Assessment Report

Geological Hazards:

1. 1% Annual Chance Flood Hazard
2. Moderate liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: Low Potential

Disclaimer:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

This information was furnished by Indiana Geological Survey

Address: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: (812) 855-7428



THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR#: ER-27603

Request Received: July 3, 2025

Requestor:

Samantha Beaupre
Lochmueller Group, Inc.
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

Project:

US 40 & CR 600 East intersection improvement, including construction of a reduced conflict intersection (RCI) by eliminating the cross-street left turns and introducing a two-stage crossing, and one small structure (CLV-77414) upgrade over UNT Nameless Creek south of the intersection, from 4.03 miles east of SR 9 to 4.56 miles east of SR 9; Des #2301078

County/Site Info: Hancock County

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment:

This proposal will require the formal approval of our agency for construction in a floodway, pursuant to the Flood Control Act (IC 14-28-1), unless it qualifies for a bridge exemption (see enclosure) or qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997. Please include a copy of this letter with the permit application, if required.

Natural Heritage Database:

The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Fish and Wildlife Comments:

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

A) Pavement Rehabilitation

Pavement rehabilitation projects typically do not have a significant impact on fish, wildlife, and botanical resources if best management practices (BMPs) are in place to limit the migration of polycyclic aromatic hydrocarbons (PAHs) into local waterways. PAHs are a byproduct of asphalt and coal tar-based sealants and negatively impact aquatic systems. The use of sealants that are free of petroleum and coal tar-based products is encouraged whenever possible.

Contaminated road runoff can significantly impact the aquatic environment through increased turbidity and release of sediment into the stream which can be harmful to fish and other aquatic organisms, their eggs, and their food supply. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants where appropriate.

B) Drainage and Stormwater Management:

The Division of Fish and Wildlife recommends considering a more sustainable approach to stormwater management. The traditional model of stormwater management aims to drain runoff as quickly as possible with the help of channels and pipes, which increases peak flows and costs of stormwater management. This type of solution only transfers drainage problems from one section of a basin to another. A more sustainable approach should aim to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.) and recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.). The following links give a good overview of traditional and sustainable stormwater management systems and their pros and cons for consideration during the design of the proposed project: <https://www.epa.gov/greeningepa/epa-facility-stormwater-management>; <https://www.epa.gov/greeningepa/stormwater-management-practices-epa-facilities>

C) Stream Crossing Design

Bridges are preferred over culverts, and three-sided culverts are preferred over box or pipe culverts. Multiple culverts or culverts with multiple openings are not recommended for approval. These types of structures are often problematic for fish and wildlife passage as they tend to accumulate debris and become blocked. If box and pipe culverts are used, the culvert bottoms should be sumped a minimum of 6" (or 20% of the culvert height or diameter, whichever is greater up to a maximum of 2') below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high-water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel.

The new/replacement/rehabilitated crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for replacement/rehabilitated structures is recommended whenever possible to improve wildlife/vehicle safety. White-tailed deer passage must be incorporated into all new structures where no structure previously existed. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall span of the structure) and 8 feet of height clearance measured from the ordinary high-water mark (OHWM). Bank lines must be maintained or restored within structures to allow for wildlife passage above the OHWM. All wildlife passage designs must include a smooth level pathway preferably 3 feet wide but a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The width and location of the wildlife pathway is dependent on the wildlife species using the area.

There are several techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage:

<https://www.fs.usda.gov/ccrc/tool/fishxing-fish-passage-learning-systems>

<https://www.fs.usda.gov/wildlifecrossings/library/index.php>

https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/

<https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
5. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
6. Do not use broken concrete as riprap.
7. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
8. Minimize the movement of resuspended bottom sediment from the immediate project area.
9. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway. Any incidental fallen material or debris in the waterway must be removed within 24 hours using best management practices, particularly lifting material out of the waterway and not dragging it across the streambed whenever possible.
10. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
11. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Contact Staff:

Our agency appreciates this opportunity to be of service. Please contact me at RVanVoorhis@dnr.IN.gov or (317) 232-8163 if we can be of further assistance.

Rachel Van Voorhis

Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

Date: August 1, 2025



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273



In Reply Refer To:

08/07/2025 17:51:37 UTC

Project Code: 2025-0100831

Project Name: DES 2301078; Intersection Improvement; US 40 and CR 600 East Intersection;
Hancock County

Subject: List of threatened and endangered species that may occur in your proposed project
location or may be affected by your proposed project

To Whom It May Concern:

To Whom It May Concern:

The purpose of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.), is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Act.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. You can complete this verification formally or informally or request an updated list by visiting the IPaC website at regular intervals during project planning and implementation.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at [Midwest Section 7 Technical Assistance | U.S. Fish & Wildlife Service](#). This website contains step-by-step instructions to help you determine if your project will have an adverse effect on listed species and to lead you through the Section 7 process.?

We appreciate your concern for threatened and endangered species. Federal agencies should include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Other Trust Resources and Activities?

Bald and Golden Eagles?- Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. It is the responsibility of the project proponent to survey the area for any migratory bird nests. If there is an eagle nest on-site while work is on-going, eagles may be disturbed. We recommend avoiding and minimizing disturbance to eagles whenever practicable. If you cannot avoid eagle disturbance, you may seek a [permit](#). A [nest take permit](#) is always required for removal, relocation, or obstruction of an eagle nest. For communication and wind energy projects, please refer to additional guidelines below.?

Migratory Birds?- The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of [recommendations that minimize potential impacts to migratory birds](#). Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.?

Communication Towers?- Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed [voluntary guidelines for minimizing impacts](#).?

Transmission Lines?- Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please refer to [guidelines](#) developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.?

Wind Energy?- To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's [Wind Energy Guidelines](#). In addition, please refer to the Service's [Eagle Conservation Plan Guidance](#), which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

Attachment(s):

- Official Species List

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

PROJECT SUMMARY

Project Code: 2025-0100831

Project Name: DES 2301078; Intersection Improvement; US 40 and CR 600 East Intersection; Hancock County

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) Greenfield District intend to proceed with an intersection of U.S. 40 and CR 600 E. The proposed project will construct a reduced conflict intersection (RCI) by eliminating the cross-street left turns and introducing a two-stage crossing to reduce unsafe operations. The north and south approaches of CR 600 E will be required to turn right onto U.S. 40. U-turn loons (expanded paved areas opposite the median crossovers to provide additional space to facilitate the larger turning path of a commercial vehicle along narrow medians) will be constructed along U.S. 40, approximately 600 feet on either side of the intersection. Any through and left-turn movements from the north and south approaches will utilize the dedicated U-turn locations on U.S. 40 to go the opposite direction.

Culvert (CLV)-77414 and CLV-105437 will be upgraded. CLV-77414 is a 3-foot-wide by 2-foot-tall, 45-foot long box culvert that carries drainage under CR 600 E, south of U.S. 40. CLV-77414 will be replaced with a 5-foot by 3-foot, 55-foot long box culvert. CLV-105437 is a 3-foot-wide and 115-foot long metal pipe. CLV-105437 will be replaced by a 4-foot by 3-foot, 119-foot long box culvert. No work is anticipated to occur to Bridge Nos. 040-30-08072 AWBL and AEBL. Impacts to other culverts in the project area are not expected. Some residential driveways will need to be reconstructed along U.S. 40.

The project will not include new permanent lighting and may include temporary lighting during construction. The project is anticipated to require 1.49 acres of permanent right-of-way (ROW) for the loon placement. Some minor temporary ROW may be required for grading. The project will require approximately 0.09 acre of tree clearing within 100 feet of existing roadway. The trees to be cleared are silver maple (*Acer saccharinum*). Tree clearing will occur outside of the active bat season. Construction is anticipated to begin in the fall of 2027.

Adjacent land use is rural and primarily consists of residential and agricultural land uses. Suitable summer habitat is located within the project area. CLV-77414 and CLV-105437 were inspected by Lochmueller Group on July 25, 2024. No evidence of bat use was observed. A review of the USFWS GIS database was conducted by INDOT Greenfield

District on December 17, 2024. There are no documented sites within a half mile of the project area.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.7886223,-85.6894638756808,14z>



Counties: Hancock County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

MAMMALS

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered

BIRDS

NAME	STATUS
Whooping Crane <i>Grus americana</i> Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non- Essential

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: Lochmueller Group
Name: Samantha Beaupre
Address: 3502 Woodview Trace
Address Line 2: Suite 150
City: Indianapolis
State: IN
Zip: 46268
Email: sbeaupre@lochgroup.com
Phone: 3172223880

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273



In Reply Refer To:

08/11/2025 13:42:55 UTC

Project code: 2025-0100831

Project Name: DES 2301078; Intersection Improvement; US 40 and CR 600 East Intersection; Hancock County

Subject: Not Likely to Adversely Affect Concurrence verification letter for the 'DES 2301078; Intersection Improvement; US 40 and CR 600 East Intersection; Hancock County' project under the December 13, 2024, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat.

To whom it may concern:

This letter records the determination of effects to federally listed (or proposed) bat species anticipated to result from the DES 2301078; Intersection Improvement; US 40 and CR 600 East Intersection; Hancock County (the Project). This determination is based upon information you entered into the assisted determination key (Dkey) associated with the above referenced Programmatic Biological Opinion/Conference Opinion (PBO/PCO) in the U.S. Fish and Wildlife Service's (Service) Information for Planning and Consultation (IPaC) system on the date listed above to verify that the Project may rely on the concurrence provided in the PBO/PCO to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (16 USC 1536), as amended.

Ensuring Accurate Determinations When Using IPaC:

The Service developed the IPaC system and this Dkey in accordance with the ESA and based on the PBO/PCO. All information submitted by the project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in the Dkey invalidates this letter. Answers to certain questions in the Dkey commit the project proponent to implementation of conservation measures that must be followed for the ESA determinations to remain valid. Carefully review this letter, your ESA requirements are NOT yet complete.

Determinations:

Based on the information you provided (Project Description shown below), you have determined that the Project is within the scope and adheres to the criteria of the PBO/PCO, including the adoption of applicable avoidance and minimization measures. Based on your IPaC submission and the PBO/PCO, the Project is consistent with the following effect determinations:

Species	Listing Status	Determination
Indiana Bat (<i>Myotis sodalis</i>)	Endangered	NLAA

The tricolored bat is proposed for listing as endangered under the ESA, but not yet listed. For actions that may affect a proposed species, agencies cannot consult, but they can confer under the authority of section 7(a)(4) of the ESA. Such conferences can follow the procedures for a consultation and be adopted as such if the proposed species is listed. Should the tricolored bat be listed, agencies must review projects that are not yet complete, or projects with ongoing effects within the tricolored bat range that previously received a no effect or not likely to adversely affect (NLAA) determination from the key to confirm that the determination is still accurate.

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Project does not meet the criteria for a NLAA determination under the PBO/PCO. **If the Service does not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Project under the terms of the NLAA concurrence provided in the PBO/PCO.** This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO/PCO.

If the Project is modified, or new information reveals that it may affect the Indiana bat, northern long-eared bat, or tricolored bat in a manner or to an extent not considered in the PBO/PCO, further review to conclude the requirements of ESA section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities:

If your initial bridge, culvert, or structure assessment failed to detect Indiana bat, northern long-eared bat, or tricolored bat use or occupancy, yet bats are later detected prior to, or during construction, promptly notify the local Service Field Office within 2 working days of the discovery. In addition, please document whether incidental take occurred, and if so, the type (i.e. kill or harm) and amount (i.e. number of individuals) and submit documentation to the local Service Field Office within 5 working days from the completion of the bridge, culvert, or structure construction (use Appendix E - Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form in the [User's Guide](#)). In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service. In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service.

If the Project may affect any other federally listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Field Office is required for those species/designated critical habitat. If the Project has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency to contact this Service Field Office

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Proposed Threatened
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

The following project name and description was collected in IPaC as part of the endangered species review process.

NAME

DES 2301078; Intersection Improvement; US 40 and CR 600 East Intersection; Hancock County

DESCRIPTION

The Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) Greenfield District intend to proceed with an intersection of U.S. 40 and CR 600 E. The proposed project will construct a reduced conflict intersection (RCI) by eliminating the cross-street left turns and introducing a two-stage crossing to reduce unsafe operations. The north and south approaches of CR 600 E will be required to turn right onto U.S. 40. U-turn loons (expanded paved areas opposite the median crossovers to provide additional space to facilitate the larger turning path of a commercial vehicle along narrow medians) will be constructed along U.S. 40, approximately 600 feet on either side of the intersection. Any through and left-turn movements from the north and south approaches will utilize the dedicated U-turn locations on U.S. 40 to go the opposite direction.

Culvert (CLV)-77414 and CLV-105437 will be upgraded. CLV-77414 is a 3-foot-wide by 2-foot-tall, 45-foot long box culvert that carries drainage under CR 600 E, south of U.S. 40. CLV-77414 will be replaced with a 5-foot by 3-foot, 55-foot long box culvert. CLV-105437 is a 3-foot-wide and 115-foot long metal pipe. CLV-105437 will be replaced by a 4-foot by 3-foot, 119-foot long box culvert. No work is anticipated to occur to Bridge Nos. 040-30-08072 AWBL and AEBL. Impacts to other culverts in the project area are not expected. Some residential driveways will need to be reconstructed along U.S. 40.

The project will not include new permanent lighting and may include temporary lighting during construction. The project is anticipated to require 1.49 acres of permanent right-of-way (ROW) for the loon placement. Some minor temporary ROW may be required for grading. The project will require approximately 0.09 acre of tree clearing within 100 feet of existing roadway. The trees to be cleared are silver maple (*Acer saccharinum*). Tree clearing will occur outside of the active bat season. Construction is anticipated to begin in the fall of 2027.

Adjacent land use is rural and primarily consists of residential and agricultural land uses. Suitable summer habitat is located within the project area. CLV-77414 and CLV-105437 were inspected by Lochmueller Group on July 25, 2024. No evidence of bat use was observed. A review of the USFWS GIS database was conducted by INDOT Greenfield District on December 17, 2024. There are no documented sites within a half mile of the project area.

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.7886223,-85.6894638756808,14z>



DETERMINATION KEY RESULT

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the Indiana bat, northern long-eared bat or tricolored bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024.

QUALIFICATION INTERVIEW

1. Which Federal Agency is the lead federal agency the action?

A) Federal Highway Administration (FHWA)

2. Does the Action Area intersect the species list area of the Indiana bat?

Automatically answered

Yes

3. Is the project within 0.5 miles radius of an entrance/opening to any known Indiana bat hibernaculum?

No

4. [Semantic] Is any portion of the action area within a 0.5 mile radius of an entrance/opening to any known NLEB or TCB hibernacula?

Note: The map queried for this question contains proprietary information and cannot be displayed. If you need additional information, please contact the Field Office listed in the letterhead of this letter.

Automatically answered

No

5. Does your project's activities include raising the road profile above the tree canopy in documented habitat for the Indiana bat, NLEB, or TCB?

Note: For the definition of documented habitat, refer to Appendix A: <https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat>

No

6. Is your project located within a karst area?

No

7. Will the project include bridge, culvert, or structure removal, replacement, and/or alteration activities?

Note: For definitions of bridge, culvert, and structure, refer to Appendix A: <https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat>.

Yes

8. Do your project's activities involve tree removal/trimming, temporary lighting, new/additional permanent lighting, ground disturbance, percussives that involves noise/vibration above existing background levels, vibrations, or slash pile burning?

Yes

9. Is there suitable summer habitat for the Indiana bat, NLEB, or TCB within the project action area?

Note: See the Service's summer survey guidance for current definitions of suitable habitat [<https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html>].

Yes

10. Have P/A surveys for the Indiana bat, NLEB, or TCB been conducted within the suitable summer habitat located within your project action area? This refers to mist-netting or acoustic surveys, not bridge assessments.

Note: See the Service's survey guidance <https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html>

No

11. Will the project involve the removal or trimming of trees within suitable habitat for the Indiana bat, NLEB, or TCB?

Yes

12. Will any tree removal or trimming occur during the bat pup season?

Note: For more information about bat pup seasons please visit https://www.fws.gov/sites/default/files/documents/2024-10/2024_usfws_rangewide_ibat-nleb_survey_guidelines.pdf

No

13. Will the removal or trimming of trees occur **within documented habitat** for the Indiana bat, NLEB, or TCB?

Note: For the definition of documented habitat, refer to Appendix A: <https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat>

No

14. Will all tree removal or trimming occur within 100 feet of the road or rail surface?

Yes

15. Does your project include activities involving the temporary or permanent exclusion of Indiana bats, NLEBs, or TCBs from a bridge/culvert or structure?

Note: exclusion is conducted to deny bats' entry or reentry into a bridge/culvert or structure. To be effective and to avoid harming bats, it should be done according to established standards.

No

16. Does your project involve the use of temporary lighting within Indiana bat, NLEB, or TCB suitable habitat?

Note: For the definition of lighting, refer to Appendix A: <https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat>

Yes

17. Will the use of temporary lighting be conducted during the Indiana bat, NLEB, or TCB active season?

Yes

18. Will temporary lighting be directed away from Indiana bat, NLEB, or TCB suitable habitat)?

Yes

19. Will the project substantially increase baseline light conditions via the use of permanent lighting (replacement or new/additional) in suitable habitat.

No

20. Will your project include percussive activities?

Note: Refer to Stressor #2 Noise/Vibration on page 109 of the PBO/PCO.

Yes

21. Are the percussive activities only related to tree removal/trimming or bridge/culvert structural work?

Yes

22. Will the project include **bridge** removal, replacement, and/or alteration activities?

No

23. Does the project include **culvert** removal, replacement, and/or alteration activities?

Yes

24. Is there any suitable habitat for the Indiana bat or NLEB within 1,000 feet of the **culvert** (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)?

Yes

25. Does the culvert equal or exceed 23 feet (7.0 meters) in length?

Yes

26. Are the interior dimensions of the culvert less than 4 ft in diameter/height?

Yes

27. Does the project include **structure** removal, replacement, and/or alteration activities?

No

28. Will the project involve the removal or trimming of more than 20 acres of Indiana bat, NLEB, or TCB suitable habitat per 5-mile section of road/rail?

No

29. Will the removal or trimming of trees occur within 0.5 miles of a known Indiana bat, NLEB, or TCB hibernaculum?

No

30. Will the removal or trimming of these trees occur during the active season?

No

31. Will the removal or trimming of trees occur **beyond 100 feet** of the existing road/rail surfaces?

No

32. Does the Action Area intersect the species list area of the Indiana bat?

Automatically answered

Yes

33. Does the Action Area intersect the species list area of the tricolored Bat (TCB)?

Automatically answered

No

PROJECT QUESTIONNAIRE

1. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the inactive season (NLAA)?

Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.09

2. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the active season (**outside the pup season and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas**) (LAA)?

Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

3. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the pup season (**trees must be <9 in DBH, and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas**) (LAA)?

Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

4. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB between 100-300 feet of the existing road/rail surface during the inactive season (LAA)? Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

5. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB between 100-300 feet of the existing road/rail surfaces during the active season (**outside the pup season, and not between Dec 15-Feb 15 in Zone 1 of the NLEB and TCB YR active areas**) (LAA)?

Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

6. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB beyond 300 feet of the existing road/rail surfaces during the inactive season (LAA)?

Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

7. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB beyond 300 feet of the existing road/rail surfaces during the active season (**outside the pup season, and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas**) (LAA)?

Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

GAMM1

Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs.

LAMM1

Direct temporary lighting away from suitable habitat during the active season

TRTAMM1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal/trimming in excess of what is required to implement the project safely.

TRTAMM2

Ensure tree removal/trimming is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree removal/trimming to ensure contractors stay within clearing limits

TRTAMM3

Ensure tree removal/trimming is limited to the inactive season, occurs within 100 ft of the road/rail surface, and is outside of documented habitat for the Indiana bat, NLEB, and TCB

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING IBAT, NLEB, OR TCB

This key was last updated in IPaC on July 21, 2025. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) and may affect the federally listed endangered Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), and/or federally proposed endangered tricolored bat (*Perimyotis subflavus*).

This decision key should only be used to verify project applicability with the Service's Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024. The programmatic consultation limited transportation activities that may affect the covered bat species and addresses situations that are both likely and not likely to adversely affect the covered bat species. This decision key will assist in identifying the effect of a specific project/activity and the applicability of the programmatic consultation. The programmatic consultation is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic consultation, or that may affect ESA-listed species other than the Indiana bat, northern long-eared bat, or tricolored bat, or their designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: Department of Transportation

Name: Ron Bales

Address: 32 South Broadway Street

City: Greenfield

State: IN

Zip: 46140

Email: rbales@indot.in.gov

Phone: 3175157908

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

Categorical Exclusion

Appendix D

**Section 106 of the National Historic
Preservation Act (NHPA)**

Minor Projects PA Project Submittal and Assessment Form

SECTION 1

Submittal of this form is only required for projects where Category B applies. Projects qualifying under Category A do not require submittal of this form. SECTION 2 (for Conditions of Category B-1 for curb/sidewalk) or SECTION 3 (for Conditions of Category B-9 for drainage structures) may be required as determined by INDOT-Cultural Resources Office (INDOT-CRO) review. INDOT-CRO will notify applicant if the Minor Projects PA does not apply.

Part I: Project Information-Completed by Applicant (Consultant/PM/Project Sponsor/INDOT District Staff)*

**A qualified professional historian (QP) is not required to complete Part I. INDOT-CRO staff will be responsible for completion of Part II.*

Original Submission Date: August 5, 2025

Amended Submission Date*:

Consult with INDOT-CRO to determine whether an amendment is required. For revisions/updates to original form, please detail in applicable sections below. Please use **red font to distinguish the revisions/updates.*

Submitted By (Provide Name and Firm/Organization): Hannah Blad, Lochmueller Group

Project Designation Number: 2301078

Route Number: United States (US) Route 40

Feature crossed (if applicable): N/A

City/Township: Jackson Township

County: Hancock

Project Description:*

The proposed project is located along U.S. 40, from 4.03 miles east of State Route (SR) 9 to 4.56 miles east of SR 9 in Hancock County, Indiana. Specifically, the project is located in Section 36, Township 16 North, Range 7 East and Section 31, Township 16 North, Range 8 East in Jackson Township as depicted on the Cleveland Quadrangle of the U.S. Geological Survey (USGS) 1:24,000 scale map. Adjacent land use is rural and primarily consists of residential and agricultural land uses.

U.S. 40 is an east/west route, which is functionally classified as a major collector. The typical cross section of U.S. 40 consists of four 12-foot-wide through lanes (two in each direction), 2-foot-wide paved shoulders, and a 13-foot grassed median. At the intersection there is also a 12-foot left-turn lane in each direction. The posted speed limit along U.S. 40 throughout the project area is 55 miles per hour (mph).

CR 600 E is a north/south route, which is functionally classified as a major collector. The typical cross section of CR 600 E consists of two 12-foot-wide through lanes, one in each direction, and 1- to 2-foot-wide paved shoulders. The posted speed limit along CR 600 E throughout the project area is 55 mph.

Currently, the intersection allows all turning movements from and to U.S. 40. Traffic is currently controlled by stop signs on CR 600 E.

Two existing bridges, Bridge Nos. 040-30-08072 AEBL & AWBL, are located approximately 4.45 miles east of SR 9 within the investigation area. The twin bridges are concrete slab bridges built in 2002 that carry eastbound (EB) and westbound (WB) U.S. 40 over Nameless Creek.

Minor Projects PA Project Submittal and Assessment Form

Culvert (CLV)-77414 is a 3-foot-wide by 2-foot-tall box culvert that carries drainage under CR 600 E, south of U.S. 40. CLV-105610 is a 15-inch diameter corrugated metal pipe (CMP) east of the intersection. The following three small culverts are located west of the intersection: CLV-105437 is a 30-inch diameter CMP, CLV-105439 is a 15-inch diameter CMP, and CLV-105441 is a 12-inch diameter polypropylene pipe.

The need for the project stems from severe right-angle crashes at this intersection. The allowance of all movements at this intersection means there are a large number of conflict points, which results in many potential crash patterns that could result between vehicles traveling at an intersection. From 2019 to 2021, 18 of the 26 crashes were right-angle crashes. Additionally, the need for the project stems from the increased traffic on the CR 600 E approaches. Capacity of a roadway is commonly reported as a level of service (LOS) from A (“free flow”) to F (“oversaturated”). The north and south approaches of CR 600 E have a LOS F during afternoon peak hours. The purpose of the project is to reduce the amount of right-angle crashes occurring at the intersection of U.S. 40 and CR 600 E as well as reduce excessive queuing of the CR 600 E approaches in order to achieve LOS C or better.

The project involves an intersection improvement at the intersection of U.S. 40 and CR 600 E. The proposed project will construct a reduced conflict intersection (RCI) by eliminating the cross-street left turns and introducing a two-stage crossing to reduce unsafe operations. The north and south approaches of CR 600 E will be required to turn right onto U.S. 40. U-turn loons (expanded paved areas opposite the median crossovers to provide additional space to facilitate the larger turning path of a commercial vehicle along narrow medians) will be constructed along U.S. 40, approximately 600 feet on either side of the intersection. Any through and left-turn movements from the north and south approaches will utilize the dedicated U-turn locations on U.S. 40 to go the opposite direction. Culverts (CLV)-77414 and CLV-105437 will be upgraded. No work is anticipated to occur to Bridge Nos. 040-30-08072 AWBL and AEBL. Impacts to other culverts in the project area are not expected. Some residential driveways will need to be reconstructed along U.S. 40.

The MOT plan is preliminary and will likely involve phased construction. The phases will involve the loon construction, U-Turn construction, median construction, and CR 600 E approach construction. At least one lane in each direction will remain open along U.S. 40 throughout construction. The MOT will be implemented per the *Manual of Uniform Traffic Control Devices (MUTCD)*. Construction is anticipated to begin in spring of 2028.

The project is anticipated to require 1.40 acres of permanent right-of-way (ROW) for the loon placement. An additional 0.12 acre of temporary ROW will be required for grading. Tree clearing is not anticipated for this project.

HB-3038 (Indiana State Highway Bridge Number 40-30-1706A) is a demolished resource within the project area.

If the project includes any curb, curb ramp, or sidewalk work, please specify the location(s) of such work:

Median curbs and mountable curbs will be added at the approaches and U-turns.

For bridge or small structure projects, please list feature crossed, structure number, NBI number, and structure type:

Feature Crossed: Roadside drainage

Minor Projects PA Project Submittal and Assessment Form

Structure Number: CLV-77414

Structure Type: box culvert

Feature Crossed: Roadside drainage

Structure Number: CLV-105437

Structure Type: CMP

For bridge projects, is the bridge included in INDOT's Historic Bridge Inventory (<https://www.in.gov/indot/2531.htm>)?

☐ Yes

☐ No

If yes, did the inventory determine the bridge eligible for or listed in the National Register of Historic Places? Please provide page # of entry in Historic Bridge Inventory.

☐ Yes

☐ No

Inventory Page # _____

Will there be right-of-way acquisition as part of this project?

☒ Yes

☐ No

If yes was checked above, please check all that apply:

☒ Permanent

☒ Temporary

☐ Reacquisition

If applicable, identify right-of-way acquisition locations in text below and in attached mapping. Please specify how much (both temporary and permanent) and indicate what activities are included in the proposed right-of-way:

1.40 acres of permanent ROW

- 0.27 acres on N side of US 40
- 1.13 acres on S side of US 40
- Proposed activities within the ROW includes construction of the loons

0.12 acre of temporary ROW

- 0.12 acre of temporary ROW at SW corner of US 40 and CR 600 E
- Proposed activities include grading

Is there any potential for additional temporary right-of-way to be needed later for purposes such as access, staging, etc.?

☐ Yes

☒ No

Archaeology (check one):

☐ **All proposed activities are presumed to occur in previously disturbed soils.***

**INDOT-CRO will notify you if project area includes undisturbed soils and requires an archaeological reconnaissance.*

☒ **Project takes place in undisturbed soils and the archaeology report is included with the submission.***

**If an archaeology report is required, the Minor Projects PA Form will not be finalized until the report is reviewed and approved by INDOT-CRO. For INDOT-sponsored projects, INDOT-CRO may be able to complete the archaeological investigation. If you would like to request that INDOT-CRO complete an*

Minor Projects PA Project Submittal and Assessment Form

archaeological investigation, please contact the INDOT-CRO Archaeology Team Lead. See CRM Pt. 1 Ch. 3 for current contact information.

Please specify all applicable categories and condition(s) (INDOT will highlight applicable conditions in yellow):

- B-3.** Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

Check ☐ if SECTION 2: Minor Projects PA Category B-1, Condition B-ii Submission is included.

Check ☐ if SECTION 3: Minor Projects PA Category B-9, Condition B-i-c-2 or B-ii-b-3 Submission is included.

Minor Projects PA Project Submittal and Assessment Form

Part II: Completed by INDOT-CRO

Information reviewed (please check all that apply):

General project location map ☒ USGS map ☒ Aerial photographs ☒ Soil survey data ☒

General project area photos ☒ Archaeology Reports ☒ Historic Property Reports ☐

Indiana Historic Buildings, Bridges, and Cemeteries Map/Interim Report ☒

Bridge inspection information/iTAMS ☐ Historic Bridge Inventory Database ☐

SHAARD ☒ SHAARD GIS ☒ Streetview Imagery ☒ County GIS Data/Property Cards ☒

Other (please specify):

Lawhorn, Ashley

2025 A Phase Ia Archaeological Reconnaissance for the US 40 and CR 600 E Intersection Improvement Project in Hancock County, Indiana (INDOT DES. NO. 2301078). Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, IN.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below. Yes ☐ No ☒

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below. Yes ☐ No ☒

Additional Comments:

Above-ground Resources

An INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Hancock County. Due to intervening vegetation and the limited, surface level scope of work, only those structures within 500 feet and along US 40 will be reviewed for this project. No listed resources are present within 500 feet of the project area, a distance that serves as an adequate area of potential effects given the project scope and terrain.

The National Register & Indiana Historic Sites and Structures Inventory (IHSSI) information for Hancock County is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The *Hancock County Interim Report* (1983; Jackson Township) of the IHSSI was consulted. The SHAARD information was checked against the Interim Report hard copy maps. The IHBBCM contains the most up-to-date IHSSI information. No IHSSI documented resources rated higher than "Contributing" are located within 500 feet of the project area.

Minor Projects PA Project Submittal and Assessment Form

According to the IHSSI rating system, generally properties rated “Contributing” do not possess the level of historical or architectural significance necessary to be considered individually National Register-eligible, although they would contribute to a historic district. If they retain material integrity, properties rated “Notable” might possess the necessary level of significance after further research. Properties rated “Outstanding” usually possess the necessary level of significance to be considered National Register-eligible if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

The INDOT-CRO historian reviewed structures adjacent to the project area utilizing online aerial photography, online street-view imagery, and the Hancock County GIS website. The project area is located along US 40 in a rural setting. The immediately adjacent building stock consists primarily of early twentieth to twenty-first century residential and agricultural structures. None of these structures appear to possess either the age or integrity and/or significance necessary to be considered National Register-eligible.

Based on the available information, as summarized above, no above-ground concerns exist.

Archaeological Resources

An INDOT-CRO archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61 reviewed the archaeology report submitted by Cultural Resources Analysts on behalf of Lochmueller Group (Lawhorn 2025).

A 16.1-acre survey area was examined through a combination of systematic shovel probing in 15 m intervals, pedestrian survey in 5 m intervals, and visual inspection of disturbed areas. The area encompassing US 40 has been previously disturbed from the construction of the highway, existing bridges with associated drainage, embankments, residential infrastructure, gravel driveways, roadside ditching, and buried utilities. Seven new sites (12HA444–12HA450) were recorded as a result of this survey. Sites 12HA444–12HA446, 12HA448, and 12HA449 could not be fully delineated due to the survey limits and therefore could not be fully assessed for the NRHP. However, no further work is recommended at those sites within the surveyed area. Sites 12HA447 and 12HA450 were fully delineated within the survey area and are ineligible for inclusion in the NRHP. No further work is recommended (Lawhorn 2025).

Therefore, there are no archaeological concerns as long as the project scope and footprint do not change.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and INDOT-CRO and the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology (IDNR-DHPA) will be notified immediately.

INDOT-CRO staff reviewer(s): Emily Minett and KayLee Blum

INDOT Approval Date: 8/22/2025

Amendment Approval Date (if applicable):

Minor Projects PA Project Submittal and Assessment Form

****Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

A PHASE IA ARCHAEOLOGICAL RECONNAISSANCE FOR THE US 40 AND CR 600 E INTERSECTION IMPROVEMENT PROJECT IN HANCOCK COUNTY, INDIANA (INDOT DES. NO. 2301078)

EXCERPT



by
Ashley Lawhorn, RPA 6170

Prepared for



Prepared by



Kentucky | West Virginia | Wyoming
Indiana | Louisiana | Tennessee | Virginia

**A PHASE IA ARCHAEOLOGICAL RECONNAISSANCE
FOR THE US 40 AND CR 600 E INTERSECTION
IMPROVEMENT PROJECT IN HANCOCK COUNTY,
INDIANA
(INDOT DES. NO. 2301078)**

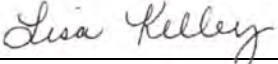
by
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with a contribution by Aaron Harth

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CRA Project No.: I240474



Lisa J. Kelley, RPA 4535
Principal Investigator

March 19, 2025

Lead Agency: Federal Highway Administration
Indiana Department of Transportation Des. No.: 2301078
Applied Archaeology Laboratories at Ball State University Accession #: 25.05

ABSTRACT

From February 3 to 6, 2025, Cultural Resource Analysts, Inc., personnel conducted a phase Ia archaeological survey for the US 40 and CR 600 E intersection improvement project in Hancock County, Indiana (Indiana Department of Transportation Designation Number 2301078). The survey was conducted at the request of Lochmueller Group with the purpose of identifying archaeological resources that could be affected by the project and assessing their eligibility for the National Register of Historic Places. The proposed project covers approximately 6.5 ha (16.1 acres). The survey area was investigated using methods consisting of systematic screened shovel testing, pedestrian survey, and visual inspection of obviously disturbed areas.

Prior to conducting this survey, an archaeological records review was completed using the Indiana Division of Historic Preservation and Archaeology's State Historic Architectural and Archaeological Research Database. The records review indicated that portions of the current survey area had been previously surveyed during previous investigations conducted prior to current standards of archaeological survey methods; and therefore, these portions were reinvestigated. No previously documented archaeological sites were located within or near the survey boundaries.

Seven new sites (12HA444–12HA450) were recorded as a result of this survey. Six of the sites are historic artifact scatters and one site is a precontact, Late Archaic, isolated find. All six of the historic sites are associated with non-extant and/or extant mapped structures.

Sites 12HA447 and 12HA450 were fully delineated within the survey area and are recommended ineligible for inclusion in the National Register of Historic Places. Sites 12HA444–12HA446, 12HA448, and 12HA449 could not be fully delineated due to the survey limits and therefore could not be fully assessed for the National Register of Historic Places. However, no further work is recommended at those sites within the area surveyed. If the project boundaries should change at any of the site locations, further archaeological investigations must be conducted in accordance with the "Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716).

Categorical Exclusion

Appendix E

**Red Flag Investigation
& Hazardous Materials**



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848
(855) INDOT4U

Mike Braun, Governor
Kent Abernathy, Commissioner

Date: March 5, 2025

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation (INDOT)
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Samantha Beaupre
Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, IN
SBeaupre@lochgroup.com

Re: RED FLAG INVESTIGATION
DES # 2301078, State Project
Intersection Improvement Project
US 40, at CR 600 E Intersection
Hancock County, Indiana

PROJECT DETAILS

The project involves an intersection improvement at the intersection of US 40 and CR 600 East in Hancock County, Indiana. The proposed project will construct a reduced conflict intersection (RCI) by eliminating the cross-street left turns and introducing a two-stage crossing to reduce unsafe operations. Bridge #040-30-08072 AWBL is located in the project area. No work is anticipated to occur to Bridge #040-30-08072 AWBL.

Bridge Work Included in Project: Yes ☐ No ☒ Structure #(s) _____

If this is a bridge project, is the bridge Historical? Yes ☐ No ☐ , Select ☐ Non-Select ☐

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report)

Culvert Work Included in Project: Yes ☒ No ☐ Structure #(s) CLV-77414, CLV-105437, CLV-105439, CLV-105441, CLV-105610

Proposed right of way: Temporary ☐ # Acres _____ Permanent ☒ # Acres <0.5 , Not Applicable ☐

Type and proposed depth of excavation: The depth of excavation is anticipated to be 6 feet below ground surface.

Maintenance of traffic (MOT): MOT is preliminary and will be determined as design progresses. Working during off-peak hours is advisable and perhaps performing overnight or weekend construction is necessary to avoid back-ups.

Work in waterway: Yes ☐ No ☒ Below ordinary high water mark: Yes ☐ No ☒

Anticipated NEPA document level: CE-1

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	N/A	Recreational Facilities	N/A
Airports ¹	N/A	Pipelines	N/A
Cemeteries	1	Railroads	1
Hospitals	N/A	Trails	N/A
Schools	N/A	Managed Lands	N/A

¹In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.

Explanation:

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. The cemetery, Silfer Cemetery, is located 0.16 mile south of the project area. No impact is expected.

Railroads: One (1) railroad is located within the 0.5 mile search radius. The railroad is located 0.16 mile south of the project area. No impact is expected.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Karst Springs	N/A	NWI - Wetlands	8
Canal Structures – Historic	N/A	Lakes	1
NPS NRI Listed	N/A	Floodplain - DFIRM	3
IDEM 303d Listed Streams and Lakes (Impaired)	1	Cave Entrance Density	N/A
Rivers and Streams	13	Sinkhole Areas	N/A
Canal Routes - Historic	N/A	Sinking-Stream Basins	N/A

*If unmapped water features are identified that might impact the project area, direct coordination with INDOT Ecology, Waterway Permitting, and Stormwater Office will occur.

Explanation:

IDEM 303d Listed Streams and Lakes (Impaired): One (1) impaired stream is located within the 0.5 mile search radius. Nameless Creek flows through the project area. Nameless Creek is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Rivers and Streams: Thirteen (13) stream segments are located within the 0.5 mile search radius. Three (3) stream segments, all representing Nameless Creek, flow through the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology, Waterway Permitting, and Stormwater Office (EWPSO) will occur.

NWI-Wetlands: Eight (8) wetland polygons are located within the 0.5 mile search radius. The nearest wetland polygon is located 0.14 mile southwest of the project area. No impact is expected.

Lakes: One (1) lake polygon is located within the 0.5 mile search radius. The lake polygon is located 0.45 mile southwest of the project area. No impact is expected.

Floodplain-DFIRM: Three (3) floodplain polygons are located within the 0.5 mile search radius. The project area crosses through one of the floodplain polygons. Coordination with INDOT ESD Ecology, Waterway Permitting, and Stormwater Office (EWPSO) will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	1	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

Petroleum Wells: One (1) petroleum well is located within the 0.5 mile search radius. The petroleum well is located 0.48 mile northeast of the project area. No impact is expected.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	N/A	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	N/A	Landfill Boundaries	N/A
Voluntary Remediation Program	N/A	Confined Feeding Operations (CFO)	N/A
Construction Demolition Waste	N/A	Brownfields	N/A
Solid Waste Landfill	N/A	Notice of Contamination Sites	N/A
Infectious/Medical Waste Sites	N/A	Institutional Controls	N/A
Leaking Underground Storage (LUST) Sites	N/A	NPDES Facilities	2
		NPDES Pipe Locations	N/A

* Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

NPDES Facilities: Two (2) NPDES facilities are located within the 0.5 mile search radius. The nearest facility, Dave O'Mara Contractors Spoil Site on Abandon Railroad Property Between S 500 E (Permit #INR10M315), is located 0.33 mile southwest of the project area. The permit expired in 2021. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Hancock County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at (https://www.in.gov/dnr/nature-preserves/files/np_hancock.pdf). A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is in a rural area surrounded by farm fields and residences. Culvert Nos. CLV-77414, CLV-105437, CLV-105439, CLV-105441, CLV-105610 are less than 3 feet in diameter and will not need additional investigation for bats according to USFWS guidance. The November 13, 2024 inspection report for Bridge ##040-30-08072 AWBL states that no evidence of bats was seen or heard on the bridge. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation INDOT Projects".

Evidence of Birds in Bridge Report: Yes ☐ No ☒ N/A ☐

*If yes, further coordination with INDOT Ecology, Waterway Permitting, and Stormwater Office may be necessary.

RECOMMENDATIONS SECTION

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE: N/A

WATER RESOURCES:

IDEM 303d Listed Streams and Lakes (Impaired): One (1) impaired stream is located within the 0.5 mile search radius. Nameless Creek flows through the project area. Nameless Creek is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

A Waters of the US Report is recommended based on the presence of mapped features, and coordination with INDOT ESD Ecology, Waterway Permitting, and Stormwater Office (EWPSO) will occur for the following features:

- Nameless Creek flows through the project area.
- The project area crosses through a floodplain (coordination only).

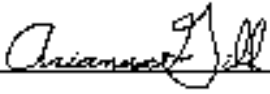
MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation INDOT Projects".

Prepared by:  (Signature)

Samantha Beaupre
Environmental Specialist
Lochmueller Group

QA/QC Completed by:  (Signature)

Arianna Gill
Environmental Specialist
Lochmueller Group

INDOT ESD concurrence: Dariane Davis (Signature)
Digitally signed by Dariane Davis
Date: 2025.03.07 13:22:20 -05'00'

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Infrastructure

US 40, at CR 600 E Intersection

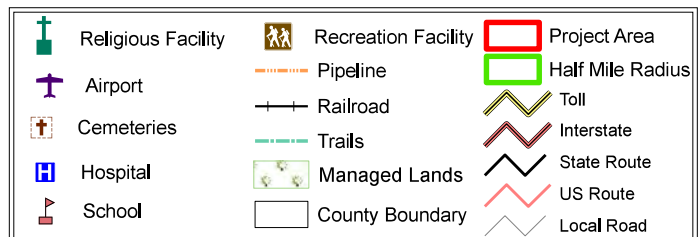
Des. No. 2301078, Intersection Improvement Project

Hancock County, Indiana



Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

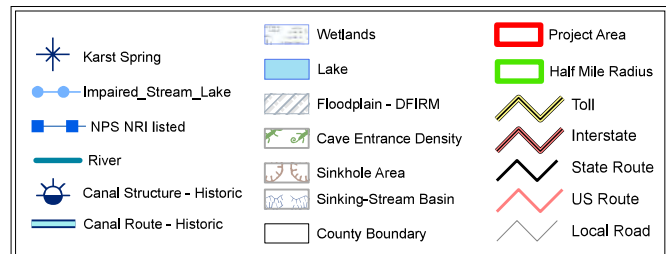


Red Flag Investigation - Water Resources
US 40, at CR 600 E Intersection
Des. No. 2301078, Intersection Improvement Project
Hancock County, Indiana



Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.



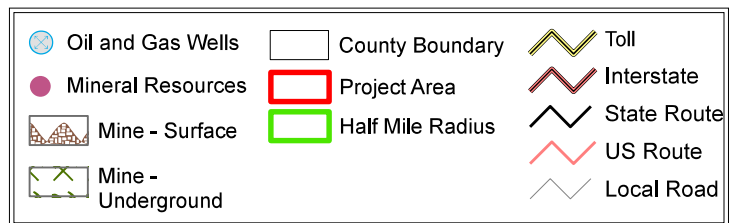
Red Flag Investigation - Mining and Mineral Exploration
 US 40, at CR 600 E Intersection
 Des. No. 2301078, Intersection Improvement Project
 Hancock County, Indiana



Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

0.2 0.1 0 0.2 Miles



Red Flag Investigation - Hazardous Materials Concerns

US 40, at CR 600 E Intersection

Des. No. 2301078, Intersection Improvement Project

Hancock County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Project Area
	Notice_Of_Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site		Toll
	Infectious/Medical Waste Site		Superfund		Interstate
	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				

0.2 0.1 0 0.2
Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Categorical Exclusion

Appendix F

Water Resources

**Waters of the U.S. Determination
US 40 at CR 600 E
Intersection Improvement
Hancock County, Indiana
Des. No. 2301078
Completion Date: April 16, 2025**

Preparer: Kyrstin Roberts, Lochmueller Group Inc.
Email: Kyrstin.Roberts@lochgroup.com
Phone: (317) 324-1138

Date(s) of Field Reconnaissance

July 25 & 26, 2024

Location

The proposed project (Des. No. 2301078) is located along US (United States) 40 at County Road (CR) 600 East in Hancock County, Indiana (Pages A1 through A3).

- Section 36, Township 16 North, Range 7 East and Section 31, Township 16 N, Range 8 East
- Cleveland 1:24,000 United States Geological Survey (USGS) Quadrangles
- Jackson Township, Hancock County, Indiana
- 12 Digit Hydrologic Unit Code (HUC): 051202040803 (Nameless Creek)
- Latitude: 39.788689°; Longitude: -85.688947°

Project Description

The proposed project (Des. No. 2301078) includes the intersection improvement of US 40 at CR 600 E in Hancock County, Indiana. The proposed project will construct a reduced conflict intersection (RCI) by eliminating the cross-street left turns and introducing a two-stage crossing to reduce unsafe operations. No work is anticipated for the twin concrete bridges over Nameless Creek (Bridge No. 040-30-08072 AWBL & Bridge No. 040-30-08072 AEBL), located within the investigated area approximately 0.17 mile east of the US 40 and CR 600 E intersection.

One stream feature, Nameless Creek, five wetland features, Wetland A, B, C, D, and E, and ten roadside ditch (RSD) features, RSD1 through RSD10, were identified within the investigated area. The investigated area is located along US 40 in Hancock County, Indiana. This area was investigated due to potential impacts from the proposed intersection improvement. The surrounding landscape is primarily rural with a mix of agricultural and residential land. The investigated area is located within an Indiana Department of Natural Resources (IDNR) regulated floodway.

Soils

According to the 2023 Soil Survey Geographic (SSURGO) Database for Hancock County, Indiana, the investigated area contains soil areas with predominately nonhydric, predominately hydric, and hydric soils (Page A4). Table 1 below summarizes the soil units within the investigated area.

Table 1. Soil Summary Table

Soil Unit Name	Symbol	NRCS Drainage Class	NRCS Hydric Soil Category	SSURGO Hydric Rating
Brookston silty clay loam, 0 to 2 percent slopes	Br	Poorly drained	Predominantly Hydric (66 – 99%)	95% hydric
Crosby silt loam, New Castle Till Plain, 0 to 2 percent slopes	CrA	Somewhat poorly drained	Predominantly Nonhydric (1 - 32%)	5% hydric
Sloan silty clay loam	So	Very poorly drained	Hydric (100%)	100% hydric

National Wetlands Inventory (NWI) Information

One U.S. Fish and Wildlife Service (USFWS) NWI mapped feature is identified within the investigated area (Page A5). This wetland is summarized in Table 2 below. Wetland type is based on *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin et al. 1979).

Table 2. NWI Summary Table

Wetland Type	Description	Location: Lat/Long
R2UBHx	Riverine, lower perennial, unconsolidated bottom, permanently flooded, excavated	39.788835 -85.685325

FEMA Floodway/Floodplain

The IDNR Indiana Floodplain Information Portal (<https://dnrmmaps.dnr.in.gov/appsphp/fdms/>) Best Available Flood Zones data indicate that the investigated area is mapped within a regulatory floodway (Page A7).

Attached Documents

- Location Map
- USGS Cleveland Quadrangle Map (1:24,000)
- USGS Cleveland Quadrangle Map (1:12,000) **Removed to avoid duplication; see Appendix B**
- USDA SSURGO Soils Map
- USFWS NWI Map
- StreamStats Watershed Map
- IDNR Best Available Floodplain Map
- IDNR Floodplain Analysis & Regulatory Assessment (FARA) Report Map
- National Hydrography Dataset (NHD) Features Map
- Water Resources Map
- Photo Location Map and Project Photos
- Wetland Determination Data Sheets **Removed for brevity; available upon request**
- Preliminary Jurisdictional Determination Form

Field Reconnaissance

The area was investigated on July 25 and 26, 2024. The Waters of the U.S. investigated area limits were established based on the scope of work expected for the US 40 at CR 600 E Intersection Improvement project. One stream feature, five wetland features, and ten RSD features were identified during the field investigation. Weather on the day of July 25, 2024, field investigation was mostly cloudy with a precipitation event occurring on the same day, at approximately 0.25 inch. The last precipitation event in the area (Indianapolis International Airport Station), prior to the day of field reconnaissance, occurred on July 16, 2024, at approximately 0.56 inch according to the Weather Underground Climate Data (<https://www.wunderground.com/calendar/us/in/indianapolis/KIND/date/2024-7>).

Weather on the day of July 26, 2024, field investigation was partly cloudy and the last precipitation event in the area occurred on July 25, 2024, at approximately 0.25 inch according to the Weather Underground Climate Data (<https://www.wunderground.com/calendar/us/in/indianapolis/KIND/date/2024-7>).

Water resource boundaries were mapped using an EOS Arrow receiver (sub-meter accuracy) and ArcGIS Field Maps as the Geographic Information System (GIS) data collection platform. Wetland determinations were conducted in accordance with the *Corps of Engineers Wetland Delineation Manual* (U.S. Army Corps of Engineers 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region Version 2.0* (U.S. Army Corps of Engineers 2010). Wetland determinations were made using EcoBot as the data collection platform, with data sheets adapted from the U.S. Army Corps of Engineers (USACE) website (https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/reg_supp/).

For those features that displayed bed and bank, the ordinary high water mark (OHWM) width and depth were measured at the maximum dimension observed beyond the influence of bridge and culvert structures.

Stream Feature(s)

According to the USGS Cleveland 1:24,000 topographic quadrangle, six solid blue-line stream features are present within the investigated area (Page A2). The NHD GIS dataset included five classified and four unclassified NHD flowlines within the investigated area (Page A9). The field investigation concluded that one of the classified features was Nameless Creek, which flows from north to south through the investigated area.

Nameless Creek:

Nameless Creek is a perennial channel that flows north to south underneath US 40 within the investigated area (Page A10). The dominant riparian species along the stream feature are reed canarygrass (*Phalaris arundinacea*), American elm (*Ulmus americana*), and silver maple (*Acer saccharinum*). The OHWM was measured outside of the influence of any bridge or culvert structure and was documented to be 20.0 feet wide by 1.2 feet deep. The stream morphology consists of run (60%) and pool (40%). Furthermore, the substrate consists of silt (25%), gravel (70%), and cobble (5%). According to a qualitative analysis of Nameless Creek, the stream would be considered average quality due to its perennial status and presence of available aquatic habitat.

Nameless Creek is considered to be a relatively permanent water (RPW) with a connection to the Big Blue River, a traditional navigable water (TNW). The Big Blue River is navigable from its junction with Sugar Creek (to form Driftwood River) for 55.46 river miles to the Henry-Ruch County line. Nameless Creek would be subject to USACE jurisdiction under Section 404 of the Clean Water Act due to its connectivity

to the Big Blue River, a TNW. This stream is not subject to USACE jurisdiction under Section 10 of the Rivers and Harbors Act.

Table 3. Stream Summary Table

Water Feature Name	Photos	Lat/Long (OHWM)	OHW Width (ft) Depth (ft)	Stream Length (ft)	USGS Blue-line? Type?	Class	Connection	Riffles? Pools?	Quality	Substrate	Upstream Drainage Area (sq. mi.)	Likely Waters of U.S.?
Nameless Creek	29 - 31, 35 - 36, 38 - 45, & 47	39.788539 -85.685435	20.0 1.2	296	Yes Perennial	Perennial	Big Blue River	No Yes	Average	Silt (25%) Gravel (70%) Cobble (5%)	7.82	Yes

Wetlands

The July 2024 field investigation identified five wetland features, Wetlands A, B, C, D, and E within the investigated area of the US 40 at CR 600 E Intersection Improvement project. According to the 2023 SSURGO Database, the area adjacent to Nameless Creek contains soil areas with hydric soil (Page A4). Due to riprap lined RSDs and further riprap drainage features being located within these areas, data points were unable to be attained. According to the Indiana Department of Environmental Management (IDEM) under stipulations provided in IC 13-18-22, all identified wetland features (Wetland A, B, C, D, and E) within the investigated area would be considered exempt isolated wetlands based on their classification as Class I wetlands, their boundaries not abutting an RPW, and their location within roadside ditches (<https://www.in.gov/idem/wetlands/information-about/state-regulated-wetlands-program/understanding-state-regulated-wetland-exemptions/>). INDOT acknowledges that Wetland A, B, C, D, and E would likely not meet the definition of a Waters of the U.S. under the Clean Water Act. However, INDOT may request that the USACE take jurisdiction of these wetland features. Therefore, all identified wetland features, within the investigated area, have been included on the Preliminary Jurisdictional Determination form (Pages A105 through A108). The total area of mapped wetlands is 0.36 acres.

US 40 at CR 600 E, Intersection Improvement (Des. No. 2301078)
Hancock County, Indiana
Waters of the U.S. Determination

Table 4. Wetland Summary Table													
Wetland ID	Type	Acreage	Quality	Photo IDs	Associated Structure ID	Likely WOTUS?	Data Point ID (DP)	Lat/Long	Dominant Vegetation	Hydric Soil Indicator(s)	Hydrology Indicator(s)	Within Wetland?	Notes
Wetland A	EM	0.02	Poor	7 - 15	None	No*	AW1	39.788886 -85.683934	<i>Cyperus strigosus</i> , <i>Carex sp.</i> <i>Juncus tenuis</i> , <i>Juncus torreyi</i>	Recently Developed Wetland	A1, B4, B6, D5	Yes	Located within the median of US 40.
							AU1	39.788904 -85.683884	<i>Setaria pumila</i>	None	D5	No	
Wetland B	EM	0.01	Poor	16 - 24	None	No*	BW1	39.788727 -85.683782	<i>Juncus tenuis</i> , <i>Scirpus atrovirens</i>	F8	D2 & D5	Yes	Located along the south side of US 40 within a roadside ditch.
							BU1	39.788702 -85.683776	<i>Poa pratensis</i>	None	None	No	
Wetland C	EM	0.18	Poor	68 - 82	CLV-77414	No*	CW1	39.788574 -85.687014	<i>Phalaris arundinacea</i>	A11 & F3	A2, A3, D2, D5	Yes	Located along the south side of US 40 within a roadside ditch.
							CU1	39.788557 -85.687009	<i>Lolium perenne</i>	F3	None	No	
Wetland D	EM	0.02	Poor	106 - 113	CLV-77414 & CLV-105437	No*	DW1	39.788477 -85.689424	<i>Leersia oryzoides</i> , <i>Phalaris arundinacea</i>	F3	A2, A3, C3, D2, D5	Yes	Located along the south side of US 40 within a roadside ditch.
							DU1	39.788445 -85.689417	<i>Fraxinus pennsylvanica</i> , <i>Schedonorus arundinaceus</i> , <i>Phalaris arundinaceus</i>	None	D5	No	
Wetland E	EM	0.13	Poor	128 - 151	CLV-105437 & CLV-105439	No*	EW1	39.788812 -85.690120	<i>Carex lacustris</i> , <i>Phalaris arundinacea</i>	F3	B4, B13, C3, D2, D5	Yes	Located along the north side of US 40 within a roadside ditch.
							EU1	39.788833 -85.690129	<i>Morus alba</i> , <i>Solidago canadensis</i> , <i>Poa pratensis</i>	None	B4 & C3	No	
							EW2	39.788766 -85.691292	<i>Leersia oryzoides</i> , <i>Echinochloa crus-galli</i>	F3	A2, A3 B4, D2, D5	Yes	
							EU2	39.788788 -85.691292	<i>Fraxinus pennsylvanica</i> , <i>Morus alba</i> , <i>Solidago canadensis</i> , <i>Poa pratensis</i>	None	C8	No	
NA	NA	NA	NA	1 - 4	None	NA	Neg1	39.789096 -85.683707	<i>Acer rubrum</i> , <i>Phalaris arundinacea</i>	None	D2 & D5	No	

US 40 at CR 600 E, Intersection Improvement (Des. No. 2301078)
Hancock County, Indiana
Waters of the U.S. Determination

NA	NA	NA	NA	57 - 60	None	NA	Neg2	39.789012 -85.686069	<i>Echinochloa crus-galli</i> , <i>Leersia oryzoides</i> , <i>Typha X glauca</i>	None	D2 & D5	No	
NA	NA	NA	NA	101 - 104	None	NA	Neg3	39.788358 -85.689549	<i>Fraxinus pennsylvanica</i> , <i>Echinochloa crus-galli</i> , <i>Amaranthus hybridus</i> , <i>Cyperus esculentus</i>	None	B4 & D5	No	

*INDOT acknowledges that the wetland would likely not meet the definition of a Waters of the US. However, INDOT is requesting that the USACE take jurisdiction of the wetland.

Roadside Ditch

Ten RSD features, RSD1 through RSD10, were identified within the investigated area. The RSD features were located within roadside depressions excavated for drainage (Pages A13 through A17). The RSDs lack a defined bed and bank and sufficient wetland indicators; therefore, the RSD features would not be subject to USACE jurisdiction under Section 404 of the Clean Water Act. The total length of the RSD features within the investigated area was 1,663 linear feet.

Table 4. Roadside Ditch Summary Table

Name	Photos	Length (feet)	Coordinates	Type
RSD1	25 - 26	44	39.788687 -85.68407	Riprap-Lined
RSD2	27	46	39.788672 -85.684369	Riprap-Lined
RSD3	28 & 46	261	39.788628 -85.68495	Riprap-Lined & Vegetated Ditch
RSD4	32 - 33	77	39.789027 -85.685637	Riprap-Lined & Vegetated Ditch
RSD5	55 - 56, 61 - 62	213	39.788966 -85.68643	Vegetated Ditch
RSD6	64 - 65	71	39.78893 -85.687106	Vegetated Ditch
RSD7	47 - 51	357	39.788583 -85.686164	Riprap-Lined & Vegetated Ditch
RSD8	152 - 153, 155 - 156	326	39.788699 -85.692812	Vegetated Ditch
RSD9	157 - 158	70	39.78867 -85.693435	Vegetated Ditch
RSD10	118 - 121	198	39.788482 -85.690245	Vegetated Ditch

Open Water

Open water features were not identified within the investigated area.

Wildlife Evidence and Concerns

All drainage structures within the investigated area were examined for the presence of bats and migratory birds. No direct or indirect signs of bats were identified. However, one unidentified species' bird's nest was observed under the US 40 westbound bridge (Bridge No. 040-30-08072 AWBL) (Page A27). No further wildlife or wildlife signs (e.g., tracks, scat, fur, etc.) were observed.

Conclusions

The July 25 and 26, 2024, field investigations for the US 40 at CR 600 E Intersection Improvement project identified one stream feature, Nameless Creek, five wetland features, Wetlands A, B, C, D, and E, and ten RSD features, RSD1 through RSD10, within the investigated area. Nameless Creek would be subject to USACE jurisdiction under Section 404 of the Clean Water Act due to its connection to the Big Blue River, a TNW. The field identified wetland features, Wetland A, B, C, D, and E would likely be considered exempt

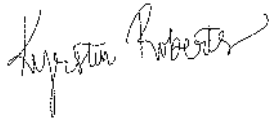
isolated wetlands due to their lack of connection to a TNW, Class I classification, and location within roadside ditches. INDOT acknowledges that these wetland features would likely not meet the definition of a Waters of the U.S. under the Clean Water Act. However, INDOT may request that the USACE take jurisdiction of these wetland features; therefore, they have been included on the Preliminary Jurisdictional Determination form. There were no water resources under USACE jurisdiction per Section 10 of the Rivers and Harbors Act within the investigated area limits.

Every effort should be taken to avoid and minimize impacts to stream and wetland features. If impacts are necessary, then mitigation may be required. The proper agency should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the USACE. This report is our best judgment based on the guidelines set forth by the Corps.

Acknowledgement

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience, and professional judgement in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the *USACE Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.

Kyrstin Roberts

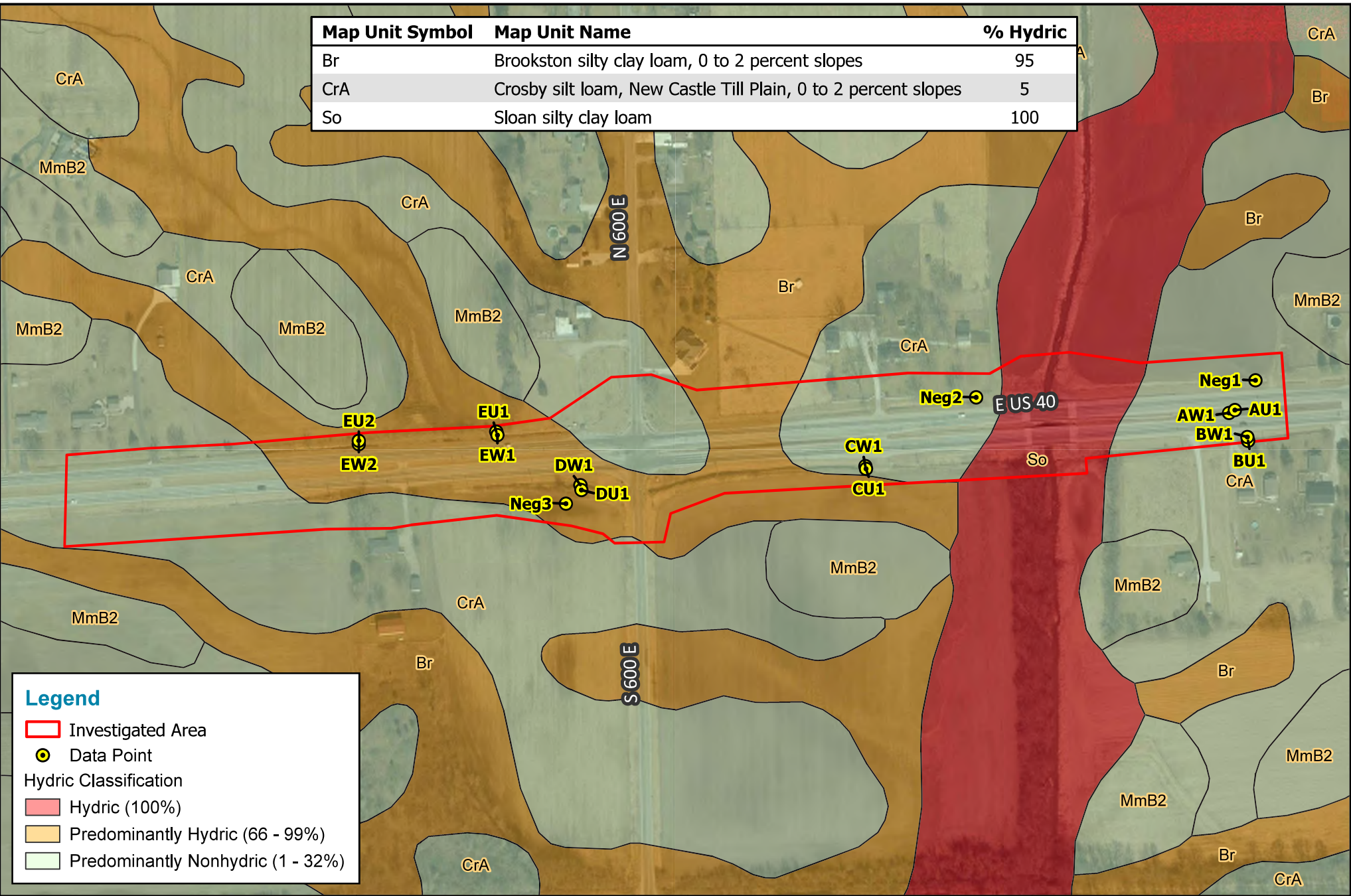


Environmental Specialist
Lochmueller Group, Inc.

Preparers

Lochmueller Group, Inc. Staff	Position	Contributing Effort
Austin Broadwater	Environmental Specialist	Field Data Collection
Kyrstin Roberts	Environmental Specialist	Field Data Collection, Report Preparation

Map Unit Symbol	Map Unit Name	% Hydric
Br	Brookston silty clay loam, 0 to 2 percent slopes	95
CrA	Crosby silt loam, New Castle Till Plain, 0 to 2 percent slopes	5
So	Sloan silty clay loam	100



3502 Woodview Trace, Suite 150
Indianapolis, IN 46268
Phone: (317) 222-3880
Fax: (317) 222-3881

USDA SSURGO Soils Map

Des. No. 2301078
Waters of the U.S. Report

0 250 500
Feet



County: Hancock
Township: Jackson
State: Indiana

US 40 at CR 600 East
Intersection Improvement
Created: 4/15/2025, Kyrstin.Roberts

Aerial Source: 2022 Indiana Current Imagery
Soil Source: Soil Survey Geographic (SSURGO) database
09/2023 for Hancock County, Indiana



Legend

- Investigated Area
- Data Point
- NWI Wetlands
- Riverine



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Phone: (317) 222-3880
Fax: (317) 222-3881

USFWS NWI Map

Des. No. 2301078
Waters of the U.S. Report

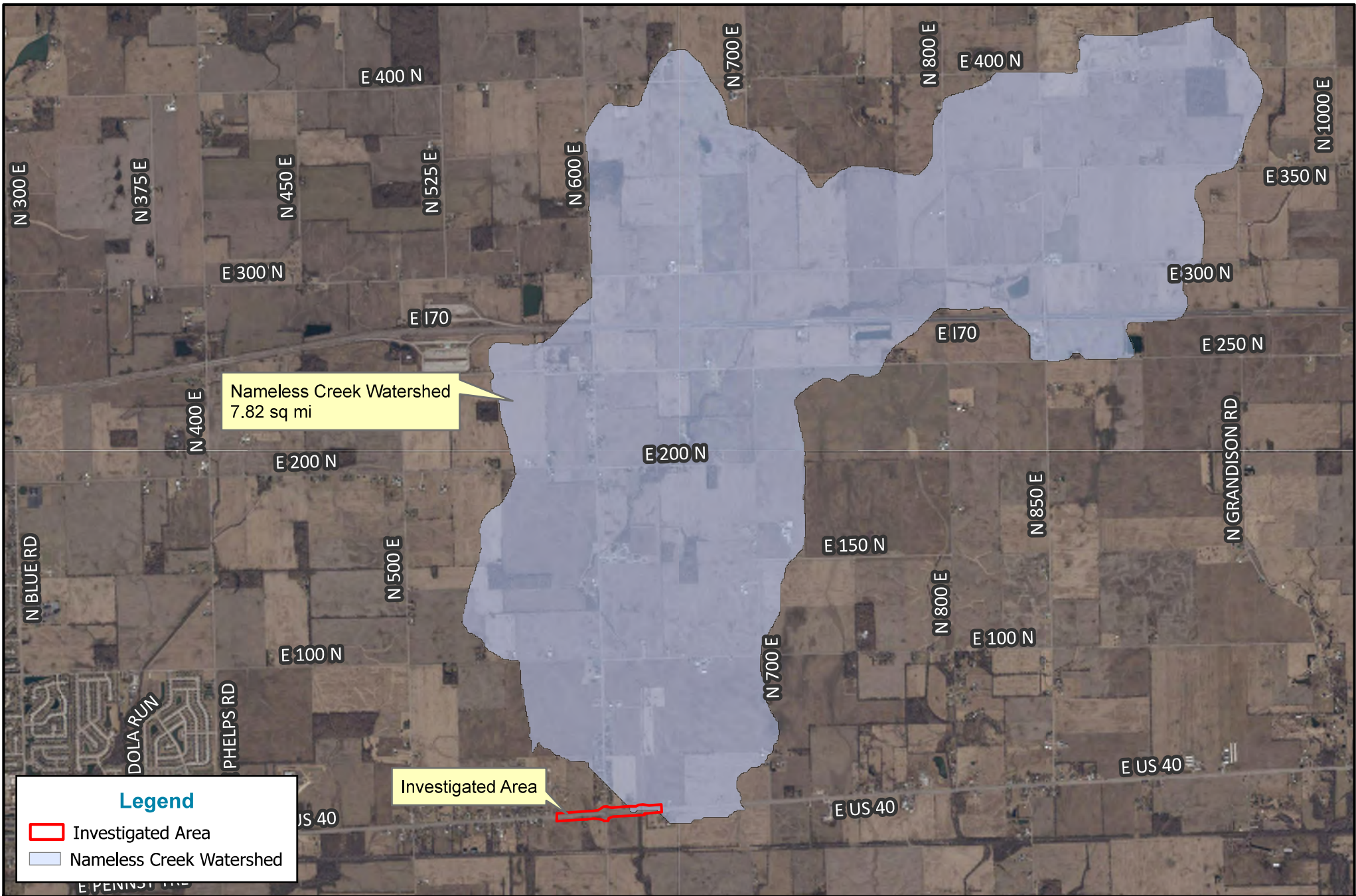
0 225 450
Feet



County: Hancock
Township: Jackson
State: Indiana

US 40 at CR 600 East
Intersection Improvement
Created: 4/15/2025, Kyrstin.Roberts

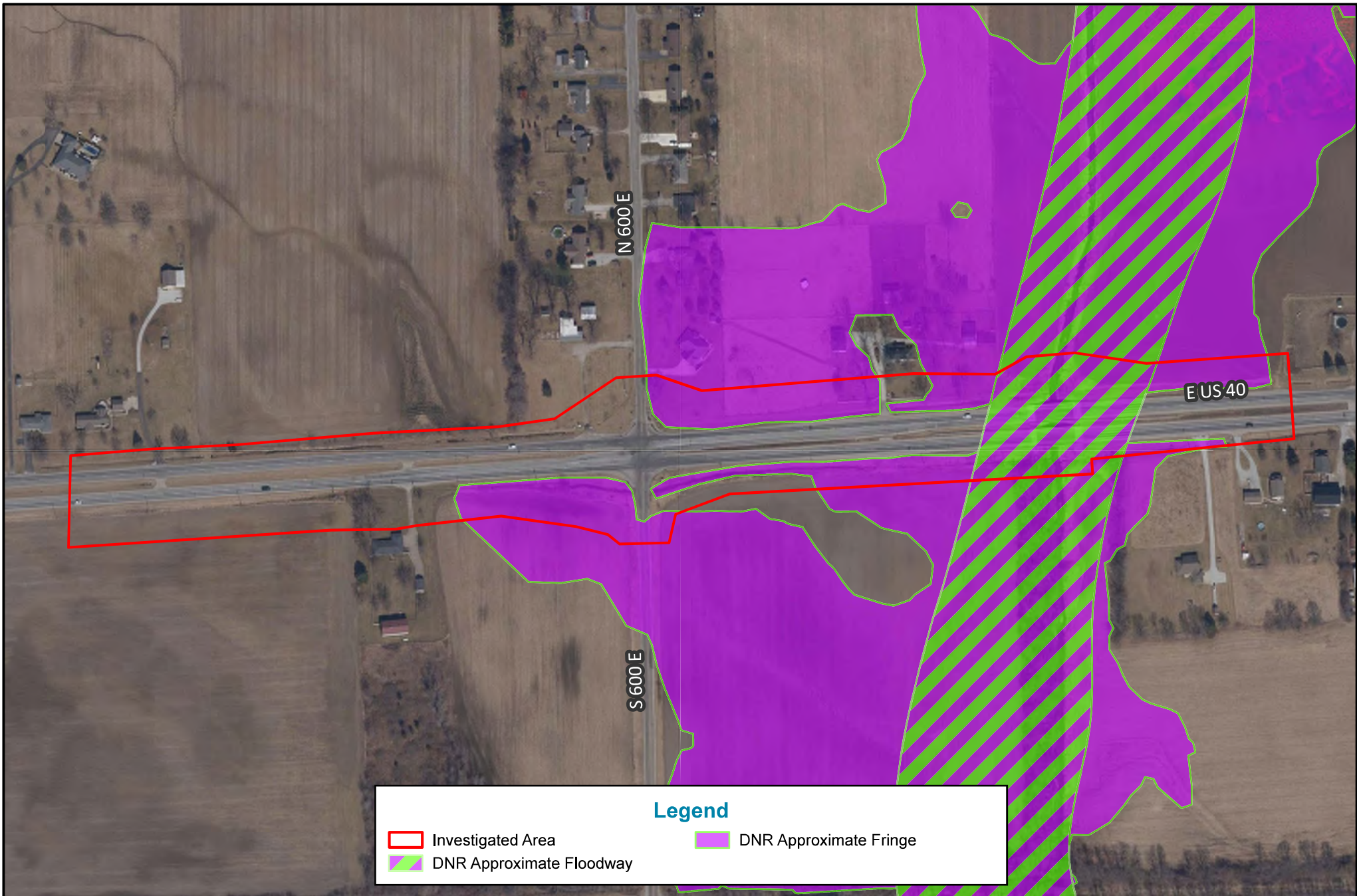
Aerial Source: 2022 Indiana Current Imagery
Indiana Wetlands from the USFWS NWI as of
October 6, 2022 at <https://www.fws.gov/node/264847>



Legend

- Investigated Area
- Nameless Creek Watershed

 3502 Woodview Trace, Suite 150 Indianapolis, IN 46268 Phone: (317) 222-3880 Fax: (317) 222-3881	StreamStats Watershed Map Des. No. 2301078 Waters of the U.S. Report	County: Hancock Township: Jackson State: Indiana	Aerial Source: 2022 Indiana Current Imagery Watershed Source: StreamStats Version 4.20.1
	0 2,000 4,000 Feet 	US 40 at CR 600 East Intersection Improvement Created: 4/15/2025, Kyrstin.Roberts	

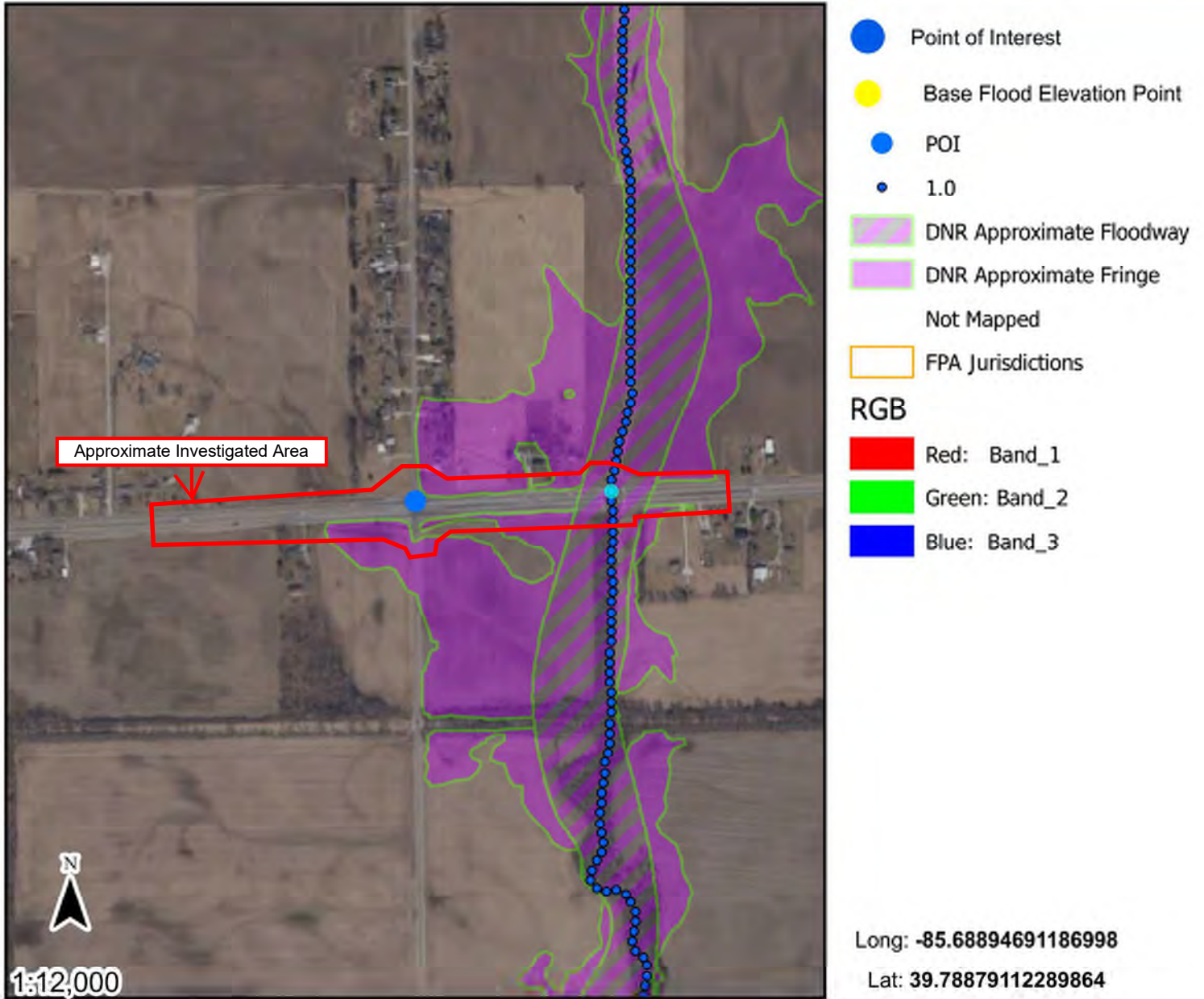


Legend

Investigated Area
 DNR Approximate Floodway

DNR Approximate Fringe

3502 Woodview Trace, Suite 150 Indianapolis, IN 46268 Phone: (317) 222-3880 Fax: (317) 222-3881	IDNR Best Available Floodplain Map Des. No. 2301078 Waters of the U.S. Report	County: Hancock Township: Jackson State: Indiana US 40 at CR 600 East Intersection Improvement Created: 4/15/2025, Kyrstin.Roberts	Aerial Source: 2022 Indiana Current Imagery Map Sources: Indiana Department of Natural Resources, Division of Water
	0250500 Feet		



The information provided below is based on the point of interest shown in the map above.

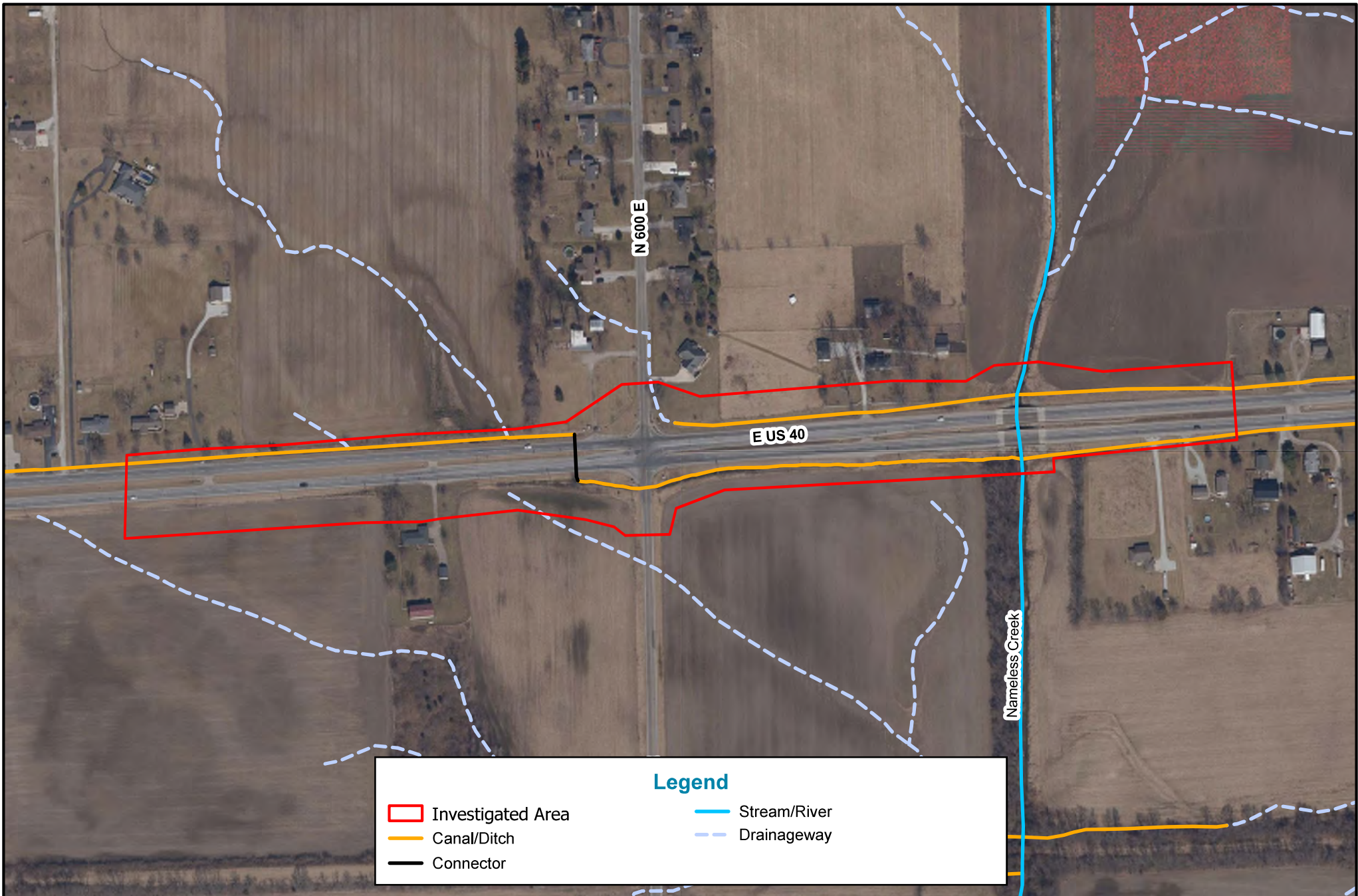
County: **Hancock** Approximate Ground Elevation: **915.5 feet (NAVD88)**
 Stream Name: Base Flood Elevation: **913.6 Feet (NAVD88)**
Nameless Creek Drainage Area: **Not Available**

Best Available Flood Hazard Zone: **Not Mapped**
 National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **See following pages**
 Is a local floodplain permit needed for this location? **Contact your local Floodplain Administrator-**
 Floodplain Administrator: **Chad Coughenour, County Surveyor**

Community Jurisdiction: **Hancock County, County proper**
 Phone: **(317) 477-1150**
 Email: **hcan-surveyor@hancockin.gov**

US Army Corps of Engineers District: **Louisville** Date Generated: 3/10/2025



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Indianapolis, IN 46268
Phone: (317) 222-3880
Fax: (317) 222-3881

NHD Features Map
Des. No. 2301078
Waters of the U.S. Report

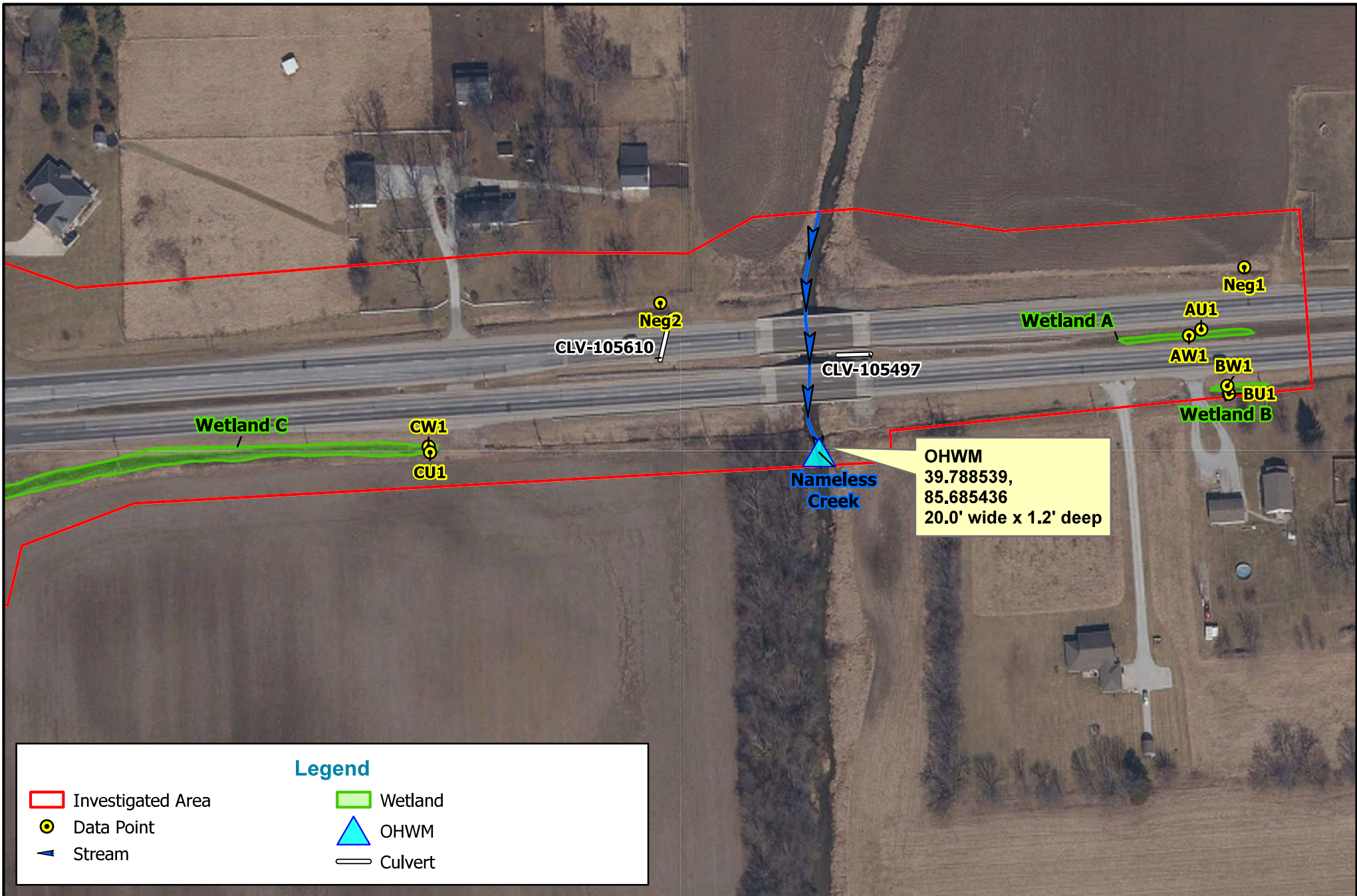
0 250 500 Feet



County: Hancock
Township: Jackson
State: Indiana

US 40 at CR 600 East
Intersection Improvement
Created: 4/15/2025, Kyrstin.Roberts

Aerial Source: 2022 Indiana Current Imagery



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Indianapolis, IN 46268
Phone: (317) 222-3880
Fax: (317) 222-3881

Water Resources Map
Des. No. 2301078
Waters of the U.S. Report

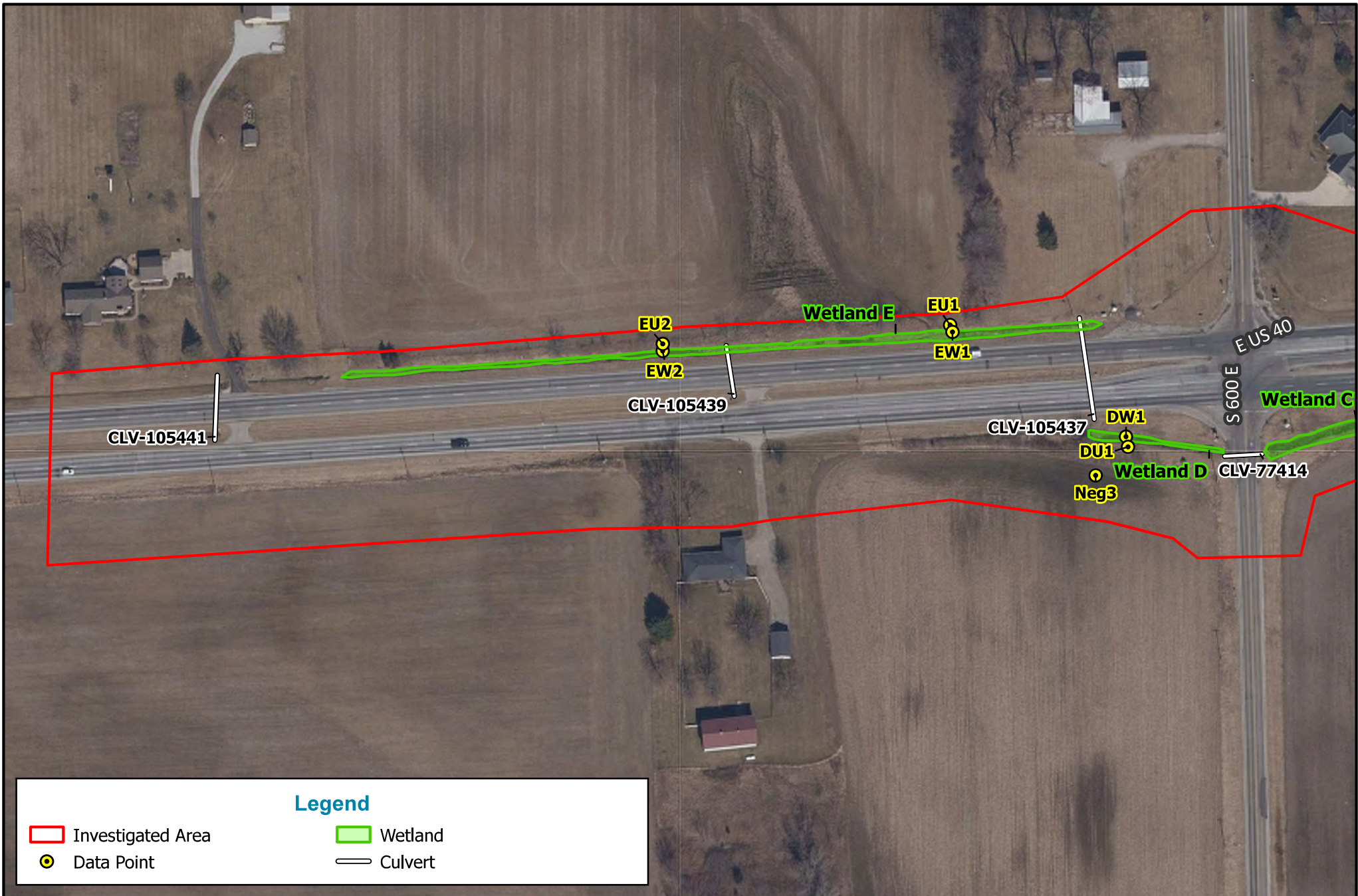
0 100 200
Feet



County: Hancock
Township: Jackson
State: Indiana

US 40 at CR 600 East
Intersection Improvement
Created: 4/15/2025, Kyrstin.Roberts

Aerial Source: 2022 Indiana Current Imagery



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Indianapolis, IN 46268
Phone: (317) 222-3880
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Water Resources Map

Des. No. 2301078
Waters of the U.S. Report

0 100 200
Feet



County: Hancock
Township: Jackson
State: Indiana

US 40 at CR 600 East
Intersection Improvement
Created: 4/15/2025, Kyrstin.Roberts

Aerial Source: 2022 Indiana Current Imagery

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: 4/16/25

B. NAME AND ADDRESS OF PERSON REQUESTING PJD:

Kyrstin Roberts; 3502 Woodview Trace, Ste 150, Indianapolis, IN 46268

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The proposed project (Des. No. 2301078) includes the intersection improvement of US 40 at CR 600 E in Hancock County, Indiana. The proposed project will construct a reduced conflict intersection (RCI) by eliminating the cross-street left turns and introducing a two-stage crossing to reduce unsafe operations. No work is anticipated for the twin concrete bridges over Nameless Creek (Bridge No. 040-30-08072 AWBL & Bridge No. 040-30-08072 AEBL), located within the investigated area approximately 0.17 mile east of the US 40 and CR 600 E intersection. One stream and five wetlands were identified within the investigated area. The surrounding landscape is primarily rural with a mix of agricultural and residential land.

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: **IN** County/parish/borough: **Hancock** City: **Greenfield**

Center coordinates of site (lat/long in degree decimal format):

Lat.: **39.788689** Long.: **-85.688947**

Universal Transverse Mercator: **568494.76E, 4432731.92N, 16T**

Name of nearest waterbody: **Nameless Creek**

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH “MAY BE” SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
Nameless Creek	39.788539	-85.685436	296 lft (0.14 acre)	Non-wetland	Section 404
Wetland A	39.788886	-85.683934	0.02	Wetland	Section 404
Wetland B	39.788727	-85.683782	0.01	Wetland	Section 404
Wetland C	39.788574	-85.687014	0.18	Wetland	Section 404
Wetland D	39.788477	-85.689424	0.02	Wetland	Section 404
Wetland E	39.788812	-85.690120	0.13	Wetland	Section 404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring “pre-construction notification” (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant’s acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there “*may be*” waters of the U.S. and/or that there “*may be*” navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

☒ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:

Map: State Location, USGS Topo, NRCS Soils, NWI, USGS Streamstats, IDNR BAFHA, NHD, IDNR FARA, and Water Resources _____

☒ Data sheets prepared/submitted by or on behalf of the PJD requestor.

☐ Office concurs with data sheets/delineation report.

☐ Office does not concur with data sheets/delineation report. Rationale: _____

☐ Data sheets prepared by the Corps: _____

☐ Corps navigable waters' study: _____

☒ U.S. Geological Survey Hydrologic Atlas: Hydrography_LocalRes_Flowline_Classified_NHD_IN

☒ USGS NHD data.

☒ USGS 8 and 12 digit HUC maps.

☒ U.S. Geological Survey map(s). Cite scale & quad name: USGS 1:24,000 Cleveland

☒ Natural Resources Conservation Service Soil Survey. Citation: Hancock Co. 2023 SSURGO

☒ National wetlands inventory map(s). Cite name: USFWS NWI Wetlands

☐ State/local wetland inventory map(s): _____

☒ FEMA/FIRM maps: Best_Available_Flood_Hazard_Zones_of_Indiana_IDNR_IN

☒ 100-year Floodplain Elevation is: 913.6 BFE (National Geodetic Vertical Datum of 1929)

☒ Photographs: ☒ Aerial (Name & Date): 2022 Indiana Current Imagery

or ☒ Other (Name & Date): July 25 & 26, 2024

☐ Previous determination(s). File no. and date of response letter: _____

☐ Other information (please specify): _____

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of
Regulatory staff member
completing PJD

Kyrstin Roberta 4/16/2025

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

¹ Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

Categorical Exclusion

Appendix G

Public Involvement

Notice of Survey

Date: 10/17/2024

**SUBJECT: US 40 and CR 600 Intersection Improvement
DES No. 2301078, Hancock County, Indiana**

Dear Property Owner:

Align, on behalf of Fishbeck will perform a survey along US 40 in Hancock County, IN at CR 600, approximately 2-miles east of Greenfield. Our information indicates that you own or occupy property near the above referenced project. Our employees will be performing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is permitted by law per Indiana Code IC 8-23-7-26. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

At this stage, we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, you will be contacted with additional information.

The survey work will include mapping the location of features such as trees, buildings, fences and drives, and obtaining ground elevations. The survey is needed for the proper planning and design of this project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew, or contact me at the telephone number or address shown above for our office. The Fishbeck project manager, Brad Vannoy is also available for questions concerning this project. Contact information is as follows:

Brad Vannoy, PE, CQA, CESSWI
Senior Transportation Engineer/Project Manager
Office: 317-939-6658

Sincerely,



Grant Niemeyer, PS
Principal/Director of Survey

CC: File 24-126





INDOT to hold public information meeting for U.S. 40 at C.R. 600 E. intersection improvements

Des. Nos. 2301078

The Indiana Department of Transportation (INDOT) will host a public information meeting on Tuesday, September 23, regarding proposed safety and traffic flow improvements at the intersection of U.S. 40 and County Road (C.R.) 600 East in Hancock County, Indiana.

The project aims to address a high number of right-angle crashes and reduce traffic congestion on C.R. 600 E during peak travel times.

What: Public information meeting for intersection improvements to U.S. 40 at C.R. 600 E.

When: Tuesday, September 23, 2025, at 6:00 pm (doors open at 5:30 p.m.)

Where: NineStar Connect, 2243 E Main St., Greenfield, IN 46140

Doors will open at **5:30 p.m.**, giving the public a chance to view project displays and speak with project representatives. A brief presentation will begin at **6:00 p.m.** followed by open-house discussion. Comment forms will be available.

Between 2019 and 2021, 18 of the 26 crashes reported at this intersection were right-angle collisions. Additionally, traffic volumes on the north and south approaches of C.R. 600 E. have exceeded the road's capacity, leading to long delays and safety concerns.

Notice of Livestreamed Public Meeting:

In accordance with Indiana Code 5-13-1.5-2.9, INDOT is offering livestreams of all public meetings and hearings. You can access the livestream at the following link starting at 6 p.m. on September 23: [Livestream Registration](https://bit.ly/US40PIMRegistration) (bit.ly/US40PIMRegistration)

Written comments submitted both in-person and online during the meeting will be recorded and shared with the project team. Constituents will be unable to submit oral comments via the livestream.

A recording of the livestream and the presentation will be posted on INDOT's [project website](https://bit.ly/US40RCI) (bit.ly/US40RCI) in the following 48 hours after the hearing. The recording will be available online for up to 90 days.

In accordance with the Americans with Disabilities Act, persons with disabilities requiring assistance and/or accommodation, or persons of limited English proficiency (LEP) requiring accommodation related to accessibility to documents and participation at the public meeting venue, are encouraged to contact INDOT at (855) 463-6848, or INDOT4u.com, at least 72 hours prior to the public hearing for additional assistance.

Mailing List- Page 1 of 3

Name	Title	Agency/Company	Address 1	Address 2	City	State	Zip	Delivery Method	Email
PROPERTY OWNERS									
Dollna Coffin	Owner		5732 E Us 40		Greenfield	IN	46140	Mail	
Donald & Debra Strahl	Owner		5760 E Us 40		Greenfield	IN	46140	Mail	
James & Marjorie McKinley	Owner		9376 Lake Abby Ln		Bonita Springs	FL	34135	Mail	
Alan Craney	Owner		6646 N 1125 E		Shirley	IN	47384	Mail	
Eric & Amy Garrison	Owner		69 N 600 E		Greenfield	IN	46140	Mail	
Floyd & Betty Huges	Owner		675 N 600 E		Greenfield	IN	46140	Mail	
Camden & Breena Smith	Owner		6394 E Us 40		Greenfield	IN	46140	Mail	
Paul & Gracie Glentzer	Owner		6331 E Us Highway 40		Greenfield	IN	46140	Mail	
Steven & Tammy Kline	Owner		6303 E Us Highway 40		Greenfield	IN	46140	Mail	
Debra Kline	Owner		6277 E Us Highway 40		Greenfield	IN	46140	Mail	
Janet King	Owner		6213 E Us Highway 40		Greenfield	IN	46140	Mail	
J & K Prutt Family Limited Partnership	Owner		3332 E 200 N		Greenfield	IN	46140	Mail	
Carm-Farm LLC	Owner		5414 N 600 E		Greenfield	IN	46140	Mail	
Indiana Gas Company Inc.	Owner		211 NW Riverside Dr		Evansville	IN	47708	Mail	
Darrin & Lisa Eastes	Owner		5899 E Us Highway 40		Greenfield	IN	46140	Mail	
Timmy Hickerson	Owner		1515 N 600 E		Greenfield	IN	46140	Mail	
FEDERAL									
Jermaine Hannon	Division Administrator	Federal Highway Administration - Indiana Division	Federal Office Building Room 254	575 North Pennsylvania Street	Indianapolis	Indiana	46204	Email	paige.story@dot.gov
	State Conservationist	US Natural Resources Conservation Service	6013 Lakeside Boulevard		Indianapolis	Indiana	46278	Email	john.allen@usda.gov
Erik Sandstedt	Field Environmental Officer	Chicago Regional Office, US Department of Housing and Urban	Metcalfe Federal Building	77 West Jackson Boulevard, Room 2401	Chicago	Illinois	60604	Email	Erik.r.Sandstedt@hud.gov

X:\Production\Files\2024\124-1019\Departments\Enviro\NEPA docs IN_CE Docs\Attachments\G_PI\Complete Mailing List_DRAFT V2.xlsx

Mailing List- Page 2 of 3

Deborah Snyder		US Army Corps of Engineers	Louisville District, Indianapolis Regulatory Office		Indianapolis	Indiana	46216	Email	RegulatoryApplicationsLRL@usace.army.mil
STATE									
Ron Bales	Environmental Section Manager	INDOT Greenfield District Office						Email	rbales@indot.IN.gov
Joann Wooldridge	Project Manager	INDOT Greenfield District Office						Email	jwooldridge@indot.in.gov
Don McGhghy	Assitant Project Manager	INDOT Greenfield District Office						Email	dmcghghy@indot.in.gov
Michael MacNeill	District Traffic Engineer	INDOT Greenfield District Office						Email	mmacneill@indot.in.gov
Mark Muenz	Assistant Traffic Engineer	INDOT Greenfield District Office						Email	mmuenz@indot.in.gov
		IDNR, Division of Fish and Wildlife						Email	environmentalreview@dnr.in.gov
		INDOT Environmental Services	100 N Senate Avenue	Room N758	Indianapolis	Indiana	46204	Email	esd.NEPA@indot.in.gov
LOCAL									
Paul Durham	Superintendent	Hancock County Highway Department						Email	paul.durham@hancockin.gov
		Indianapolis Metropolitan Planning Organization						Email	anna.gremling@indympo.org ; sean.northup@indympo.or
Gary McDaniel	Commissioner	Hancock County Board of Commissioners						Email	gary.mcdaniel@hancockin.gov
Bill Spalding	Commissioner	Hancock County Board of Commissioners						Email	bill.spalding@hancockin.gov
Jeannine Gray	Commissioner	Hancock County Board of Commissioners						Email	jeannine.gray@hancockin.gov
Tammy Settergren	Council Member	Hancock County Council, District 1						Email	tammy.settergren@hancockin.gov
Keely Butrum	Council Member	Hancock County Council, At Large						Email	keely.butrum@hancockin.gov
Kent Fisk	Council Member	Hancock County Council, At Large						Email	kent.fisk@hancockin.gov
Robin Lowder	Council Member	Hancock County Council, At Large						Email	robin.lowder@hancockin.gov

Mailing List- Page 3 of 3

Mary Noe	Council Member	Hancock County Council, District 2						Email	mary.noe@hancockin.gov
James Shelby	Council Member	Hancock County Council, District 3						Email	jshelby904@aol.com
Scott Wooldridge	Council Member	Hancock County Council, District 4						Email	robin.lowder@hancockin.gov
Tarra Youngclaus	Trustee	Jackson Township Trustee						Email	jacksontownshiptrustee@gmail.com
Chad Coughenour	Surveyor	Hancock County Surveyor's Office (also MS4 Coordinator)						Email	hcan-surveyor@hancockin.gov
Misty Moore	Director	Hancock County Homeland Security						Email	@hancockin.gov ; emergmt@hancockin.gov
Brad Burkhart	Sheriff	Hancock County Sheriff Department						Email	hancock.sheriff@hancockcoingov.org
Jason Horning	Fire Chief	Greenfield Fire Department						Email	jashorning@greenfieldin.org
Dr. Gary Sharp	Health Officer	Hancock County Health Department						Email	cbaker@hancockcoingov.org
John Jokantas	911 Director	Hancock County E-911						Email	911Director@hancockin.gov
Amanda Jackson	Transportation Coordinator	Eastern Hancock County Community School Corporation						Email	ajackson@easternhancock.org

Jefferson Shreve	Congressional Reprersnative	300 S. Madison Ave Suite 300	Greenwood	IN	46124	
Michael Crider	Indiana Senate Dist 28	200 W. Washington St.	Indianapolis	IN	46204	Senator.Crider@iga.in.gov
Ethan Lawson	Indiana House Dist 53					h53@in.gov

MEETING SUMMARY

Date of Meeting: September 23, 2025 **Re:** U.S. 40 Public Information Meeting -- Greenfield, IN

Location: NineStar Connect – Greenfield, IN **Issue Date:** October 22, 2025

Submitted By: Lochmueller Group

In Attendance: There were 38 members of the public in attendance, along with representatives from the Indiana Department of Transportation (INDOT) Greenfield District, Fishbeck, and Lochmueller Group.

ITEMS DISCUSSED:

SIGN-IN & OPEN HOUSE WELCOME

Upon arrival, attendees were greeted by members of the project team, who invited participants to sign in, pick up project handouts, and review informational materials. The team provided an overview of the event structure and encouraged guests to visit each display board station to learn about project elements and ask questions directly of technical staff.

Attendees circulated through the open-house area, where large-format maps, roll plots, and visual boards illustrated the existing intersection conditions, crash data, traffic patterns, and the proposed Reduced Conflict Intersection (RCI) concept. Project representatives from INDOT, Fishbeck, and Lochmueller were available at each station to discuss design considerations, movements through the intersection, maintenance of traffic, and the anticipated project timeline.

During this portion of the meeting, attendees commonly:

- Reviewed maps identifying property limits and intersection changes.
 - Asked about crash statistics, turning movements, and construction timeline.
 - Shared experiences with congestion on C.R. 600 E and U.S. 40.
 - Sought clarification on how the RCI design would affect local traffic flow.
-

October 3, 2025

Page 2

Project Presentation

Following the open-house period, Nicole Minton (Lochmueller Group) welcomed attendees to the formal presentation, which covered:

- Project development process: Overview from project selection through real estate acquisition and the National Environmental Policy Act (NEPA).
- Crash history: Between 2022 and 2024, 12 of the 15 reported crashes at this intersection were right-angle collisions.
- Existing conditions: Two-way stop control with an Intersection Conflict Warning System (ICWS) and Level of Service (LOS) F during the PM peak hour.
- Purpose and Need: Reduce severe right-angle crashes and queuing on side streets.
- Alternatives evaluated: Options included adding turn lanes and upgrading to a signal; the Reduced Conflict Intersection (RCI) was selected as the preferred alternative for its demonstrated safety and cost benefits.
- Safety data: RCIs reduce fatal and injury crashes by 81% and property-damage-only crashes by 58%.
- Educational resources: Short videos and testimonials from other Indiana RCI locations were shown to demonstrate how drivers of passenger vehicles, trucks, and farm equipment navigate the intersection.

Public Outreach & Livestream Access

The meeting was held in person at NineStar Connect and livestreamed. A recording of the presentation and discussion was posted on the INDOT project [webpage](#) within 48 hours of the meeting.

Attendees were encouraged to submit written comments during and after the meeting, either in person or online. All feedback was recorded and shared with the project team.

Breakout & Discussion Session (After Presentation)

Following the presentation, attendees were invited back to the display boards for additional discussion. Project team members were able to demonstrate how cars and larger vehicles move through the intersection by utilizing a 1:64 scale RCI model. The model demonstrated that trucks would be able to move safely through the intersection and sparked key discussion.

Key discussion themes included:

- Safety: Broad support for addressing the intersection's crash history.
- Operations: Questions about how the RCI accommodates large vehicles and emergency equipment.
- Education: Requests for clear signage and public outreach before opening the intersection.
- Construction: Interest in timeline of project and MOT.

October 3, 2025

Page 3

While some attendees arrived skeptical of the RCI concept, many left with a clearer understanding and greater confidence in its safety benefits after speaking directly with the team.

Next Steps & Timeline

- Incorporate public comments into design refinements.
 - Continue coordination with Hancock County officials, utilities, and adjacent property owners.
 - Post the recording and meeting summary on INDOT's project website.
 - Prepare for additional public involvement activities as design advances.
-

CONTACT INFORMATION

The meeting adjourned at 7:30 p.m., and project team contact information was distributed.

- Nicole Minton (Lochmueller): nicole.minton@lochgroup.com, (812) 759-417
- INDOT Customer Service: INDOT4U.com, (855) 463-6846

The above constitutes our understanding of the meeting. If you believe there are omissions, additions, or corrections, please send your written comments within seven working days to Lochmueller Group.



Tuesday, September 23, 2025, | NineStar Connect - Greenfield, IN
Public Information Meeting Sign-In Sheet

Name (First & Last)	Address	Email	Telephone Include mobile numbers for text alerts
George Langston	332 Pomona Ct Greenfield, IN		
Jim Cherry	5572 E 100 S Greenfield		
Greg Gibby	2448 S 600 E Greenfield		
Grayson Joslin	314 W Main St Greenfield		
Burt Carmichael Georgia	Greenfield 3414 N 600 E		
Jane & John STANGER	4605 S 600 E GREENFIELD, IN 46140		
BRANDON JONES BLUE RIVER TWSH TROR GREENFIELD	3218 S BINFORD RD GREENFIELD		
Andrew BUTCHER	9899 W 1100 N Greenfield		
EMILY GORMAN	7599 E 200 S, GREENFIELD IN 46140		
Eric Garrison	107 N. 600 E. Greenfield, IN		

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request



Tuesday, September 23, 2025, | NineStar Connect - Greenfield, IN
Public Information Meeting Sign-In Sheet

Name (First & Last)	Address	Email	Telephone Include mobile numbers for text alerts
Donald Strad	5760 EAST U.S.		
Debra	40 GREENFIELD		
Margie Bishop	7800 N 250 E GREENFIELD IN 46040		
Green Carlson	38 S Broadway St GREENFIELD, IN 46040		
Jeanne Gray	Box 98 Shirley		
Steven Zehr	8440 Allison Pointe Blvd. Suite 200 Indpls 46250		
Gary & Marcia Hunt	10681 E. W.B. Hwy 40 Charlottesville, VA 46117		
Amy Harrison	69 N. 600 E. Greenfield, IN		
DARRIN EASTES	5899 EAST U.S 40 GREENFIELD, IN 46040		
MIKE EISBURY	5385 E. 500 N GREENFIELD, IN		
Paul Mills	5555 E SR 234		

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request



Tuesday, September 23, 2025, | NineStar Connect – Greenfield, IN
Public Information Meeting Sign-In Sheet

Name (First & Last)	Address	Email	Telephone Include mobile numbers for text alerts
Donna Dakes	8933 E Hwy 4 Greenfield		
Cody Bates	558 E 600 N Fortville IN		
Steve Elsbury	9684 N 675 E, Wilkesboro		
Jocelyn Johnson	3391 S 500 E, Greenfield, IN		
Chris [unclear]	614 S 500 E Greenfield IN		
Tom [unclear]	3797 S 500 E Greenfield IN		
Camden Smith	6794 E US HW 40		
Breene Smith	11		
Debra Nagel	2639 S 700 E		
Anthony Nagel	2639 S 700 E		

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request



Tuesday, September 23, 2025, | NineStar Connect – Greenfield, IN
Public Information Meeting Sign-In Sheet

Name (First & Last)	Address	Email	Telephone Include mobile numbers for text alerts
Tim Hicherson	1515 N 600 E		
JEFF GLASS	6330 E 600 N		
Chuck McMichael	1179 King Maple Dr.		
DAVID OAKES	8933 E 4540		
STEVE PRICE	1656 S 600 E		
DAVID NAGEL	2639 S 700 E		
Bill Spaulding	2916 S. Allen Dr		
Dustin Wicker	393 N. 600 E.		

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request



U.S. 40 & C.R. 600 East Intersection Improvements

Public Information Meeting

September 23, 2025 - NineStar Connect

Name: EMILY GORMAN
Address: 7599 E 200 S, GREENFIELD, IN 46140
Email: [REDACTED]

Public Meeting Comment

Please provide your feedback on the improvements to U.S. 40 & C.R. 600 East.
Comments will be shared with the project team.

AS A DAILY COMMUTER TO INDY, WE KNOW HOW UNSAFE THIS INTERSECTION CURRENTLY IS. I AM PLEASED TO SEE ITS RECEIVING THE ATTENTION IT DESERVES. THAT SAID I WONDERED IF A FEW THINGS HAVE BEEN CONSIDERED:

1: BOTH DIRECTIONS OF 40 FROM CR600 ARE ON SLIGHT HILLS/
INCINES REDUCING VISIBILITY. MY CONCERN IS ONCOMING
TRAFFIC FROM 40 E+W WON'T SEE THE LOONS IN TIME TO
SLOW DOWN. & ESPECIALLY FOR SEMIS/SLOWER VEHICLES.

2: THE SUN PLAYS A HUGE FACTOR IN THAT CROSSING IN BOTH
THE AM AND PM COMMUTES. THIS FURTHER REDUCES
VISIBILITY AND WORRIES ME.

QUESTIONS:

1. WILL THE SPEED LIMIT ON 40 BE REDUCED IN RESPONSE
TO THIS CHANGE? MODEL
2. HAS THE RELOCATION OF THE TURN - TO THE LOONS, BEEN
STUDIED IN RELATION TO THE INCLINE/HILL?

- Drop your comment in the comment box
- Mail to: Nicole Minton, Lochmueller Group, 3502 Woodview Trace,
Suite 150, Indianapolis, IN
- Scan & email to Nicole.Minton@lochgroup.com



**U.S. 40 & C.R. 600 East Intersection
Improvements**

Public Information Meeting

September 23, 2025 - NineStar Connect

Name:

MIKE ELSBURY

Address:

5385 EAST 500 NORTH GREENFIELD

Email:

[REDACTED]

Public Meeting Comment

Please provide your feedback on the improvements to U.S. 40 & C.R. 600 East. Comments will be shared with the project team.

ARE WE PREPARED FOR ADDITIONAL TRAFFIC ON
NEARBY ROADS TRYING TO AVOID THIS AREA.
MERGING ACROSSED ON US 40 TO DO THE U-TURN
WILL BE VERY DIFFICULT WITH BIG TRUCKS
& FARM EQUIPMENT. LOOKS LIKE REAR END
CRASHES ARE LIKELY AS VEHICLES MOVING SLOWLY
TRY TO MOVE LEFT THROUGH TRAFFIC AT SPEED TO
MAKE A "U" TURN.

- Drop your comment in the comment box
- Mail to: Nicole Minton, Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN
- Scan & email to Nicole.Minton@lochgroup.com



U.S. 40 & C.R. 600 East Intersection Improvements

Public Information Meeting

September 23, 2025 - NineStar Connect

Name:

Joey Johnson

Address:

3391 S 500 E, Greenfield, IN 46140

Email:

[REDACTED]

Public Meeting Comment

Please provide your feedback on the improvements to U.S. 40 & C.R. 600 East. Comments will be shared with the project team.

How can you guarantee that semis and other traffic won't relocate to other N/S County roads. When work was being done on 600 E, many grain semis moved to my road, 500 E. If this project causes them to avoid that intersection, you could simply move the danger to U.S. 40 & 500 E which is not designed to handle that volume.

- Drop your comment in the comment box
- Mail to: Nicole Minton, Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN
- Scan & email to Nicole.Minton@lochgroup.com



U.S. 40 & C.R. 600 East Intersection Improvements

Public Information Meeting

September 23, 2025 - NineStar Connect

Name: GEORGE LANGSTON

Address: 332 POMONA CT GREENFIELD, IN 46146

Email: _____

Public Meeting Comment

Please provide your feedback on the improvements to U.S. 40 & C.R. 600 East. Comments will be shared with the project team.

I HAVE DRIVEN THESE IN MICHIGAN. UNDER HEAVY TRAFFIC, IT'S VERY HARD TO GET A SEMI FROM RIGHT LANE TO THE J-TURN LANE. 90% OF VEHICLES WILL NOT SLOW DOWN OR ACCOMMODATE THE TRUCK UNDER REDUCED VISIBILITY, LIKE TODAY'S HEAVY FOG. THERE ARE ALWAYS PEOPLE DRIVING TOO FAST FOR THESE CONDITIONS. YOU CANNOT STOP ALL THE ACCIDENTS. IN MY OPINION, ESPECIALLY UNDER REDUCED VISIBILITY, THIS PROJECT DOES NOTHING TO STOP T-BONES OR REAR END COLLISIONS. IT'S BEST TO INSTALL A 4-WAY TRAFFIC LIGHT SYSTEM, ALONG WITH PHOTO SENSITIVE LOW VISIBILITY WARNING LIGHTS, WITH REDUCE SPEED LIMITS ABILITY.

- TRUCK DRIVER 9 years
- OVER THE ROAD
- DRIVEN IN ALL 50 STATES
- YOU HAVEN'T SEEN IT ALL UNTIL YOU DRIVEN A SEMI FOR SEVERAL YEARS

INDOT APPROVED MANCOCK CTY 5-6 YEARS AGO. THE PUBLIC WAS NOT IN FAVOR OF J-TURNS AND COMMISSION DENIED THIS REQUEST.

- Drop your comment in the comment box
- Mail to: Nicole Minton, Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN
- Scan & email to Nicole.Minton@lochgroup.com



U.S. 40 & C.R. 600 East Intersection Improvements

Public Information Meeting

September 23, 2025 - NineStar Connect

Name:

Amy Garrison

Address:

69 N. 600E. Greenfield, IN 46140

Email:

[REDACTED]

Public Meeting Comment

Please provide your feedback on the improvements to U.S. 40 & C.R. 600 East. Comments will be shared with the project team.

- Has DNR approved building on North Side of US 40 in the flood zone?
- What part of my yard are you taking?
- Why is the flashing sign now yellow rather than red?
- Why do other intersections have multiple stop signs (8) with flashers and warning signs (4) about the stop signs approaching, also with flashers and rumble strips beside the warning stop signs and 40 + 600E have 2 stop signs only?
- Will there be any security lights installed at the intersection?
- Will speed limits be adjusted on 600E?
- What happens when I-70 is shut down & more traffic (semis) are on 40 with tractors/implements trying to merge?

- Drop your comment in the comment box
- Mail to: Nicole Minton, Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN
- Scan & email to Nicole.Minton@lochgroup.com



U.S. 40 & C.R. 600 East Intersection Improvements

Public Information Meeting

September 23, 2025 - NineStar Connect

Name: Eric Garrison
Address: 6132 E. US 40 Greenfield, IN 46140
Email: [REDACTED]@[REDACTED].com

Public Meeting Comment

Please provide your feedback on the improvements to U.S. 40 & C.R. 600 East. Comments will be shared with the project team.

- Who is going to pay for the fence repair/vet bills when someone turns too quickly or a semi over turns and falls into the fence? This hazard is created by your team by aiming thousands of people towards our farm and animals.
- How can I supposed to turn into my drive with a trailer when you make this bump out impossible for me to swing in. I don't want a widened drive or more of the bump out added towards the drive, I want the idea thrown out!
- Why can there not be a stop light with a different traffic pattern that approaches the stopping area?
- Why can this not be a stop sign with a reduced traffic pattern. State road 234 is heavily traveled and has a stop sign at State road 9 and at Fortville Pike that works just fine.

- Drop your comment in the comment box
- Mail to: Nicole Minton, Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN
- Scan & email to Nicole.Minton@lochgroup.com

- Why can you not reduce the road from 2 lanes to 1 from 500 E to 600 E going east bound and from 700 E to 600 E going westbound? This will reduce the amount of lanes you need to look out for when a driver is on 600 E and currently has to look at 6 lanes. This provides a cheaper option that only requires some repaving. I would even say get rid of the turn lane, now if you have someone turning left it would stop traffic behind that stopped vehicle which would then stop people from going 60 and crashing into each other.
- When this doesn't work will you come out and fix the road and properties you destroy? How many complaints do you need to come put back the road to where it was and where do we send those complaints to?
- Since this would impact me and my family because you are destroying our land for this, I would like to hear from people that were affected by your other similar projects in rural areas, the people whose farms you destroyed to make this terrible concept a reality, not just some random driver that uses it.
- I kept hearing about right angle crashes but now this will put people crossing more lanes at slower speeds to do u-turns. What happens when a semi misjudges and doesn't make the turn. Or when the person making a u-turn can't for a while and traffic backs up to 600 E and a semi or other vehicle blocks traffic on 40 because they thought they had room, do you pay for their accident?
- There are numerous ways to fix this intersection that don't involve some intern's idea of a Michigan J-turn, please do better!



**U.S. 40 & C.R. 600 East Intersection
Improvements**

Public Information Meeting

September 23, 2025 - NineStar Connect

Name:

Demetra Langford

Address:

3395 S 100 E Greenfield

Email:

[REDACTED]

Public Meeting Comment

Please provide your feedback on the improvements to U.S. 40 & C.R. 600 East. Comments will be shared with the project team.

*I wish there would be a light instead
of a T turn. Just slow the speed down to
50 like it is by 1050/Eastern on US 40.*

*This much more cost effective and saving
all the responses so far - I think my
request is the majority - not the minority.*

Thank you!

- Drop your comment in the comment box
- Mail to: Nicole Minton, Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN
- Scan & email to Nicole.Minton@lochgroup.com



U.S. 40 & C.R. 600 East Intersection Improvements

Public Information Meeting

September 23, 2025 - NineStar Connect

Name:

Kim Youngblood



Kim Youngblood
3395 S.600 E.
Greenfield, IN 46140

Address:



Email:

Public Meeting Comment

Please provide your feedback on the improvements to U.S. 40 & C.R. 600 East.
Comments will be shared with the project team.

I feel that a signal light is a much better choice. Just add lower speed limit signs before the lights like there are in other places, and there is excellent sight vision... no hills or curving road. 40 going east to the Ohio line has numerous lights & they are fine. This is a much easier solution. Doing all the construction of turn lanes & barriers in the intersection is a mess waiting to happen. Please reconsider signal lights as an option.

- Drop your comment in the comment box
- Mail to: Nicole Minton, Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN
- Scan & email to Nicole.Minton@lochgroup.com

U.S. 40 at C.R. 600 E Intersection Improvement Project



DES. No. 2301078
Hancock County
 Indiana Department of Transportation



1

Welcome

- Purpose and Need Overview
- Proposed Project Improvements
- Environmental Process
- Anticipated Project Schedule
- Submit Written Public Comments
- View Handout and Display Materials at: bit.ly/US40RCI



2

Submit Public Comments

Public Comment Form mailed to: Nicole Minton, Lochmueller Group
 3502 Woodview Trace, Suite 150
 Indianapolis, IN 46268

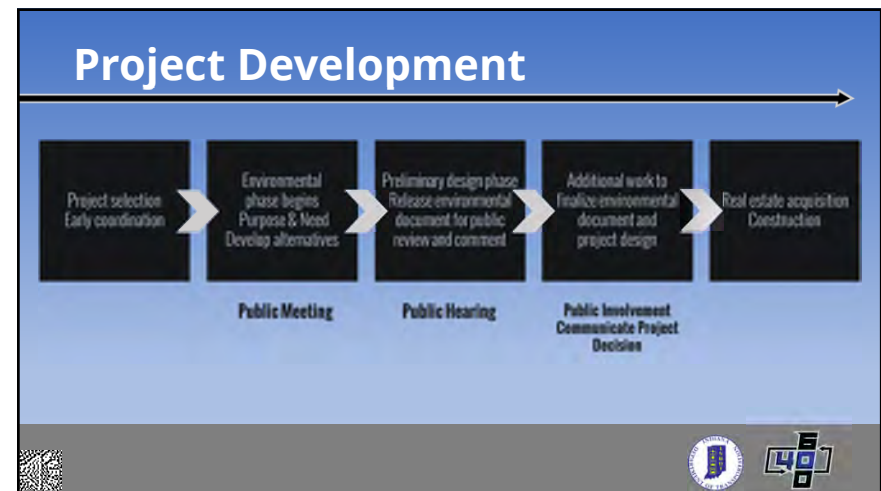
Via e-mail: nicole.minton@lochgroup.com

The comment period deadline to have your comment included in the project record is:

October 7, 2025



3



4

National Environmental Policy Act



5

Environmental Document

Environmental Process

- Establish purpose and need
- Develop possible alternatives
 - The “Do Nothing” alternative is a baseline for comparison
- Evaluate and screen alternatives
- Identify a preferred alternative
- Solicit public comment on environmental document and preliminary design plan
- Address and consider public comment as part of decision-making process
- Finalize and approve environmental document

6

Current Conditions

- Currently has a two-way stop control with Intersection Conflict Warning System (ICWS)
- High amount of right-angle crashes
- North and South approaches have Level of Service F for PM Peak
- LOS will continue to worsen by 2048



7

Current Conditions

- Between 2022 and 2024, 12 of the 15 crashes reported at this intersection were right-angle crashes
- Analysis shows intersection is very prone to crashes of higher-than-expected severity
- Frequency of crashes is significantly higher than expected for an average intersection of similar volume



8

Project Need

- The need for this project is due to the number of severe right-angle crashes
- Motorists misjudging the opening and timing to cross U.S. 40
- Vehicle queuing on north and south approaches



9

Project Purpose

Reduce or eliminate the amount of severe right-angle crashes and reduce or eliminate excessive queuing of the side street approaches.



10

Alternative Analysis

No Build

Traffic Signal

Roundabout

RCI



11

Alternative Analysis

No Build

Meets Purpose and Need?

Reason: Does not reduce congestion or severe right-angle crashes



12

Alternative Analysis

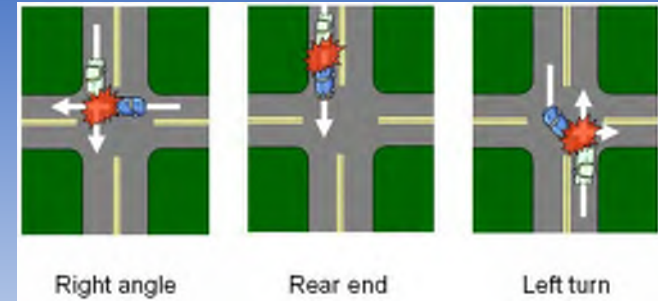


Traffic Signal

Meets Purpose and Need?  

Reason: Doesn't address severe right-angle crashes and could increase mainline rear-end crashes. Reduces congestion.

13



14

Alternative Analysis



Roundabout

Meets Purpose and Need? 

Reason: Reduces congestion and increases safety. Much higher ROW needs and more than double the cost.

15

Alternative Analysis



RCI

Meets Purpose and Need? 

Reason: Reduces congestion and right-angle crashes. Allows quick access to refuge of U-turn lane.

16

Benefits of an RCI

Across the State of Indiana

- Reduced **fatal and injury** crashes by an average of **81%**
- Reduced **property damage** crashes by an average of **58%**
- Reduced crashes of **any severity** by an average of **68%**



17

Preliminary Intersection Design



18

Navigating an RCI



19

Navigating an RCI

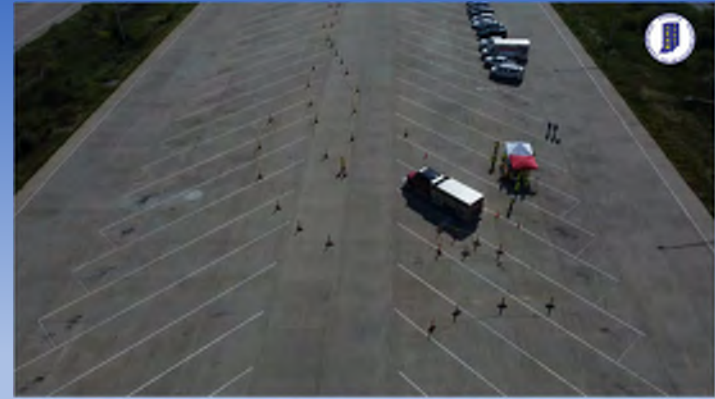


20

Test Drive



21



22

Semi Tractor-Trailer Turning Path



WB-67
Vehicle length: 73 ft 11 inches
Vehicle width: 8 feet



23

Combine Turning Path



John Deere 5680 Vehicle
Vehicle length: 36 feet 6 inches
Vehicle width: 17 feet 8 inches



24

School Bus Turning Path



S-Bus 40
Vehicle length: 40 feet
Vehicle width: 8 feet

25

Improved Efficiency

Decreased queuing for north and south bound approaches

- Less waiting on vehicles trying to time left turns
- Left turns from C.R. 600 and through moving vehicles will now enter the long refuge lane
- Allows right turning vehicles to quickly move on their way

26

Alternative Analysis



Impacts
People and
natural
environment



Costs
Construction,
right-of-way,
utility relocations



Benefits
Improved
safety and
efficiency

27

Schedule

HEARING: NOVEMBER 2025

ROW ACQUISITION: SPRING/FALL 2026

UTILITY RELOCATIONS: FALL/WINTER 2026

BIDDING: JULY 2026

CONSTRUCTION: SUMMER 2027

28

MOT Phase 1



29

MOT Phase 2



30

MOT Phase 3



31

MOT Phase 4



32

MOT Phase 5



33

Thank You



Written Comments

By Email nicole.minton@lochgroup.com
 By Mail Nicole Minton, 3502 Woodview Trace,
 Suite 150, Indianapolis, IN 46268
 Website eastcentral.indot.in.gov



Voice Recorded Message

INDOT Customer Service (855) 463-6848

34

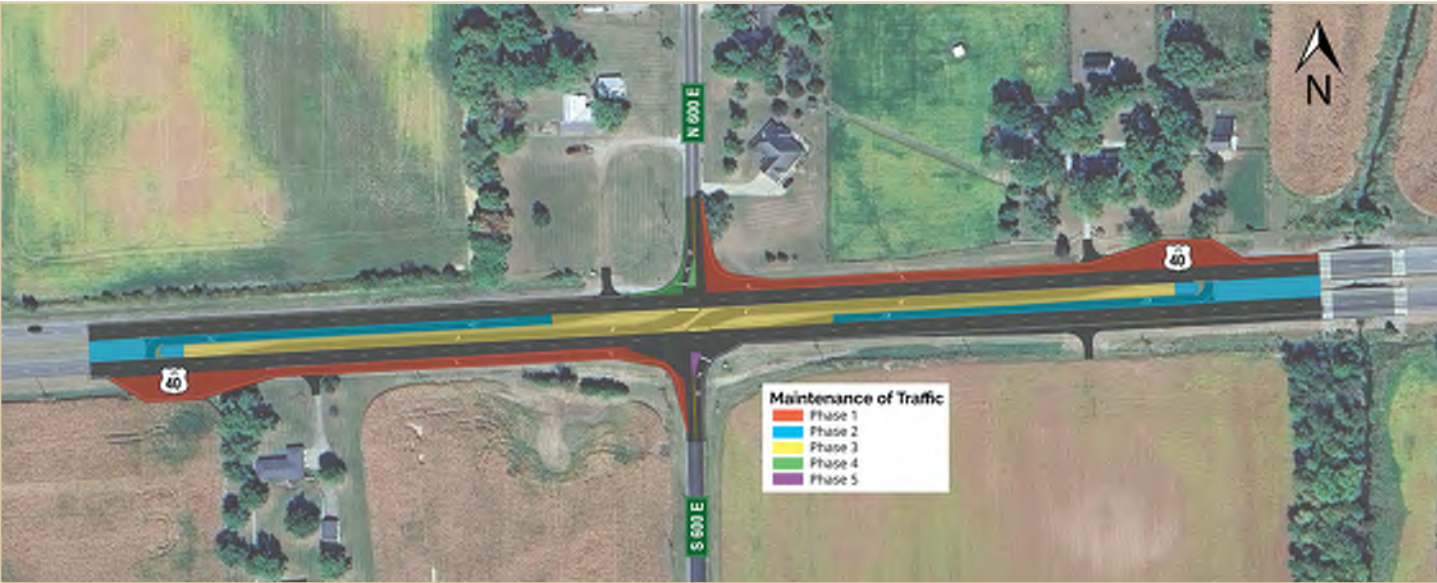
Thank You



35

Maintenance of Traffic

Construction will be staged to keep U.S. 40 open to traffic. Short-term lane closures may be required, but one lane in each direction will remain open at all times. Access to properties and C.R. 600 East will be maintained throughout construction.



- Lane restrictions will be clearly marked with signs.
- Driveway and property access will be maintained.
- Temporary closures may occur during paving or median installation but will be communicated in advance.

FAQ

Q: Why not a traffic signal?
A: RCIs reduce approximately 80% of serious injury crashes, while traffic signals reduce about 40% of those same types of crashes. RCIs are twice as effective at reducing serious injury crashes, at relatively the same cost as a signal. A signal would be unexpected on U.S. 40. Long stretches of high-speed roadway and a sudden signal can lead to t-bone crashes caused by redlight runners and rear-end collisions with stopped cars at the redlight. Four out of every five serious injury crashes would be reduced with an RCI. A traffic signal would only reduce 2 out of every five serious injury crashes.

Q: Is this the same “Jturn/Michigan left” project as was proposed before?
A: This design allows left turns from US 40 to CR 600 E. They are channelized to avoid multiple cars stacking up in the median as they do now. Wait times go down since all drivers have to turn right and nobody turning left or crossing is holding traffic up for several minutes.

How to Comment

You can drop your comment in a comment box this evening.



Project team:
812-228-9744

INDOT Greenfield District:
855-INDOT4U (463-6848)



Eastcentral.indot.in.gov



Project team:
Nicole.Minton@lochgroup.com

Project Materials: bit.ly/US40RCI



U.S. 40 & C.R. 600 East Intersection Improvement Project

Public Hearing | Greenfield, IN | September 23, 2025



About This Evening

Thank you for attending the Public Information Meeting for the U.S. 40 and C.R. 600 East Intersection Improvement Project. Tonight, we are sharing information on the proposed improvements at the intersection of U.S. 40 and C.R. 600 East in Hancock County (Des. No. 2301078).

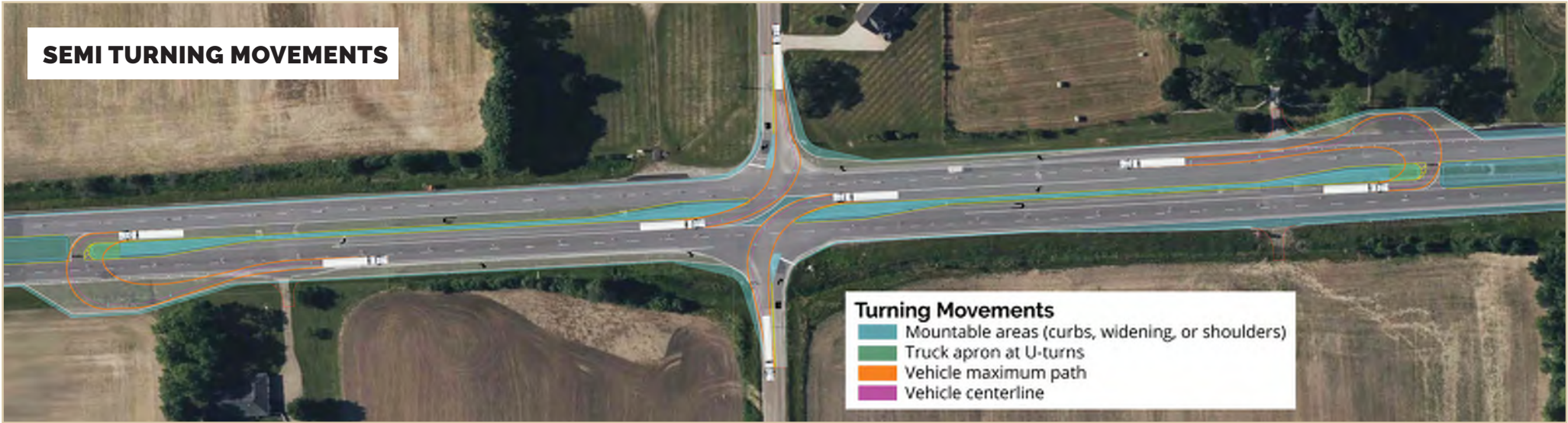
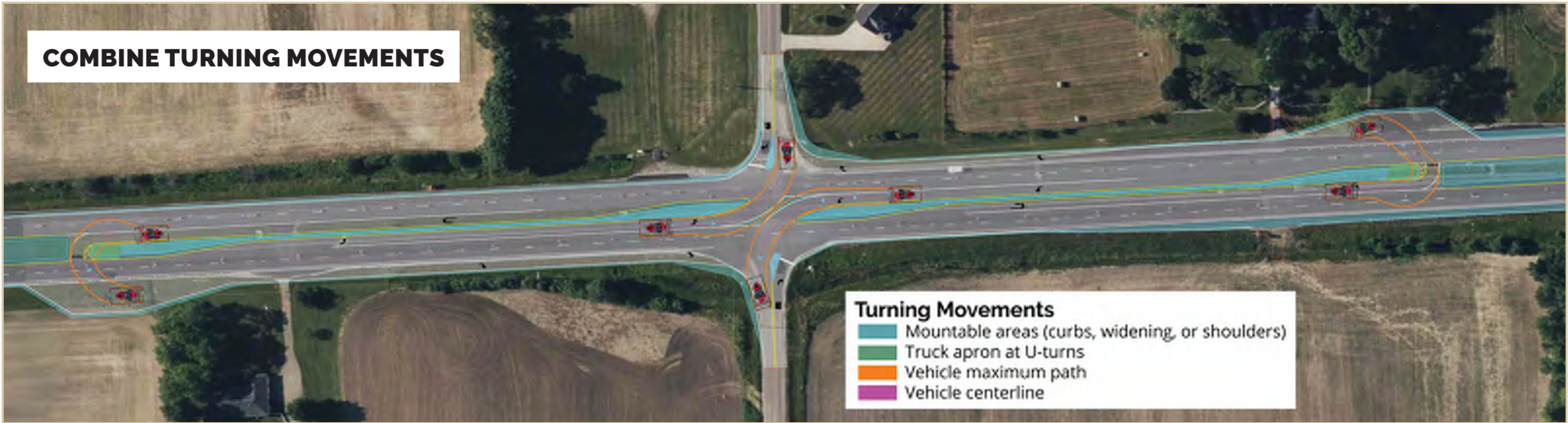
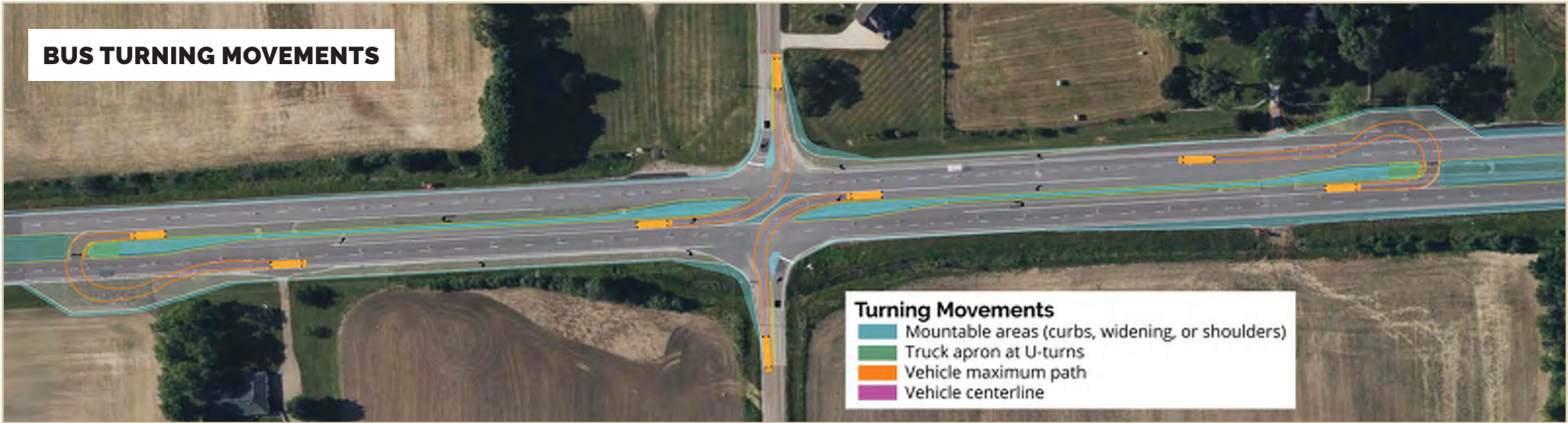
Please take time to look at the displays and ask questions. We will have a brief presentation at 6:00 p.m., followed by additional time at the displays. Please complete a comment form and return it to the project team or place it in the comment box at the sign-in table.

Purpose & Need

The project aims to address a high number of right-angle (T-bone) crashes and reduce traffic congestion on C.R. 600 East during peak travel times. Between 2022 and 2024, 12 of the 15 crashes reported at this intersection were right-angle crashes. Additionally, traffic volumes on the north and south approaches of C.R. 600 East have exceeded capacity, leading to long delays and safety concerns. To address these issues, the project proposes constructing a Reduced Conflict Intersection, which is proven to reduce crashes and improve traffic operation on busy highways.



Turning Movements



What is a Reduced Conflict Intersection (RCI)?

A Reduced Conflict Intersection (RCI) is a safer alternative to a traditional intersection on a four-lane highway. Instead of crossing fast-moving traffic to reach the opposite lanes, drivers from C.R. 600 East will first turn right onto U.S. 40. If they need to go the other direction, they simply merge into the left lane and make a designated U-turn to continue on their way.

The main purpose of an RCI is to reduce – and in many cases eliminate – the serious right-angle crashes that often occur when vehicles cross over busy highways.

- Left turns from U.S. 40 onto C.R. 600 East will remain.
- Through movements from C.R. 600 East will be restricted.
- Special U-turn “loons” (expanded pavement areas) will be built to accommodate large vehicles, such as farm equipment and trucks.
- A new concrete center curb and medians will help guide traffic safely.

Project Schedule

- HEARING: NOVEMBER 2025
- ROW ACQUISITION: SPRING/FALL 2026
- BIDDING: JULY 2026
- UTILITY RELOCATIONS: FALL/WINTER 2026
- CONSTRUCTION: SUMMER 2027





January 20, 2026

Ms. Joann Wooldridge
Consultant Services Manager
INDOT Greenfield District
32 S Broadway St.
Greenfield, Indiana 46140

Re: Request for Public Involvement Certification
Des. No. 2301078
U.S. 40 & C.R. 600 East Intersection Improvement Project
Greenfield, Hancock County, Indiana

Dear Ms. Wooldridge:

We are transmitting the following materials in support of our request for certification of the public involvement requirements for the above-mentioned project.

1. Draft CE-2 release for public involvement signature page
2. Legal notice of public hearing
3. Publisher's affidavit from the *Daily Reporter*
4. Legal Notice Distribution List
5. Hearing sign-in sheets
6. Public hearing presentation slides
7. Public Hearing Handout
8. Summary of Comments Received
9. Public Hearing Comment Forms
10. Speaker sign-in sheets
11. Public Comment Transcript

The legal notice advertising the public hearing was published in the *Daily Reporter* on November 5, 2025 and November 12, 2025. A copy of the legal notice was mailed to adjacent property owners, local government officials, and other interested parties. The opportunity to provide comments was given with an established deadline of December 5, 2025. The draft CE-2 and the preliminary design plans were made available for in-person public inspection at the Hancock Public Library and the INDOT Greenfield District Office, as well as online through the INDOT Greenfield District website.

The public hearing was held on Wednesday, November 19, 2025, beginning at 5:30 PM at the NineStar Connect building, located at 2243 E Main St., Greenfield, IN 46140. A total of 47 members of the public attended the hearing, which included a formal presentation, distribution of a handout, and an opportunity for the public to provide comments. Eleven formal verbal comments, six written comments, and three emailed comments were received during the comment period. Comments primarily focused on the potential installation of a traffic signal at the intersection, rather than the proposed Reduced Conflict Intersection (RCI). Commentors also asked about the RCI design and sought a better understanding of how the new intersection would reduce crashes.

3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268
PHONE: 317.222.3880 • TOLL FREE: 888.830.6977

Please contact me at (616) 834-8187, or by e-mail at Sam.smith@lochgroup.com, if you have any questions or require additional information.

Thank you,

A handwritten signature in cursive script that reads "Sam Smith".

Sam Smith
Public Involvement Specialist
Lochmueller Group, Inc.

cc: Trevor Wisike, Lochmueller Group, Environmental Team Lead
Brad Vannoy, Fishbeck, Project Manager
Nicole Minton, Lochmueller Group, Public Outreach Manager

Proposed Improvement to U.S. 40 & C.R. 600 E in Hancock County

The Indiana Department of Transportation (INDOT) will host a public hearing on Wednesday, November 19, 2025, at the NineStar Connect building; 2243 E Main Street Greenfield, IN, 46140. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans for the Intersection improvement project at U.S. 40 and C.R. 600 E in Hancock County, Indiana. Doors will open at 5:30 PM to view displays and meet the project team, followed by a presentation at 6:00 PM and an opportunity for public comment. The display area will remain open until 7:30 and project team members will be available to give any further explanations of materials.

The project is needed to address the history of severe right-angle crashes and congestion at the intersection. From 2022 to 2024, 12 of the 15 reported crashes were right-angle collisions. Additionally, traffic volumes on the north and south approaches of C.R. 600 E. have exceeded the road's capacity, leading to long delays and safety concerns. The purpose of the project is to reduce the number of right-angle crashes and reduce traffic congestion on C.R. 600 E. during peak travel times.

As proposed, the project involves the construction of a reduced conflict intersection (RCI) by eliminating the cross-street left turns and introducing a two-stage crossing to reduce unsafe operations. Drivers from C.R. 600 East will be required to turn right onto U.S. 40 and use new U-turn loons (expanded paved areas opposite the median crossovers to provide additional space to facilitate the larger turning path of a commercial vehicle along narrow medians) located approximately 600 feet on either side of the intersection. Left turns from U.S. 40 will remain, but through movements from C.R. 600 E will be restricted by new concrete medians.

The project will require approximately 1.40 acres of permanent right-of-way (ROW) and 0.12 acres of temporary ROW. Environmental impacts include approximately 0.021 acres of wetland impacts, 1.73 acres of terrestrial habitat impacts, and 0.09 acres of tree clearing. No stream impacts are anticipated.

The maintenance of traffic (MOT) for the project will be implemented in phases. Temporary shoulder closures and traffic shifts will accommodate loon construction, U-turn construction, median construction, and CR 600 E approach construction. MOT details will be presented during the public hearing. Access to all properties will be maintained throughout construction. School corporations and emergency services will be notified of closures prior to construction. Work is anticipated to begin during the 2027 construction season.

Federal and State funds are proposed to be used for construction of this project. The cost of the project, including engineering, ROW, and construction, is estimated at \$3,973,418. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to natural environment. A Categorical Exclusion (CE-2) environmental document has been prepared for the project, which is available to view, along with preliminary design plans, at the following locations:

- Hancock Public Library- 900 W McKenzie Rd, Greenfield, IN 46140.
- INDOT Greenfield District Building- 32 South Broadway Greenfield, IN 46140
- INDOT Greenfield District [Website](https://bit.ly/US40RCI) (bit.ly/US40RCI)

Project materials can be accessed on INDOT's [website](https://bit.ly/US40RCI), (bit.ly/US40RCI) including the public hearing presentation. Persons with limited internet access may visit the locations listed above or contact the project team to request project information by mail: Lochmueller Group, Attn: Sam Smith, 3502 Woodview Trace, Suite 150, Indianapolis, IN 46268, (616) 834-8187, or Sam.smith@lochgroup.com.

Notice of Livestreamed Public Meeting:

In accordance with Indiana Code 5-13-1.5-2.9, INDOT is offering livestreams of all public meetings and hearings. You can access the livestream at the following link starting at 6 p.m. on November 19, 2025: [Livestream link](https://events.gcc.teams.microsoft.com/event/5f1e99cd-3992-476f-970b-305bf33dfe04@2199bfba-a409-4f13-b0c4-18b45933d88d) (https://events.gcc.teams.microsoft.com/event/5f1e99cd-3992-476f-970b-305bf33dfe04@2199bfba-a409-4f13-b0c4-18b45933d88d)

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during, and for a period of two (2) weeks following the hearing date will be evaluated, considered, and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to Sam Smith with Lochmueller Group, using the contact information above. **We respectfully request that all comments be submitted by 5:00 PM ET, Friday December 5, 2025.**

With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process, including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired, and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids, including language interpretation services and document conversion. Should accommodation be required, please contact Sam Smith with Lochmueller Group using the contact information above.

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

Daily Reporter

Prescribed by State Board of Accounts

General Form No 99P (Rev. 2024A)

Attn: Nick Batta
Name: Lochmueller Group
Address: 3502 Woodview Terrace, Ste. 150

City/State: Indianapolis, IN 46268

Acct # G11189963

Order # 60154653

AIM MEDIA INDIANA
d/b/a DAILY REPORTER
PO BOX 3213
McALLEN, TX 78502-3213
FED I.D. #32-0472774

(Government Unit) County: Hancock

PUBLISHER'S CLAIM

LINE COUNT

Data for computing costs: Number of equivalent lines per column-----	276
Number of Columns -----	1
Number of Insertions -----	2

COMPUTATION OF CHARGES

276 lines, 1 column(s) x rate of 0.5903 cents per line

Additional charges for notices containing rule or tabular work

(50 percent surcharge included in rate above)

Charges for extra proofs of publication (\$1.00 for each proof in excess of two included in rate above)

TOTAL AMOUNT OF CLAIM ----- 162.92

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

PUBLISHER'S AFFIDAVIT

I, Cheryl Spurgeon, Legal Advertising Clerk of the newspaper of general circulation printed and published in the English language in the (city/town) of Greenfield in state and county aforesaid, and that the printed matter attached hereto is a true copy, which publication being as follows:

11/5/2025

11/12/2025



Cheryl Spurgeon/Legal Advertising Clerk

11/12/2025

Date

Page : 1 of 5 11/12/2025 14:09:42

Order Number : 60154653
PO Number :
Customer : G11189963 Lochmueller Group
Contact : Nick Batta
Address1 : 3502 Woodview Terrace, Ste. 150
Address2 :
City St Zip : Indianapolis IN 46268
Phone : (317) 222-3878
Fax :
Credit Card :
Printed By : Cheryl Spurgeon
Entered By : Kris Lewis

Keywords : DES. 2301078
Notes : Sam.Smith@lochgroup.com
Zones :

Ad Number : 50195992
Ad Key :
Salesperson : 17 - Kris Lewis
Publication : Daily Reporter
Section : 60 Notices
Sub Section : 60 Notices
Category : 6015 Legals
Dates Run : 11/05/2025-11/12/2025
Days : 2
Size : 1 x 26.77, 276 lines
Words : 898
Ad Rate : L-Government
Ad Price : 162.92
Amount Paid : 0.00
Amount Due : 162.92

Legal Advertisement
DES. 2301078
LEGAL NOTICE OF
PUBLIC HEARING
Proposed Improvement to
U.S. 40 & C.R. 600 E in
Hancock County

The Indiana Department of Transportation (INDOT) will host a public hearing on Wednesday, November 19, 2025, at the NineStar Connect building; 2243 E Main Street Greenfield, IN, 46140. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans for the intersection improvement project at U.S. 40 and C.R. 600 E in Hancock County, Indiana. Doors will open at 5:30 PM to view displays and meet the project team, followed by a presentation at 6:00 PM and an opportunity for public comment. The display area will remain open until 7:30 and project team members will be available to give any further explanations of materials.

The project is needed to address the history of severe right-angle crashes and congestion at the intersection. From 2022 to 2024, 12 of the 15 reported crashes were right-angle collisions. Additionally, traffic volumes on the north and south approaches of C.R. 600 E. have exceeded the road's capacity, leading to long delays and safety concerns. The purpose of the project is to reduce the number of right-angle crashes and reduce traffic congestion on C.R. 600 E. during peak travel times.

As proposed, the project involves the construction of a reduced conflict intersection (RCI) by elimi-

nating the cross-street left turns and introducing a two-stage crossing to reduce unsafe operations. Drivers from C.R. 600 East will be required to turn right onto U.S. 40 and use new left-turn lanes (separated from the median) to provide additional space to facilitate the large turning path of a commercial vehicle along narrow medians. Based on approximately 600 feet on either side of the intersection, left turns from U.S. 40 will remain, but through movements from C.R. 600 E will be restricted by new concrete medians.

The project will require approximately 1.40 acres of permanent right-of-way (ROW) and 0.10 acres of temporary ROW. Environmental impacts include approximately 0.301 acres of wetland impacts, 1.72 acres of forested habitat impacts, and 0.06 acres of wet clearing. No adverse impacts are anticipated.

The maintenance of traffic (MOT) for the project will be implemented in phases. Temporarily shoulder closures and traffic shifts will accommodate lane construction, U-turn construction, median construction, and C.R. 600 E approach construction. MOT details will be presented during the public hearing. Access to all properties will be maintained throughout construction. School corporations and emergency services will be notified of closures prior to construction. Work is anticipated to begin during the 2027 construction season.

Federal and State funds are proposed to be used for construction of the project. The cost of the

project, including engineering, ROW, and construction, is estimated at \$3,973,418. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to natural environment. A Geopond Exclusion (GE-2) environmental document has been prepared for the project, which is available to view, along with preliminary design plans, at the following locations:

- Hancock Public Library- 900 W. Main St., Greenfield, IN 46140

- INDOT Greenfield District Building- 22 South Broadway Greenfield, IN 46140 - INDOT Greenfield District Website (bit.ly/US40FCQ)

Project materials can be accessed on INDOT's website (bit.ly/US40FCQ) including the public hearing presentation. Persons with limited internet access may visit the locations listed above or contact the project team to request project information by mail. Lochmueller Group, Attn: Sam. Smith, 3502 Woodview Terrace, Suite 100, Indianapolis, IN 46258, (317) 834-8187, or Sam.Smith@lochgroup.com.

Notice of Live/Streamed Public Meeting

In accordance with Indiana Code 5-13-1.5-2.3, INDOT is offering livestreams of all public meetings and hearings. You can access the livestream at the following link starting at 6 pm on November 19, 2025: Livestream link (<https://events.got-meeting.com/event/5f1e990c-2083-4104-8100-20a3c32a04a6718965aa400-470340c418840030d0ee>)

Public statements for the record will be taken as

part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during, and for a period of two (2) weeks following the hearing date will be evaluated, considered, and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to Sam Smith with Lochmueller Group, using the contact information above. We respectfully request that all comments be submitted by 5:00 PM ET, Friday, December 4, 2025.

With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process, including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired, and other services as needed. In addition, INDOT will provide accommodations for persons of limited English fluency (LEF) requiring auxiliary aids, including language interpretation services and document conversion. Should accommodation be required, please contact Sam. Smith with Lochmueller Group using the contact information above.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.711(b)(7)). 48064: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 480.213(a)(7).

states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary," approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2025.
60154653 hpxpdx
CN 11-09-12-2025

U.S. 40 & C.R. 600 E. Intersection Improvement - Mailing List

Name	Title	Agency/Company	Address 1	Address 2	City	State	Zip	Delivery Method	Email	Date Sent	By Whom?
Property Owners											
Dollna Coffin	Owner		5732 E Us 40		Greenfield	IN	46140	Mail			
Donald & Debra Strahl	Owner		5760 E Us 40		Greenfield	IN	46140	Mail			
James & Marjorie McKinley	Owner		9376 Lake Abby Ln		Greenfield	FL	34135	Mail			
Alan Craney	Owner		6646 N 1125 E		Greenfield	IN	47384	Mail			
Eric & Amy Garrison	Owner		69 N 600 E		Greenfield	IN	46140	Mail			
Floyd & Betty Huges	Owner		675 N 600 E		Greenfield	IN	46140	Mail			
Camden & Breena Smith	Owner		6394 E Us 40		Greenfield	IN	46140	Mail			
Paul & Gracie Glentzer	Owner		6331 E Us Highway 40		Greenfield	IN	46140	Mail			
Steven & Tammy Kline	Owner		6303 E Us Highway 40		Greenfield	IN	46140	Mail			
Debra Kline	Owner		6277 E Us Highway 40		Greenfield	IN	46140	Mail			
Janet King	Owner		6213 E Us Highway 40		Greenfield	IN	46140	Mail			
J & K Pratt Family Limited Partnership	Owner		3332 E 200 N		Greenfield	IN	46140	Mail			
Carm-Farm LLC	Owner		5414 N 600 E		Greenfield	IN	46140	Mail			
Indiana Gas Company Inc.	Owner		211 NW Riverside Dr		Evansville	IN	47708	Mail			
Darrin & Lisa Eastes	Owner		5899 E Us Highway 40		Greenfield	IN	46140	Mail			
Timmy Hickerson	Owner		1515 N 600 E		Greenfield	IN	46140	Mail			
FEDERAL											
Jermaine Hannon	Division Administrator	Federal Highway Administration - Indiana Division	Federal Office Building Room 254	575 North Pennsylvania Street	Indianapolis	Indiana	46204	Email	paige.story@dot.gov		
	State Conservationist	US Natural Resources Conservation Service	6013 Lakeside Boulevard		Indianapolis	Indiana	46278	Email	john.allen@usda.gov		
Erik Sandstedt	Field Environmental Officer	Chicago Regional Office, US Department of Housing and Urban Development	Metcalfe Federal Building	77 West Jackson Boulevard, Room 2401	Chicago	Illinois	60604	Email	Erik.r.Sandstedt@hud.gov		
Deborah Snyder		US Army Corps of Engineers	Louisville District, Indianapolis		Indianapolis	Indiana	46216	Email	RegulatoryApplicationsRL@usace.army.mil		

STATE											
Ron Bales	Environmental Section Manager	INDOT Greenfield District Office						Email	rbales@indot.IN.gov		
Joann Wooldridge	Project Manager	INDOT Greenfield District Office						Email	jwooldridge@indot.in.gov		
Don McGhghy	Assitant Project Manager	INDOT Greenfield District Office						Email	dmcghghy@indot.in.gov		
Michael MacNeill	District Traffic Engineer	INDOT Greenfield District Office						Email	mmacneill@indot.in.gov		
Mark Muenz	Assistant Trafic Engineer	INDOT Greenfield District Office						Email	mmuenz@indot.in.gov		
		IDNR, Division of Fish and Wildlife						Email	environmentalreview@dnr.in.gov		
		INDOT Environmental Services	100 N Senate Avenue	Room N758	Indianapolis	Indiana	46204	Email	esd.NEPA@indot.in.gov		
LOCAL											
Paul Durham	Superintendent	Hancock County Highway Department						Email	paul.durham@hancockin.gov		
		Indianapolis Metropolitan Planning Organization						Email	anna.gremling@indympo.org ; sean.northup@indympo.or		
Gary McDaniel	Commissioner	Hancock County Board of Commissioners						Email	gary.mcdaniel@hancockin.gov		
Bill Spalding	Commissioner	Hancock County Board of Commissioners						Email	bill.spalding@hancockin.gov		
Jeannine Gray	Commissioner	Hancock County Board of Commissioners						Email	jeannine.gray@hancockin.gov		
Tammy Settergren	Council Member	Hancock County Council, District 1						Email	tammy.settergren@hancockin.gov		
Keely Butrum	Council Member	Hancock County Council, At Large						Email	keely.butrum@hancockin.gov		
Kent Fisk	Council Member	Hancock County Council, At Large						Email	kent.fisk@hancockin.gov		
Robin Lowder	Council Member	Hancock County Council, At Large						Email	robin.lowder@hancockin.gov		
Mary Noe	Council Member	Hancock County Council, District 2						Email	marv.noe@hancockin.gov		
James Shelby	Council Member	Hancock County Council, District 3						Email	jshelby904@aol.com		
Scott Wooldridge	Council Member	Hancock County Council, District 4						Email	robin.lowder@hancockin.gov		

Tarra Youngclaus	Trustee	Jackson Township Trustee						Email	jacksontownshiptrustee@gmail.com		
Chad Coughenour	Surveyor	Hancock County Surveyor's Office (also MS4 Coordinator)						Email	hcan-surveyor@hancockin.gov		
Misty Moore	Director	Hancock County Homeland Security						Email	@hancockin.gov; emergmt@hancockcoingov.org		
Brad Burkhart	Sheriff	Hancock County Sheriff Department						Email	hancock.sheriff@hancockcoingov.org		
Jason Horning	Fire Chief	Greenfield Fire Department						Email	jashorning@greenfieldin.org		
Dr. Gary Sharp	Health Officer	Hancock County Health Department						Email	cbaker@hancockcoingov.org		
John Jokantas	911 Director	Hancock County E-911						Email	911Director@hancockin.gov		
Amanda Jackson	Transportation Coordinator	Eastern Hancock County Community School Corporation						Email	ajackson@easternhancock.org		
Representatives											
Jefferson Shreve	Congressional Reprersnative		300 S. Madison Ave Suite 300		Greenwood	IN	46124				
Michael Crider	Indiana Senate Dist 28		200 W. Washington St.		Indianapolis	IN	46204		Senator.Crider@iga.in.gov		
Ethan Lawson	Indiana House Dist 53								h53@in.gov		



Wednesday, November 19, 2025, | NineStar Connect – Greenfield, IN
Public Hearing Sign-In Sheet

Name (First & Last)	Address	Email	Telephone Include mobile numbers for text alerts
Laura Stevens Kosales	6659 E 300S Greenfield, IN 46140		
STU FISHER	6191 N. Main St. Willow Branch, IN 46186		
Steve Elsay	9684 N C75 E Wilkin IN 46186		
Bruce Montie	6926 JOHNSON		

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request



Wednesday, November 19, 2025, | NineStar Connect – Greenfield, IN
Public Hearing Sign-In Sheet

Name (First & Last)	Address	Email	Telephone Include mobile numbers for text alerts
Cory Houston	40150 US 52		
John Roberts	6123 E 300 S Greenfield		
Kendra Mung	3824 S Binford (Chatham)		
John Collins	5678 N 700 E WILKINS		
LARRY SEDAN	4993 W 200 N Greenfield		
Steve Crank	4424 E 250 S Greenfield		
Brigitte Jones	3218 S. Binford Rd. Greenfield, IN 46040		

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request



Wednesday, November 19, 2025, | NineStar Connect – Greenfield, IN
Public Hearing Sign-In Sheet

Name (First & Last)	Address	Email	Telephone Include mobile numbers for text alerts
TIM SETTLE	G. FIELD 4025 S. MORRISTOWN AVE		
ERIN HENSEY	311 S CARTHAGE RD CHARLOTTESVILLE IN		
Suzie Lightle	11582 N 980W Greenfield, IN		
Olivia Ray	11582 N 980 W Greenfield, IN 46140		
JACOB PHILLIPS	9379 S 575 W KNIGHTSTOWN, IN 46148		
Roger Wilson	1255 S. 850 E Greenfield, IN 46140		
Douglas Strahl Debra Strahl	5760 EAST US 40		
Jane Hardisty	649 S. 600 E. Greenfield, IN		
DICK McDONALD	4272 S. 600 E		

NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request



Wednesday, November 19, 2025, | NineStar Connect – Greenfield, IN
Public Hearing Sign-In Sheet

Name (First & Last)	Address	Email	Telephone Include mobile numbers for text alerts
MICHELLE Young	6452 E 300 S		
Tom Macy	4194 S 600 E		
TJ Lightle	11582 N 980 W		
Rainald Thompson	11582 N 980 W Greenfield, IN		
Cindy Gatlin	2306 S 600 E		
Ron Mathis	2306 S 600 E		
Brian Hollington			
Cindy Roberts	6758 N 775 E		
Eric Garrison	6132 E US 40		

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request



Wednesday, November 19, 2025, | NineStar Connect – Greenfield, IN
Public Hearing Sign-In Sheet

Name (First & Last)	Address	Email	Telephone Include mobile numbers for text alerts
Eric Ash	6131 E 100 S		
Megan Ash	6131 E 100 S		
Jim Evans	3163 S 600 E		
Crash Evans	314 W Main St. #B		
Jason Wyrick	704 S. Morrison Ave		
Robert Reucoulet	1720 S. Centennial Ave		
DOUG DAZLEY	5539 E 400 S		
Amy Garrison	69 N. 600 E.		

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request



Wednesday, November 19, 2025, | NineStar Connect – Greenfield, IN
Public Hearing Sign-In Sheet

Name (First & Last)	Address	Email	Telephone Include mobile numbers for text alerts
Tim Hickerson	1515 N 600 E Greenfield IN		
Brian Fawcett	10566 N. Meridian Rd For.ville, W 46040		
Larry Brown	1332 400 E Greenfield IN		
Chance Cory	5568 E 100 S Greensfield IN		
Ethan Lawson	State Rep. District 53		
Tim + Cathy Reynolds	10487 E 900 N Wilkinson		
Keith Bailey	7018 E 200 S Greenfield		
Angie Boncarter	1720 S Centennial New Palestine		

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U.S. 40 at C.R. 600 E Intersection Improvement Project



Public Hearing

DES. No. 2301078
Hancock County
Indiana Department of Transportation



1

Welcome

- Purpose and Need Overview
- Proposed Project Improvements
- Environmental Process
- Anticipated Project Schedule
- Submit Written Public Comments
- View Handout and Display Materials at: bit.ly/US40RCI



2

Submit Public Comments

Public Comment Form mailed to: Nicole Minton, Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, IN 46268

Via e-mail: nicole.minton@lochgroup.com

All comments submitted will become part of the public record, and they will be entered into a transcript, reviewed, evaluated, and given full consideration during the decision-making process.

The comment period deadline to have your comment included in the project record is:
December 5, 2025



3

Project Stakeholders

- Indiana Department of Transportation
- Indiana Division of Federal Highway Administration
- Hancock County and Greenfield
- Elected and Local Officials
- Residents and Citizens
- Agriculture Industry
- Eastern Hancock County Schools
- Emergency Services
- Property Owners



4

Public Hearing Format

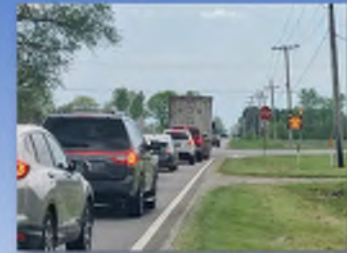
- Open House session prior to hearing presentation
 - Discussions with project team not submitted into public record for consideration
- Formal presentation
- Opportunity for verbal public comment
 - Comments transcribed
 - Responses available in environmental document
- Informal open house following comment period
- Hearing will conclude no later than 7:30 pm



5

Current Conditions

- Currently has a two-way stop control with Intersection Conflict Warning System (ICWS)
- High amount of right-angle crashes
- North and South approaches have Level of Service F for PM Peak
- LOS will continue to worsen by 2048



6

Current Conditions

- Between 2022 and 2024, 12 of the 15 crashes reported at this intersection were right-angle crashes
- Analysis shows intersection is very prone to crashes of higher-than-expected severity
- Frequency of crashes is significantly higher than expected for an average intersection of similar volume



7

Project Need

- The need for this project is due to the number of severe right-angle crashes
- Motorists misjudging the opening and timing to cross U.S. 40
- Vehicle queuing on north and south approaches



8

Project Purpose

Reduce or eliminate the amount of severe right-angle crashes and reduce or eliminate excessive queuing of the side street approaches.

9

Environmental Document

Environmental Process

- Establish purpose and need
- Develop possible alternatives
 - The “Do Nothing” alternative is a baseline for comparison
- Evaluate and screen alternatives
- Identify a preferred alternative
- Solicit public comment on environmental document and preliminary design plan
- Address and consider public comment as part of decision-making process
- Finalize and approve environmental document

10

Project Development



11

National Environmental Policy Act



12

Examples of Items Evaluated

- Right-of-way
- Streams, wetlands, and other waters
- Floodplains
- Endangered species
- Farmland
- Cultural resources (historic/archaeological)
- Parks and recreational lands (trails)
- Commercial development
- Air quality
- Noise
- Community impacts
- Environmental justice
- Hazardous materials
- Permits
- Mitigation
- Public involvement



13

Historic Properties – Section 106

- Identify Historic Properties
- Archaeological Investigation
- Prepare Survey Report
- INDOT Cultural Resource Office determination– 08/22/2025
- No sites eligible for inclusion in National Register of Historic Places
- Further investigation only required should project boundaries change



14

Project Impacts



Type	Amount
Construction Cost	\$3.1 million
Relocations	none
Temporary Right-of-Way	.12 acre
Permanent Right-of-Way	1.40 acres
Terrestrial Habitat	1.73 acres
Tree Removal	.09 acre
Threatened or Endangered Species	Indiana Bat (NLAA)
Water/Wetlands	0.00/.04 acre



15

FHWA Acquisition Requirements

- “Uniform Act of 1970”
 - All federal, state, & local government must comply
 - Requires offer for just compensation



16

Project Resource Locations

- Hancock County Library Public Library
 - 900 W McKenzie Rd, Greenfield, IN 46140|
- INDOT Greenfield District
 - 32 S Broadway St, Greenfield, IN 46140
- INDOT Website: bit.ly/US40RCI



17

Alternative Analysis

✕ No Build

🚦 Traffic Signal

🔄 Roundabout

↩ RCI

18

Alternative Analysis

✕ No Build

Meets Purpose and Need? ✕

Reason: Does not reduce congestion or severe right-angle crashes



19

Alternative Analysis

🚦 Traffic Signal

Meets Purpose and Need? ✕ ✓

Reason: Doesn't address severe right-angle crashes and could increase mainline rear-end crashes. Reduces congestion.



20

Alternative Analysis

Roundabout

Meets Purpose and Need? 

Reason: Reduces congestion and increases safety. Much higher ROW needs and more than double the cost.

21

Alternative Analysis

RCI

Meets Purpose and Need? 

Reason: Reduces congestion and right-angle crashes. Allows quick access to refuge of U-turn lane.

22

Benefits of an RCI

Across the State of Indiana

- Reduced **fatal and injury** crashes by an average of **85%**
- Reduced **property damage** crashes by an average of **58%**
- Reduced crashes of **any severity** by an average of **68%**



23

Preliminary Intersection Design



24

Navigating an RCI

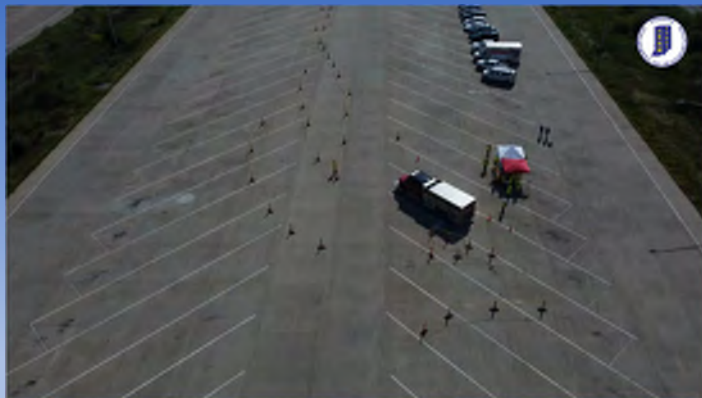


25

Test Drive



26



27

Semi Tractor-Trailer Turning Path



Vehicle length 79 ft 6 inches
Vehicle width 8 feet

28

Combine Turning Path



John Deere S680 Vehicle
Vehicle length: 36 feet 6 inches
Vehicle width: 17 feet 8 inches

29

School Bus Turning Path



S-Bus 40
Vehicle length: 40 feet
Vehicle width: 8 feet

30

Improved Efficiency

Decreased queuing for north and south bound approaches

- Less waiting on vehicles trying to time left turns
- Left turns from C.R. 600 and through moving vehicles will now enter the long refuge lane
- Allows right turning vehicles to quickly move on their way

31

Alternative Analysis



Impacts
People and
natural
environment

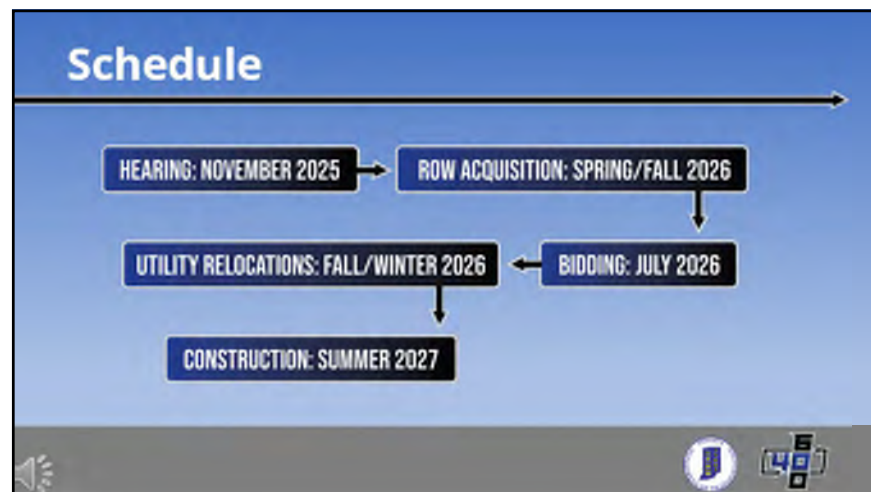


Costs
Construction,
right-of-way,
utility relocations



Benefits
Improved
safety and
efficiency

32



33



34



35



36

MOT Phase 4



37

MOT Phase 5



38

Next Steps

- **Public and project stakeholder input**
 - Submit comments via postal mail, e-mail, or phone message
- **INDOT review and evaluation**
 - All comments are given full consideration during the decision-making process
 - Address comments, finalize and approve the environmental document, and complete the project design
- **Communicate a decision**
 - INDOT will notify project stakeholders of the decision
 - Work through local media, social media outlets; paid legal notice
 - Make project documents accessible via repositories
- **Questions? Contact the Public Involvement Team**

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Questions & Comments



Written Comments

By Email nicole.minton@lochgroup.com
 By Mail Nicole Minton, 3502 Woodview Trace,
 Suite 150, Indianapolis, IN 46268
 Website eastcentral.indot.in.gov

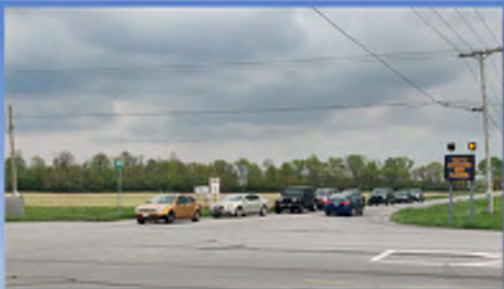


Voice Recorded Message

INDOT Customer Service (855) 463-6848

40

Thank You



41

Closures on C.R. 600 East

Construction will be completed in a series of four phases to help maintain traffic flow and minimize disruption to nearby residents and businesses. While lane closures and short-term access restrictions will be necessary at times, at least one lane of traffic in each direction along U.S. 40 will remain open throughout the project. Temporary closures of C.R. 600 East will be limited in duration, clearly marked with detour signage, and will be scheduled during non-harvest times.



Phase 1 (2-3 Months):

Inside lanes on U.S. 40 will remain open. The south leg of C.R. 600 East will be closed for approximately two weeks during this phase.

Phase 2 (2-3 months):

Outside lanes will remain open while construction activities shift toward the median.

Phase 3 (2-3 months):

Outside lanes will remain open; however, through movements on C.R. 600 East and all left-turn movements will be temporarily restricted. Loons and U-turns will remain accessible to maintain traffic flow.

Phase 4 (2-3 months):

The westbound outside lanes of U.S. 40 will be restricted. The north leg of C.R. 600 East will be closed for approximately five days to complete final tie-ins.

How to Comment

You can drop your comment in a comment box this evening.



Project team:
812-228-9744

INDOT Greenfield District:
855-INDOT4U (463-6848)



Eastcentral.indot.in.gov



Project team:
Nicole.Minton@lochgroup.com

INDOT Greenfield District: INDOT4U.com



U.S. 40 & C.R. 600 East Intersection Improvement Project

NineStar Connect | Greenfield, IN | November 19, 2025



About This Evening

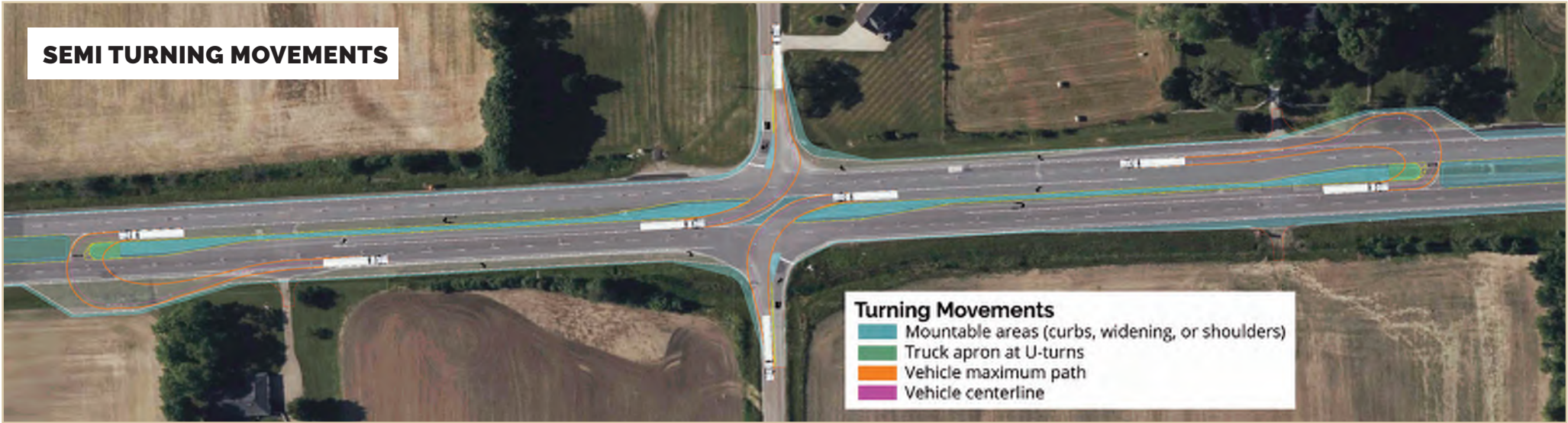
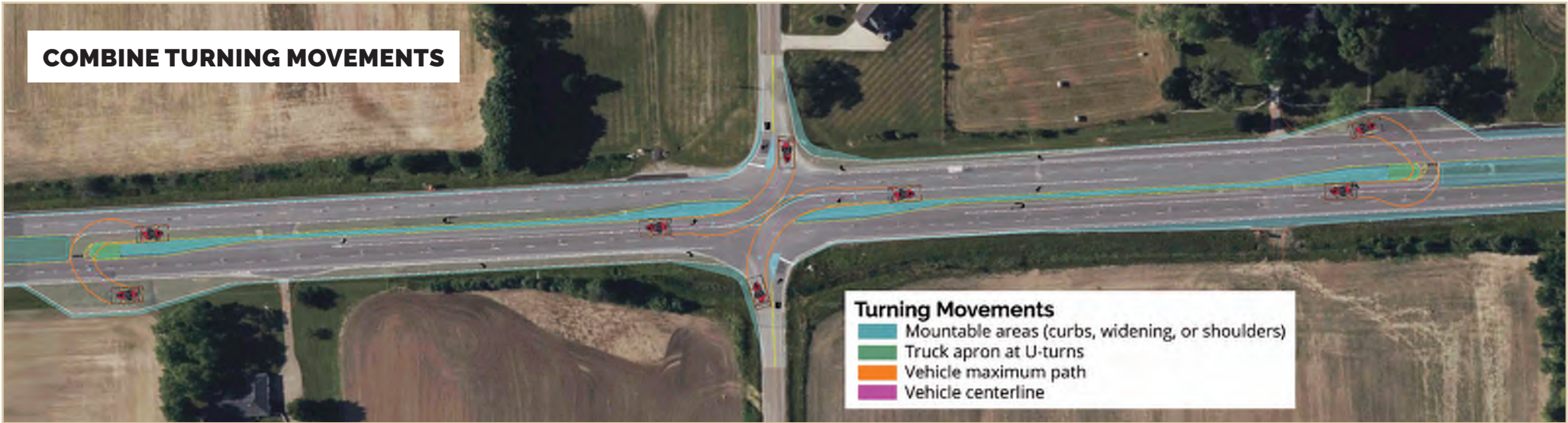
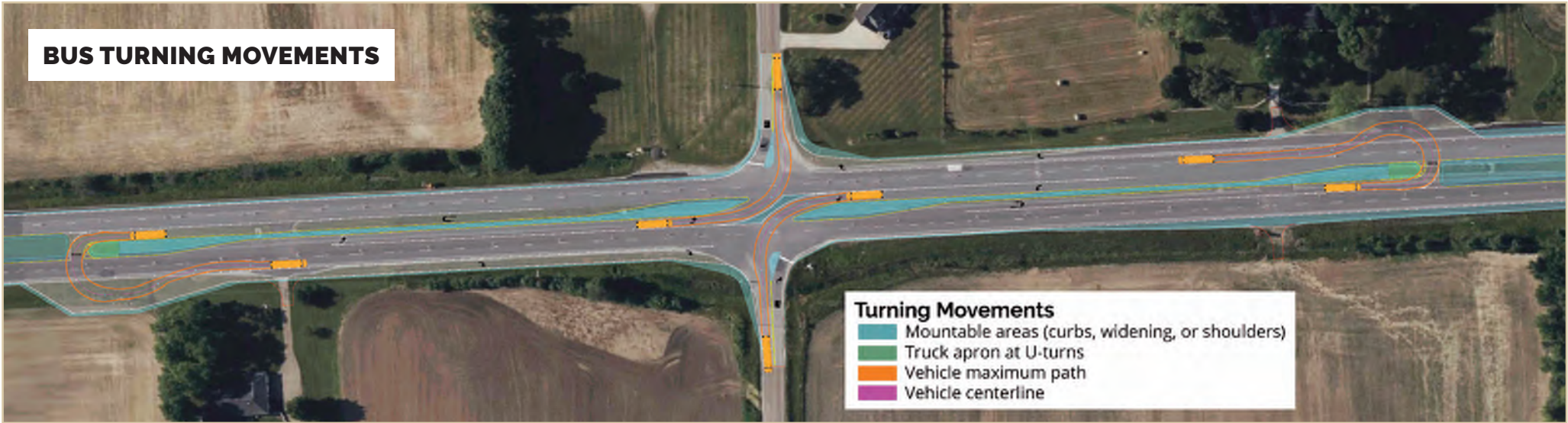
Welcome to the public hearing for the U.S. 40 and C.R. 600 East Intersection Improvement Project. Please take time to review the displays and ask questions. **At 6:00 p.m. we will start the formal hearing process.** We will share a brief presentation and then invite the public to share their spoken comments. If you would like to speak, please add your name to the speaker sign up list at the sign in table. Once comments are complete, we will return to the display area for more conversation.

Project & Need

The purpose of the project is to improve safety and traffic operations at the intersection of U.S. 40 and C.R. 600 East. Crash history shows a high number of right angle collisions due to left turns across traffic and unrestricted through movements. The project is needed to reduce crash frequency and severity, while maintaining traffic flow along U.S. 40.



Turning Movements

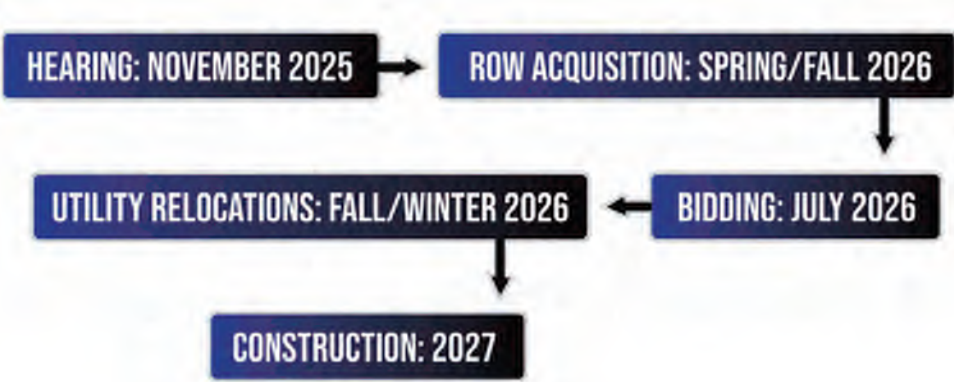


What is a Reduced Conflict Intersection (RCI)?

The project will construct a Reduced Conflict Intersection (RCI). With this design, vehicles from C.R. 600 East will turn right onto U.S. 40 and, if needed, use a dedicated U-turn area located about 600 feet away in either direction to head the opposite way.

- Left turns from U.S. 40 onto C.R. 600 East will remain.
- Through movements from C.R. 600 East will be restricted.
- Special U-turn “loons” (expanded pavement areas) will be built to accommodate large vehicles, such as farm equipment and trucks.
- A new concrete center curb and medians will help guide traffic safely.

Project Schedule



Commenter No.	Name/Organization/ Comment Date	Comment	Response
1	Michelle Young <u>Verbal Comment</u> <u>(11/19/25):</u>	A. I think I'm probably like everybody else here. On paper and on the mock-ups, this looks like the smart thing to do and maybe it is. But this intersection has always been a thorn in my side. In real time, when cars are going 65–70 mph and you're trying to make that right turn and now you've got four trucks lined up or two trucks and a school bus, and the distance is getting shorter and they still can't make this U-turn because the traffic coming from the other way is doing 70 miles per hour, and they still got to be able to get out and make a U-turn, so they're still having to do that turn. I guess it seems a little weird to me. It doesn't make sense. B. I live out there. From the turn to the first U-turn before the bridge doesn't seem very long. During season or rush hour, people sit for a block in each direction trying to cross. Now they go right, look one way, then immediately have to look the other way. I just don't see how this works in real-time, and that's my hang-up.	A. RCI designs tend to result in shorter wait times for oversized vehicles, which require larger gaps in traffic to complete turns. In the existing layout, large vehicles must cross 2 lanes and a median to turn left, or 4 lanes plus a median to go straight. RCIs reduce the effective lanes that drivers cross at any one time, which simplifies decision making and results in better awareness of traffic gaps to complete turning movements. By only crossing two lanes to arrive in the desired lane before having to make another decision, drivers can more safely complete their movements. B. The distance from the intersection to the eastern U-turn is approximately 700 feet. This provides more storage length than the traffic projections indicate would be required in 20 years, allowing room for vehicles to line up in the U-turn lane if needed. An RCI improves efficiency by moving left turning and through moving vehicles to the refuge lane of the RCI. By not having to wait for a gap large enough to cross all four lanes of the highway, these vehicles can continue to make progress through the intersection by executing the movement in two steps instead of one. This is especially true for large and oversized vehicles. It also benefits vehicles making right turns. Rather than waiting in a long queue of vehicles, the left and through movements will more quickly access the refuge lane allowing right-turning traffic to move through the intersection in a shorter amount of time.
2	Erin Hensley <u>Verbal Comment</u> <u>(11/19/25):</u>	A. I've lived out here for ten years. We see accidents all the time. You can't take away the human factor people make mistakes. I drove through one of these (an RCI) in North Carolina and it was not fun, especially when you don't know the area. B. We've been driving this intersection the same way forever. Like Ms. Young said, it looks great on paper. But why couldn't we put a stoplight there? I'm not worried about an extra minute or two of my day. C. At the very beginning it says you want to eliminate a hazard. My job as a safety guy is to eliminate hazards on my job. If I can't eliminate, I mitigate it. You're adding another one by making someone do a U-turn. D. This doesn't make any sense, we've got power there, and a flashing light, we all wonder what the heck that thing is all about.	A. The project plans include advance signing to inform drivers of correct operation of the intersection configuration. INDOT is publishing information on their website and social media channels to help familiarize drivers with RCI layouts and operations. Video presentations and physical displays and models were used at the Public Information Meeting and Hearing to show attendees how the intersection should be driven. B. The traffic signal alternative only partially addresses the purpose and need of the project. RCIs in Indiana have shown approximately twice the crash reduction vs. signal installation. Signal installation does not significantly address severe right-angle crash patterns, and isolated rural traffic signals have shown to significantly increase rear-end crashes along the mainline road. These factors led to the signal not being selected as the preferred alternative.

		E. There's also a trust issue with INDOT because of past mistakes they've made on I-70. I don't see any benefit to this design.	C. The U-turn addition, when paired with the elimination of the crossing movements and left turns at the existing intersection result in a total reduction in conflict points from 32 to 14. This is a net hazard reduction, and separating the decision-making locations for each driver helps simplify decision-making and traffic gap estimation. D. The Intersection Conflict Warning System (ICWS) was installed as a safety improvement to better inform side-road traffic to high-speed approaching vehicles along US 40. After installation, INDOT's review of ongoing crashes revealed that additional safety improvements were necessary. E. The project team has met with local stakeholders, EMS, elected officials, schools, and farmers to understand the needs of the community to provide a safety improvement that provides the most benefit to the traveling public by reducing severe crash patterns. RCIs in Indiana have reduced severe crashes by approximately 85% at those intersections. Federal Highway Administration research indicates that RCIs can move 30% more traffic through the intersection and reduce the total time traveled by all vehicles at the intersection.
3	T.J. (Toni) Lightle <u>Verbal Comment</u> <u>(11/19/25):</u>	I've lived here for 54 years. I no longer drive through the intersection anymore. I go back roads, because in April 2009, I was in a major crash at this intersection. I T-boned a car that turned in front of me. Since then, I've had six spine surgeries, around 16 surgeries total, autoimmune diagnoses, a spinal fluid leak, temporary blindness, and memory loss. I'm here to speak for those who died at this intersection. This intersection only needs a traffic light red, yellow, green with turn arrows. Nothing more. A. People aren't considering that traffic goes 65–75 mph here and sometimes more. The materials shown tonight don't demonstrate the reality of oncoming traffic. The right-angle crash problem is still there. B. There are tremendous numbers of semis and large vehicles using 600 E to bypass SR 9, especially when I-70 shuts down. Your proposal forces a semi to turn, cross two lanes, make a U-turn, cross two more lanes just to continue straight. It doesn't make any sense for all of this, other than money. Money is where it all goes to the more I sit here and listen to all of this. I believe it will create more danger because there are	A. In the existing layout, large vehicles must cross 2 lanes and a median to turn left, or 4 lanes plus a median to go straight. RCIs reduce the effective lanes that drivers cross at any one time, which simplifies decision making and results in better awareness of traffic gaps to complete turning movements. By only crossing two lanes to arrive in the desired lane before having to make another decision, drivers are able to more safely complete their movements and assess the speed of oncoming traffic. The U-turn addition, when paired with the elimination of the crossing movements and left turns at the existing intersection, result in a total reduction in conflict points from 32 to 14. This is a net hazard reduction, and separating the decision-making locations for each driver helps simplify decision-making and traffic gap estimation. B. The project team reviewed traffic counts from various times of the year and multiple years, which revealed that about 7% of all vehicles using the intersection are trucks. This is considered moderate for traffic design purposes, and RCIs can handle this percentage. If I-70 traffic diverts onto US 40, the roadway network as a whole operates over the designed capacity. The area's road network is not expected to sufficiently handle all interstate traffic on the smaller road network and intersections

		more right-hand or 90-degree angles than there are now. C. I also want to know how this got this far without giving the elected officials we vote for enough time to talk with us.	will be over capacity. The design parameters along US 40 are not expected to provide interstate-level traffic capacity. The total number of conflict points is reduced in an RCI configuration. By eliminating crossing movements and left turns, the most-severe conflict points reduce from 16 to 2. Potential conflicts at the right turns and U-turns are considered Merging points, which are less severe than the Crossing points that exist for through movements and left turns in the current configuration. C. INDOT introduces projects to public officials during the scoping phase, but this information is prior to securing funding and before any preliminary designs can be developed. The project team met with public officials, stakeholders, EMS, and schools throughout 2025 to introduce the project and share the benefits an RCI could bring to the community. Public officials were invited to the full-scale mockup to see the traffic movements in person, and participated in a separate meeting in September 2025 to review plans, construction, and share concerns and opinions with the project team.
4	Steven Hudson <u>Verbal Comment</u> <u>(11/19/25):</u>	A. I live on 500 East between 100 and 200 North. Anytime there's a wreck on I-70, all that traffic comes through here. They tear up the roundabout on McKenzie. My house shakes when trucks go by. There's a six-ton limit but every truck exceeds it. You need signage before McKenzie, like at 200 North, to have them go straight east to 600 because the turning radius is a lot better on 600 to go south or north than what it is on 500 East.	A. If I-70 traffic diverts onto US 40, the roadway network as a whole operates over the designed capacity. The area's road network is not expected to sufficiently handle all interstate traffic on the smaller road network and intersections will be over capacity. The design parameters along US 40 are not expected to provide interstate-level traffic capacity. Signage for use of local roads and weight limits is controlled by the Hancock County Highway Department and suggestions will be communicated to their office.
5	Jason Wyrick <u>Verbal Comment</u> <u>(11/19/25):</u>	I was T-boned by someone blowing a red light at 70 mph, so I understand life-altering crashes. I've lived here most of my life. I've noticed unnecessary upgrades in Hancock County trying to make it like Carmel or Fishers. A. There's nothing inherently dangerous about this intersection. You can see in all directions. I looked up INDOT's crash data no fatal/incapacitating crashes from 2016–2018. The first was in 2019, the same time flashing signs went up. B. People are paying attention to the flashing signs instead of traffic. Keep it simple. Keep stop signs on 600 and even put up a flashing red light if you want.	A. INDOT reviewed available crash data in response to this comment. Crash data is generally available from 2009 to present day. a. From 2009 – 2011, 4 incapacitating and 4 non-incapacitating injury crashes occurred at the intersection. b. From 2015-2017, 3 incapacitating and 1 non-incapacitating injury crashes occurred at the intersection. c. From 2016-2018 3 incapacitating and 2 non-incapacitating injury crashes occurred. d. From 2019-2021, there were 26 crashes at the intersection, 18 of which were right-angle crashes, and

		You could even put up a flashing yellow for 40 if you desire or even a stoplight. These are all universally known signals. The Michigan Left is unfamiliar, unnecessary, and a waste of time and money. Instead of doubling down, just admit you got it wrong the first time, take the signs down and put up something everybody is familiar with and call it a day.	5 total crashes were severe. Based on similar roadways with similar traffic patterns and traffic volumes, this intersection experiences a crash severity with a standard deviation 1.61 above the mean, and overall crash frequency with a standard deviation 2.51 above the mean. This data demonstrates that the intersection has more crashes and more severe crashes than the average intersection of this type, warranting a safety improvement. B. The pattern of crashes has existed before the flashing signs were installed. Several safety countermeasures were attempted to mitigate the crash patterns, including the flashing signs and offset left turn lanes. Due to ongoing crash patterns, the RCI was selected as the preferred alternative due to the statewide data demonstrating an 85% reduction in severe crashes when RCIs are installed at similar intersections. Driver familiarity will be improved by guide signs, public messaging from INDOT accounts, and better familiarity due to the public involvement efforts as part of the project development process. Stop signs and traffic signals are not expected to reduce the pattern of severe crashes at this intersection at the same level that an RCI is expected to reduce severe crashes.
6	Gwen Stevens <u>Verbal Comment</u> <u>(11/19/25):</u>	A. I've lived here almost my whole life. I tell my kids not to use this intersection because it's so scary and dangerous. Why was a traffic light dismissed? If you stop traffic at a light, how would that not prevent right-angle crashes? B. If this is built, we also want to make sure that snow removal will cover all turning areas. C. We also need lighting in the area. It's very dark and this design would be confusing without proper illumination.	A. The traffic signal option was not selected due to its inability to fully address the purpose and need of the project. When comparing conflict point diagrams, the RCI option reduces the overall opportunity for crashes, and it simplifies decision-making of the driver by moving the location of those decisions away from CR 600. The stopping action when a signal is red is not the action that affects whether the right-angle crashes are possible. The conflict points exist when US 40 traffic turns under a flashing yellow condition, or when CR 600 E traffic is moving through and turning when the minor road has green permission. B. INDOT will be responsible for maintaining US 40 during winter storm events and will follow maintenance plans and priorities during plowing efforts. C. The proposed intersection will include lighting to better illuminate the turn lanes and loons at night.
7	Stu Fisher <u>Verbal Comment</u> <u>(11/19/25):</u>	A. The Michigan Left isn't necessary. They tried it at Allisonville and 96th Street. They're ripping it out because it didn't work. B. This comes down to people needing to learn how to drive. I want to see the data you're basing this on.	A. The intersection at 96th and Allisonville differs from this US 40 proposal. The Allisonville Road intersection had signalized U-turns, which function differently and provide different levels of safety benefit from the RCI proposal at US 40 and CR 600 E.

		People had trouble learning roundabouts and this is even more confusing. C. Crossing two lanes in both directions increases the chance of severe accidents. So I'm against it. D. I wish I would have known about the previous hearing, because it sounds to me like you guys have already made the decision that this project is going to go forward. So I'd like to find out why I didn't see anything on social media because I follow INDOT. E. I think traffic lights are probably the first step.	INDOT was not a planning authority for the Allisonville Rd intersection and decision-making rested with the City of Fishers B. INDOT's public involvement efforts have focused on education of the RCI traffic patterns and included digital and hands-on displays to better share how to navigate the intersection type to help driver familiarity. The project will also include guide signs to depict available movements and directions of travel for motorists. C. Current traffic movements from CR 600 are required to cross up to 4 lanes of traffic and a 36-ft median. The RCI alternative reduces the total length of each crossing maneuver, and the addition of a refuge lane eliminates the need to 'cross' the median as part of one of those movements, reducing the total distance that crossing traffic is exposed to through traffic. D. The project team published notices on INDOT's social media channels for the Public Information Meeting and the Public Hearing. Press releases were issued notifying the public and press of upcoming public meetings about the project. The project development process includes the NEPA process, which is the decision-making framework for such projects as this. The Public Hearing, NEPA document, and public involvement are intended to inform design decisions and provide the project team an opportunity to address stakeholder concerns and make revisions, if necessary. Following and completing the NEPA process in accordance with INDOT policy is still required to proceed with any final design. E. The traffic signal option was not selected due to its inability to fully address the purpose and need of the project. When comparing conflict point diagrams, the RCI option reduces the overall opportunity for crashes, and it simplifies decision-making of the driver by moving the location of those decisions away from CR 600.
8	Chance Cory <u>Verbal Comment</u> <u>(11/19/25):</u>	A. I think this is a horrible idea. I cross here in semis all the time. Going from a dead stop to crossing lanes with cars going 70 mph is dangerous. Come ride with me to see it firsthand. And when I-70 is closed, crossing 40 will be a nightmare.	A. RCI designs tend to result in shorter wait times for oversized vehicles, which require larger gaps in traffic to complete turns. In the existing layout, large vehicles must cross 2 lanes and a median to turn left, or 4 lanes plus a median to go straight. RCIs reduce the effective lanes that drivers cross at any one time, which simplifies decision making and results in better awareness of traffic gaps to complete turning movements. By only crossing two lanes to arrive in the desired lane before having to make another decision, drivers are able to more safely complete their

			movements. If I-70 traffic diverts onto US 40, the roadway network as a whole operates over the designed capacity. The area's road network is not expected to sufficiently handle all interstate traffic on the smaller road network and intersections will be over capacity. The design parameters along US 40 are not expected to provide interstate-level traffic capacity. US 40 is primarily design for US 40 traffic and not a combination of US 40 and I-70 traffic.
9	Eric Garison <u>Verbal Comment</u> (11/19/25):	A. We have this going in our front yard. They're taking our fence line and pasture. My question from before: When someone takes the right turn and an 80-mph driver tries a U-turn and hits one of my animals, who pays for that? B. This will be terrible in snow. Cars will slide into my yard. The demonstration video was a perfect sunny day, not realistic. You're putting 16-year-olds, bus drivers, and substitute drivers into an unfamiliar, high-risk layout. After games at night, tired bus drivers won't know how to navigate this. C. I like living in the country and now you're adding lights ruining the night-time environment. D. We had an assessor come out the other night to, you know, tell us how much they're you know, the three cents that they're taking. She was a little chatty. She said she's never seen this move so quick through them (INDOT). So I'm pretty sure this is already a done deal.	A. INDOT has revised grading details at the eastern loon to avoid land acquisition at the pasture and fence line. INDOT welcomes the opportunity to communicate changes and discuss mitigation options. INDOT's Real Estate Manual will be followed for any Real Property acquisition which includes fair compensation for property purchased. Impacts to private property due to the traveling public would be the responsibility of the motorist. B. The U-turn design is sized to provide adequate space for turning vehicles operating at an appropriate rate of speed. Advance guide signs are included in the project to inform drivers of the path to navigate the intersection. C. Lighting is required to illuminate turning movements and turn lanes to ensure the safety benefits of the project are realized during daytime and nighttime conditions. INDOT welcomes the opportunity to discuss mitigation options. D. The project development process includes the NEPA process, which is the decision-making framework for projects such as this. The Public Hearing, NEPA document, and public involvement are intended to inform design decisions and provide the project team an opportunity to address stakeholder concerns and make revisions if necessary. Following and completing the NEPA process in accordance with INDOT policy is still required to proceed with any final design. Ongoing safety concerns at the intersection including recent fatalities led to an acceleration of the project schedule, but NEPA requirements have not been relaxed and the required public involvement policies are being followed.
10	Brandon Jones <u>Verbal Comment</u> (11/19/25):	A. At first I was against it, then after the last meeting it made sense until I looked into the other J-turn in the state (Noblesville). I work near it, so I asked people there. They hate it. They say accidents increased. The	A. INDOT is monitoring the safety performance of the Noblesville RCI on SR 37 @ 186th street. When innovative intersections are installed, INDOT expects initial variability in crash frequency, but the severity of crashes is lower than before construction is completed, and long-term crash frequency tends to decrease as well.

		speeds there are nowhere near 40, and there are no semis or school buses like here. B. Teachers tell people to avoid it. I'd like to see details on, maybe the statistics on how many accidents have actually happened there prior to that being put in compared to what was there before. C. I think if you put this in where it's located at right now, based on the speed and the driving habits of people, everybody does it, you're going to have more accidents and they will probably be worse than what they area right now. D. I'm also your Blue River Township trustee. I found out about the last meeting a day before the meeting started... but that happens. I can tell you right now, from everybody I've talked to in our township, the people that I've talked with, nobody wants it.	B. INDOT is reviewing the total number and type of crashes after installation of the 186th street RCI. Safety assessments are typically completed with 3 years of crash data, so full analysis will not be available until the end of 2028. C. INDOT has reviewed statewide data for RCI intersections. RCIs are installed, the total number of crashes decreased significantly, and severe crashes reduced by over 85%. INDOT expects similar crash frequency and crash severity reduction at CR 600 E with a proposed RCI. D. Thank you for speaking with constituents in the township and sharing your observations with the project team. INDOT is committed to understanding public sentiment and communicating the purpose, need, and benefits of its projects to the public and make informed decisions in the project development process.
11	Cindy Gatlin <u>Verbal Comment</u> <u>(11/19/25):</u>	A. I've lived on 600 for over 50 years. So I've been there for a while. The one thing that nobody brought up and I thought that they might, is that this monstrosity is really just moving crashes a mile this way or a mile that way because when I come up that road, I don't want to have deal with that, so I'm going across 100 South and go over if I'm going to Knightstown, I'm going to go that way, and if I'm going to Greenfield, I'll come up this way and, come up on 500 and get back on 40. So we are just changing the location of that intersection.	A. Thank you for sharing your thoughts on impacts to the road network if the RCI is installed. INDOT is committed to providing a safer road network for all users. FHWA research suggests that RCIs reduce travel time for all vehicle types and increase safety by reducing crash frequency and severity. INDOT will continue to review crash data for the US 40 corridor, monitor the impact of safety improvement projects, and identify opportunities for improvement.
12	Cindy Roberts <u>Written comment</u> <u>(11/19/25):</u>	A. I am at this intersection twice a day. I have no problem turning west (right) in the morning. The problem is trying to turn left (north) in the evening. No one from any direction pays attention to who has the right of way. I truly feel a traffic light is the best solution.	A. Reduced Conflict Intersections are safer alternatives to traditional roadway intersections on four-lane highways with certain traffic and site conditions because they eliminate or substantially reduce right-angle crashes, the type most responsible for fatalities and serious injuries at traditional intersections. RCIs alleviate right-of-way confusion, right-of-way errors, and simplify a drivers' ability to find suitable gaps to enter US 40. The traffic signal option was not selected due to its inability to fully address the purpose and need of the project. When comparing conflict point diagrams, the RCI option reduces the overall opportunity for crashes, and it simplifies decision-making of the driver by moving the location of those decisions away from CR 600.

13	Steve Elsbury <u>Written comment</u> <u>(11/19/25):</u>	A. I represent two of the current landowners and live and work in Greenfield as an attorney. I drive this intersection at least twice a day during the week. I also raise livestock and utilize this stretch of 600 to haul livestock to a packer. This is one of, if not the busiest, county road for livestock and agricultural grain semis in Hancock County. In my opinion the design is the absolute worst choice for this intersection. There are multiple fixes right now (change yellow flashing light on 600 E to red), the offset turn lane also impacts the current design. 15 wrecks over a period of time does not justify this extreme change. This appears to be an unwanted bureaucratic solution the residents who travel this area frequently do not want. If something "must" be done, do something that will not impact the agricultural community in such a drastic way. Those stating this turn will be adequate, have likely never hauled a livestock trailer making such drastic turns. B. In response to the public presentation, the J-turn will also not reduce the number of right angle crashes, as drivers will still have to turn and cross two lanes of on coming traffic so the misguided turns, will still be present. I know this will not impact the decision at all but I want it in the record.	A. The project team reviewed traffic counts from various times of the year and multiple years, which revealed that about 7% of all vehicles using the intersection are trucks. The design is intended to accommodate multiple vehicle types safely and efficiently. The project team reviewed other RCI installations in the state for stakeholder concerns on truck turns for agricultural and commercial hauling. The design accommodates semis and provides a safer mechanism for heavy vehicles making left turns. Installation of a signal does not address all the right-angle crash opportunities, and signalized intersections provide only half the safety benefit that RCIs have provided on Indiana roadways. B. RCIs results in a total reduction in conflict points from 32 to 14. This is a net hazard reduction. Nearly all of the conflict crossing points are replaced with merging and diverging conflict points in an RCI. Merging and diverging conflict points have a much lower crash risk compared to crossing conflict points. Separating the decision-making locations helps simplify decision-making and traffic gap estimation leading to an 85% reduction in severe crashes.
14	Steve Hudson <u>Written comment</u> <u>(11/19/25):</u>	A. Request installation of a Stop Light.	A. The traffic signal option was not selected due to its inability to fully address the purpose and need of the project. When comparing conflict point diagrams, the RCI option reduces the overall opportunity for crashes, and it simplifies decision-making of the driver by moving the location of those decisions away from CR 600.
15	Gwyn Stevens-Rosales <u>Written comment</u> <u>(11/19/25):</u>	A. This will solve part of the problem that you only have to watch one lane at a time but it won't help people pulling out in front of people. This will be very hard for fully loaded grain semis. Do like the run over provided to turn and the turn lane on 40. Will need lots of lights for people to see. will need the middle turn off 40 so that snow can be plowed. B. Stop light is a much better solution.	A. RCI designs tend to result in shorter wait times for oversized vehicles, which require larger gaps in traffic to complete turns. In the existing layout, large vehicles must cross 2 lanes and a median to turn left, or 4 lanes plus a median to go straight. RCIs reduce the effective lanes that drivers cross at any one time, which simplifies decision making and results in better awareness of traffic gaps to complete turning movements. By only crossing two lanes to arrive in the desired lane before having to make another decision, drivers are able to more safely complete their movements. This reduces misjudgment of gaps and pulling out in

			front of others. Lighting is being added to illuminate turning movements and turn lanes to ensure the safety benefits of the project are realized during daytime and nighttime conditions. INDOT will be responsible for maintaining US 40 during winter storm events and will follow maintenance plans and priorities during plowing efforts. B. The traffic signal option was not selected due to its inability to fully address the purpose and need of the project. When comparing conflict point diagrams, the RCI option reduces the overall opportunity for crashes, and it simplifies decision-making of the driver by moving the location of those decisions away from CR 600.
16	Amy Garrison <u>Written comment</u> <u>(11/19/25):</u>	A. Was a stop light with turn arrows ever considered, not just a regular stop light? B. Any simulation with actual traffic, not just an empty parking lot? C. Will the state highway actually plow all lanes during the winter? Right now we're lucky to get a lane cleared out of 2 available. D. Have you tried a tractor with 2 loaded hay wagons making the merge and U-turn? E. Is the west end clear of the hill? What about in fog? F. How is there enough room going east to make a U-turn before the bridge? G. How many RCI's have been done with a State Highway and County Road? H. Do you really answer these questions? My last set of questions have not been addressed yet!	A. Yes, a signalized intersection with priority was considered with the signal alternative. A signal alternative was not progressed because the RCI alternative provides significantly better crash reduction and reduces right-angle crashes in comparison to a signalized intersection. B. Traffic simulation software was used to review current and proposed intersection alternatives to determine future capacity. The analysis followed Indiana design standards and project development process policies. The mock RCI demonstration was conducted to give local EMS, schools, and select stakeholders and opportunity to bring actual vehicles through the proposed geometry and provide feedback to the project team. The project team made modifications to median curbing, U-turn truck islands, and CR 600 E traffic islands as a result of feedback collected. C. INDOT will be responsible for maintaining US 40 during winter storm events and will follow maintenance plans and priorities during plowing efforts. D. The turning movement exhibits and mock RCI included semi-trucks, combines, school buses, and a fire engine. A tractor hauling hay wagons was not available for software or in-person simulation. E. The project team reviewed intersection sight distance from both U-turn locations and the available sight distance to the hill is more than the minimum required values specified in Indiana standards. The addition of lighting will help alleviate some of the challenges due to weather. . Roadway design principles focus on the physical barriers, roadway geometry, and signage to inform drivers of roadway configuration.

			F. The eastern U-turn is located approximately 700-ft east of CR 600 E. Indiana design guidance suggests 600-800ft separation between the intersection and U-turn locations. G. INDOT has installed approximately 15 RCIs across the state where a state-maintained road and local road intersect. H. Questions and comments recorded at the Public Information Meeting were used to modify the design to address public feedback and bring additional information to the Hearing to better address feedback and outstanding questions.
17	Olivia Ray <u>Written comment</u> <u>(11/19/25):</u>	A. There have been a new school renting at Nameless Creek on 600 E. I work there. We have kids from all over East Indiana. This will back traffic up even more during the morning and afternoon. Also, during construction, our parents will struggle to find alternative routes to our school. B. If a stop light has already been ruled out, why haven't you all brought up the idea of decreasing the speed limit by 10 -15 mph on 40 like it is in Charlottesville? C. When a semi/large vehicle wants to turn left or go straight, and or other vehicle they are in the designated turning area, and a motorcycle is coming through oncoming traffic, what happens then? The truck will take extra time doing a U-turn and has extra length to it, causing the motorcycle – or other vehicle- to run right into it. D. If there is an emergency vehicle on 600 turning left, or going straight, the oncoming traffic will have trouble judging where exactly the emergency vehicle is going, so they won't stop. Causing the emergency vehicle to have prolonged timing and being delayed. E. Instead of reengineering the highway, why isn't our money going toward a better driving education system? Teach people how to drive better, don't confuse them more!	A. Federal Highway Administration research indicates that RCIs move 30% more traffic through the intersection and reduce the total time traveled by all vehicles at the intersection. INDOT expects that current congestion along CR 600 E will improve with this design. An RCI improves efficiency by moving left turning and through moving vehicles to the refuge lane of the RCI. By not having to wait for a gap large enough to cross all four lanes of the highway, these vehicles can continue to make progress through the intersection by executing the movement in two steps instead of one. This is especially true for large and oversized vehicles. It also benefits vehicles making right turns. Rather than waiting in a long queue of vehicles, the left and through movements will more quickly access the refuge lane allowing right-turning traffic to move through the intersection in a shorter amount of time. Construction signage will be installed to alert drivers to the construction activities and potential detour routes. Construction teams will be required to notify schools when construction activities begin or construction phasing changes. Construction restrictions are planned when school is off for the summer. B. Reducing speed limits has not been proven to reduce travel speeds or crashes. Active law enforcement presence is generally shown to be required to ensure lower speeds are maintained through the target project corridor. The roadway location at CR 600 E and in Charlottesville provide a different experience for drivers. The number of residences, local roads, and driveway access points in Charlottesville typically suggest to a driver that lower speeds are required. At CR 600 E, the agricultural fields and fewer access points on US 40 generally suggest to drivers that higher speeds are warranted. C. RCI designs tend to result in shorter wait times for oversized vehicles, which require larger gaps in traffic to complete turns. RCIs reduce the effective lanes that drivers cross at any one time,

			which simplifies decision making and results in better awareness of traffic gaps to complete turning movements. By only crossing two lanes to arrive in the desired lane before having to make another decision, drivers are able to better identify all types of oncoming traffic, reducing potential for crashes with cars, trucks, motorcycles, or other vehicles. D. Charlottesville Fire and the Hancock County Sheriff's Department were invited to the mock RCI and drove it with their response vehicles. They did not voice concerns about navigating the RCI as intended. Indiana law requires drivers to slow, stop, and/or pull over in response to light- and siren activation from emergency response vehicles. The EMS operator's introduction to the intersection proposal and the driver's requirement to comply with light- and siren activation are expected to avoid any undue delays in response times. E. INDOT's public affairs team regularly publishes information to communicate how to use innovative intersections and alerts road users to upcoming projects and public meetings. This project's NEPA process has included efforts to provide notice, education, and demonstration of the proposed intersection to local property owners, schools, EMS, public officials, and the motoring public.
18	Brigette & Brandon Jones Written comment	A. I have lived in Blue River Township my entire life and have been driving through the US 40 & CR 600 E intersection since I was 16 years old. I am now 58, so I know this intersection extremely well. My husband, Brandon Jones, is the Blue River Township Trustee, and I serve as the Executive Director for Hancock County Tourism. Together, we have a deep understanding of how this area functions today and how it is changing. B. Hancock County is one of the fastest-growing counties in Indiana, and based on everything I see in my professional and personal roles, that growth is only going to accelerate—especially toward the east side of the county. Several current and upcoming developments will significantly increase traffic through this intersection. A new Justice Center is being planned near the current jail site between CR 400 E and 500 E on US 40. Eastern Hancock's new micro-school at Nameless Creek Camp will also increase daily school-related traffic along CR 600 E. Additional development is happening around SR 109 & I-70,	A. Thank you for attending the Hearing and providing your specific knowledge of the intersection. B. Thank you for sharing the conditions for growth the County expects in the coming years. C. Thank you for sharing specific intersection-located development possibility. D. The project team has reviewed cross slopes at the U-turn and truck aprons to determine suitability for turning vehicles with trailers or other loads. Maximum cross slopes are approximately 5% at the truck aprons, which are less than 2-ft wide. Pavement cross slopes in the travel lanes and loons will be 2%, which follows standard INDOT roadway design criteria. E. Traffic and roadway design does not typically account for poor visibility conditions as a result of weather. Roadway design principles focus on the physical barriers, roadway geometry, and signage to inform drivers of roadway configuration. An RCI is not expected to perform worse under foggy conditions than the current intersection or other alternatives. Fog conditions provide a hazard for any intersection type and drivers are urged to drive at a speed appropriate for the conditions.

		including a proposed data center, Koenig Farm Implements consolidating into a new Knightstown-area location, and a new Henry County Memorial medical center opening soon. C. I also see a substantial amount of heavy truck traffic along CR 600 E traveling to Morristown—especially to Bunge, Integrity Metals, Klosterman's Bakery, and Waste Management. With these patterns, I believe future commercial growth at the US 40 & 600 E intersection is highly likely. There are no gas stations between Greenfield and Knightstown, a 12-mile stretch, which makes this an obvious midpoint where development could happen. D. In addition to the anticipated growth, I have serious safety concerns about how an RCI would function at this particular site. Brandon, as a former CDL driver, is worried about top-heavy loads tipping over when making those turns. As a farmer's daughter, I do not see how combines will safely make those movements. E. I also worry about long trailers and slow-moving vehicles in the frequent fog that settles in this area because of the nearby creek. Many times, I have had to roll down my windows just to listen for traffic in foggy conditions, because visibility can be so poor. F. Winter weather is another major concern. The eastern side of Hancock County often receives less snow removal than the rest of the county. If the U-turn and loon areas are not cleared, I can easily see the intersection shutting down or drivers diverting onto smaller county roads that also may not get cleared well. These conditions could create a hazardous situation for the entire area. G. I also worry that the RCI introduces unfamiliar and more complicated movements compared to a stoplight. People already get impatient on CR 600 E during peak times, where traffic backs up several cars deep. That impatience has contributed to crashes. Requiring two turning movements instead of one could increase confusion and frustration—especially in an area already challenged by hills on both sides that limit visibility, high speeds, bad weather, and large vehicle traffic.	F. INDOT will be responsible for maintaining US 40 during winter storm events and will follow maintenance plans and priorities during plowing efforts. G. INDOT's public involvement efforts have focused on education of the RCI traffic patterns and included digital and hands-on displays to better share how to navigate the intersection type to help driver familiarity. The project will also include guide signs to depict available movements and directions of travel for motorists. Federal Highway Administration research indicates that RCIs can move 30% more traffic through the intersection and reduce the total time traveled by all vehicles at the intersection. INDOT expects that current congestion along CR 600 E will improve with this design. An RCI improves efficiency by moving left turning and through moving vehicles to the refuge lane of the RCI. By not having to wait for a gap large enough to cross all four lanes of the highway, these vehicles can continue to make progress through the intersection by executing the movement in two steps instead of one. This is especially true for large and oversized vehicles. It also benefits vehicles making right turns. Rather than waiting in a long queue of vehicles, the left and through movements will more quickly access the refuge lane allowing right-turning traffic to move through the intersection in a shorter amount of time. INDOT expects this will alleviate some of the impatience noted in the comment. H. With the FHWA guidance and research that RCIs can reduce wait times and improve traffic flow, INDOT expects the proposed RCI to accommodate future growth and traffic through the design year, which is 2047. Traffic was projected at a growth rate of 0.71%. I. INDOT appreciates the opportunity to respond to the comment. The proposed design includes design variables that address the population and traffic growth through traffic forecasting methods. The proposed design provides available sight distance above the minimum requirements for each turning movement. The proposed design includes wider paved loons that accommodate turning vehicles when drivers travel at speeds safe for the conditions. The traffic signal alternative would be expected to experience more crashes and more severe crashes than the RCI alternative, which is why it was not progressed as the preferred alternative.
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		H. A stoplight is a familiar tool that most drivers understand. Even if you have to wait, you know the light will cycle. With the growth that is clearly coming, I believe a signal will eventually be needed anyway. I don't see the logic in spending taxpayer dollars on something now that may have to be changed later. I. In my view, the combination of population growth, traffic increases, limited sight distance, winter weather patterns, fog, and heavy truck and farm-equipment traffic will make the RCI design even more dangerous than what we have today. I strongly urge INDOT to consider a stoplight instead.	
19	Tim & Cathy Reynolds <u>Written comments</u> <u>(9/30/25 & 12/3/25):</u>	I appreciate the opportunity to attend the Public Hearing on 11/19 at NineStar Connect concerning the US 40 and CR 600 East intersection. As I mentioned after the meeting, I emailed my comment after watching the video on the 9/23 meeting, which was made available online. A copy of that email is forwarded below, and I would like for the comments included to be part of the public comment section that is to be addressed with a response. A. After listening to the presentation in person, it seems the potential for vehicle accidents and traffic congestion could actually be higher than if a stoplight were installed. Because a driver wanting to make a left-hand turn from 600 East would be required to turn right, cross lanes to a dedicated U-turn lane, execute a U-turn in the midst of traffic traveling 60+ mph, there are three opportunities for driver error in judgment of traffic speeds and distance, causing opportunity for an accident. B. In addition, congestion on US 40 could be problem when all traffic approaching from 600 East must turn right. When a slow-moving vehicle is leading the line of traffic, especially when crossing to a dedicated U-turn lane, all the other vehicles will be slowed down waiting for opportunity to proceed with their intended direction of travel. C. While a potential timeline was given for moving forward with this project, now that public comments and questions are being received, will those be considered and researched prior to making changes to	A. In the proposed RCI configuration, right turning vehicles at CR 600 E only have to check one direction of travel, across two lanes, to make their first movement. Then during the U-turn movement, they check one direction of travel across one or two lanes (depending on vehicle turning radius and destination. An otherwise complex and risky maneuver in a traditional intersection is made more efficient by breaking up the driver's trip through the intersection into a series of simple, distinct movements. Federal Highway Administration research indicates that RCIs can move 30% more traffic through the intersection and reduce the total time traveled by all vehicles at the intersection. INDOT expects that current congestion along CR 600 E will improve with this design. An RCI improves efficiency by moving left turning and through moving vehicles to the refuge lane of the RCI. By not having to wait for a gap large enough to cross all four lanes of the highway, these vehicles can continue to make progress through the intersection by executing the movement in two steps instead of one. This is especially true for large and oversized vehicles. It also benefits vehicles making right turns. Rather than waiting in a long queue of vehicles, the left and through movements will more quickly access the refuge lane allowing right-turning traffic to move through the intersection in a shorter amount of time. B. The RCI configuration has been designed to open the U-turn lane quickly so any slower-moving vehicles are not exposed to high-speed traffic for extended periods of time. Drivers are responsible for judging the required gap needed to enter US 40 and migrate to the U-turn lane. Traffic volumes and traffic modeling indicate that adequate gaps exist to permit RCI

		this intersection? As I mentioned to a representative from Lochmueller and from INDOT after the meeting, I'd like specific information on how decisions for intersection changes are made. Specifically, when the hired consulting firm arrives at one option as their choice for this intersection and the taxpayers funding the project (and therefore, funding the cost of the consulting firm) arrive at a different option as their choice for this intersection, who are the decision-makers and to what degree are both of these factors considered? From the meeting on 11/19, it appeared obvious that the consulting firm and the public representation were not at all in agreement on the best solution for making changes to this intersection. I reached out to JoAnn Wooldridge at Indiana DOT and requested someone at INDOT explain the process for decision-making in this scenario. To date, no one has responded. Because we pay taxes and are funding the projects for roadways, it seems logical to me that the taxpayers should have considerable input into how their tax dollars are used. Accountability for spending should be a priority for every organization, public or private, especially when others are providing the funding. D. Because the recommendation made by Lochmueller Group is data-driven, I would be interested in data being shared that gives specific crash statistics BEFORE and AFTER the flashing lights were installed at the intersection. If safety is truly the first priority in making a change, it seems all relevant data regarding that intersection should be included (regardless of whether or not it delays the project) to collect and study that data. I heard no mention of any data regarding the current warning signals to indicate the length of time this has been operational, the cost of this previous "improvement" and what changes have been seen in the data of crashes during that period. E. My husband and I have lived one-half mile from CR 600 E in Hancock County for the past 25 years and the intersection at 600 E and US 40 is an intersection we frequently use. I understand the concerns for doing what is possible to reduce dangerous vehicle crashes	installation. Each bound is two lanes, meaning that slower traffic could also enter the right lane then merge left after higher-speed traffic passes, if desired. C. All comments received at the Public Hearing are given a response within the NEPA document which is reviewed in accordance with INDOT's project development processes and Categorical Exclusion Manual. Each comment is reviewed, researched, and provided a response. Design revisions to address comments are communicated and progressed in any final construction plans so long as the purpose and need of the project are still met. When a decision is made, INDOT will publish a notice that a project decision has been reached. D. Below is a summary of projects and attempted improvements a. INDOT installed offset left turn lanes on US 40 in 2014. i. Crash data from 2011-2013 revealed 14 total crashes, 4 with injuries and 10 with only property damage (ICC 0.32, ICF 1.45). ii. Crash data from 2015-2017 revealed 12 total crashes, 4 with injuries and 8 with only property damage (ICC 0.98, ICF 1.13). b. INDOT installed an Intersection Conflict Warning System (ICWS) in 2021 i. Crash data from 2016-2018 revealed 12 total crashes, 5 with injuries and 7 with only property damage (ICC 0.88, ICF 0.80) ii. Crash data from 2022-2024 revealed 15 total crashes, 5 with injuries and 10 with only property damage (ICC 1.04, ICF 0.52) c. Since 2009 (earliest available crash data records), right angle crashes at the intersection have been the primary pattern of crashes. In that timeframe two-thirds of all crashes have been right-angle crashes, and 52% of all crashes have been injury crashes. E. Construction costs, user costs, and cost-benefit ratios are all considered when making project funding and scoping decisions. In the current configuration, the crash patterns result in property damage, moderate injury, severe injuries, and fatalities. The cost of the 'No Build' alternative results in approximately \$6.2M annually in lost wages, injuries and health costs, property damages, and intangible costs associated with changed in quality of life due to fatalities and incapacitating injuries. The proposed RCI is expected to cost approximately \$3.1M and reduce annual
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		and also believe we should be fiscally responsible anytime public spending is considered. One of the first things I noticed in listening to the various options was the lack of information concerning financial impacts (with one exception - the Roundabout cost would be more than double. I assume this means more than double the RCI cost). It's possible that financial costs for all options were shared with those attending in person through handouts or discussion, but I have not seen anything concerning costs. Fiscal responsibility is important and should have high consideration when choosing an option. F. It is my understanding that change is desired at this intersection to (1) reduce right-angle crashes and (2) reduce congestion from traffic approaching from north and south during PM peak. Four options were considered. G. Option 1: No build. This option has a zero cost and zero change can be expected. We currently have an ICWS at this intersection as it was previously determined this system would reduce dangerous crashes. Apparently the projections for increased safety were not accurate. I am interested in the cost taxpayers have already incurred for trying this resolution for the intersection. H. Option 2: Traffic Signal. Cost undisclosed, but I would assume it is one of the least costly options as no additional land purchase or road construction should be necessary. The proposal suggests this would solve the congestion during peak times but would not address right-angle crashes. It was also suggested this option may increase rear-end crashes. When citizens obey the law and traffic signals, there should be minimal right-angle crashes at the intersection of a traffic signal. Every time I drive to nearby towns there are traffic signals to be obeyed. There are dozens of similar intersections that I routinely drive through and traffic signals keep congestion under control and to my knowledge there are not an excessive amount of right-angle crashes requiring change to the intersection. Drivers must learn to wait their turn and approach intersections with caution, knowing a traffic	crash costs by \$3.7M annually, and by \$75M over the 20-year life of the project, resulting in a benefit-cost ratio of 24:1. F. Correct, 4 primary alternatives were considered. G. Installation of the ICWS was expected to decrease total crash frequency by informing drivers of upcoming danger zones. INDOT regularly reviews safety performance of improvements, and the ICWS was not delivering the frequency or cost benefits expected. The ICWS did not adequately address the needs at the intersection. The installation was part of a statewide program to identify locations for ICWS installation so individual location costs are not available. Typical ICWS installation is ~\$200,000. H. A traffic signal conversion would require ~\$1.2M in construction costs. Signal installation would still require land acquisition and road construction to address drainage needs for added turn lanes, lighting, drainage changes from turn lane additions, and potential utility relocations. Yes, converting CR 600 E to a signalized intersection would likely lead to an increase in rear-end crashes. INDOT agrees that motorists should obey traffic laws and signage. The crash reductions or increases expected are considering multiple intersections over multiple years to better represent real driving practices regardless of individual driver behavior. The signal alternative was not progressed because it doesn't provide the same level of benefit achievable by an RCI installation. The incremental cost savings in construction costs of an RCI is offset by the long-term savings in additional reduction in crash severity and crash frequency. I. The roundabout alternative was not pursued because it is not as cost effective as an RCI and the high-speed, 4-lane divided section is not a preferred roadway cross section for roundabout conversion. J. The RCI is expected to cost \$3.4M, including repaving US 40 travel lanes between the proposed loons and other drainage improvements. RCIs in Indiana have been installed in several rural communities and near commercial and industrial properties with heavy truck traffic. This project's layout was designed to accommodate multiple vehicle types, vehicle sizes, and vehicle speeds. When considering the number of lanes to cross, the RCI alternative allows large vehicles to clear two lanes of travel at a time rather than four. They effectively use the refuge lanes to pause, whereas the current median is too narrow to safely pause. The RCI traffic pattern allows drivers on CR 600 to select their gap to enter, giving more authority and clarity in their decision-
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		signal can change at any time. While it was suggested that rear-end crashes may increase, that does not seem like a plausible explanation for why this option is not considered. If rear-end crashes were constantly happening at intersections with traffic signals there would be more intersections with plans to make changes for safety concerns. I. Option 3: Roundabout. Meets purpose and need. This option was not considered as it is financially cost-prohibitive. J. Option 4: RCI. The proposal suggested it meets the purpose and need, and allows quick access to refuge of U-turn lane. To my knowledge, no cost estimate was provided. While this proposal may have some merit, I have a couple of concerns with this proposal. It relies upon the driver entering from North or South to determine at what point it is "safe" to enter the intersection and subsequently merge all the way to the left lane for making a U-turn. Although there was a mock demonstration, there was no other traffic to contend with when the mock RCI was driven, if my understanding is accurate. The proposal relies on the judgement of the drivers and also requires semis and large farm equipment to merge across all lanes to access the U-turn lane immediately upon entering the US 40 road way. As we know, these vehicles are incapable of quick acceleration and merging quickly. I believe the speed limit is 55-60 in that area and merging into that speed of traffic and crossing all lanes is nearly as difficult as merging to the far left lane of an interstate from the entrance ramp. It takes time and patience to get to that far-left lane. With this proposal, instead of vehicles making a left-hand turn and merging into traffic at 55-60 mph, they would be making a U-turn and merging into traffic at 55-60 mph. In addition, I believe this option may also increase rear-end crashes. I do not see this as the best option for our rural community. We have a high volume of farm equipment on 600 E, especially during planting and harvest. When there are issues on I-70 the volume of semis on 600 E and US 40 drastically increases as well. An RCI will be a nightmare when	making by reducing the total number of lanes and directions to review and assess. The mock RCI was not intended to provide full traffic flow in an uncontrolled setting. Computer-aided traffic simulations have demonstrated that US 40 traffic volumes will permit adequate gaps for multiple vehicle types and speeds to enter, merge to the refuge lanes, and perform a U-turn to proceed to their destination. RCIs are not expected to increase rear-end crashes when installed. This project's layout includes refuge lanes after entering US 40 and after performing U-turns so slower-moving traffic can exit the high-speed lanes quicker and reduce the potential for rear-end collisions. During I-70 incidents, any proposed safety improvement (signal, roundabout, RCI) would experience significant delays and congestion. Under any configuration, the intersection is not expected to handle interstate traffic volumes. INDOT uses statistical analysis to review the road network for potential safety projects for benefits and costs. This analysis compares similar roads and intersections across the state with similar traffic volumes and configurations. By grouping similar situations together, the opportunity for outliers to skew the expected results is significantly reduced. INDOT has a responsibility to provide and maintain over 11,000 miles of roadway in the state so motorists can get to their destinations as safely and efficiently as possible. Using the best available traffic and crash statistics to review the best candidates for improvement projects is the fairest way to allocate an ever-tighter budget. FHWA research suggests that RCIs reduce overall travel time from all combined vehicles using an intersection, adding to the safety benefit of reducing crash frequency and severity. While some travelers may choose alternate routes, the Department hopes that motorists will adapt to a proposed RCI and recognize the safety benefits provided. The RCI alternative was not eliminated due to cost because the safety benefit over other options is greater than the cost difference over other alternatives. K. Driver error does contribute to some of the crash patterns at the current intersection, and the proposed RCI revises the geometry to give drivers a better opportunity to avoid errors. While the construction cost of a signal would be less than an RCI, the higher number of crashes that would remain with a signal burdens the community with extra real and intangible costs over the next 20 years. The intersection of US 40 and CR 600 W on the other side of the county provides a different roadway section and carries
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		that happens. It will no longer solve any congestion issues. Statistics were shared that RCI's in Indiana reduced fatal and injury crashes by 81%. Any time statistics are used to justify a proposal, there are other factors that influence how the statistics are interpreted (what else changed during the time period, etc.). For this reason, statistics are a minor consideration in choosing an option. I do believe crashes will be reduced if an RCI is installed because traffic volume will be decreased. Many drivers who need to make a left-hand turn onto US 40 will use alternate routes to avoid the RCI and we will see an increase in traffic at US 40 and CR 400 East, as well as other routes. Personally, I avoid routes that include multiple roundabouts and have found alternate ways to get to my destination. I believe we will see the same result if an RCI is installed at this intersection. We don't really solve the problem in that situation; we just increase traffic at other intersections. I am curious to know why this proposal was not also eliminated based upon cost. It seems rather costly to acquire more land and restructure how the road is constructed – especially in light of the fact we have already spent considerable taxpayer dollars for a different type of warning system. K. From my perspective, the design of the intersection is not the problem. Driver error is the reason there are vehicle accidents here, and at every intersection. It would be great if changing the intersection suddenly eliminated driver error and serious crashes, but that is not a reasonable expectation. I believe there are pros and cons to each of the options given, but the traffic signal seems the best alternative, both for safety concerns and for financial considerations, in my opinion. It absolutely would be inconvenient to add another traffic signal for those traveling on US 40, but that is a small price to pay, for safety and financially. The signal at 600 West and US 40 seems to be a great example of why a traffic signal works in a similar situation.	more than twice the traffic as this project. Comparing the two may not be as simple as expected because the traffic volumes are so different (~36,000 vs. ~13,000 vehicles per day).
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20	Claudean Korff <u>Written comments</u> <u>(11/20/25):</u>	A. Can you please tell me how far the RCI will extend coming from the west on US 40 to the east on US 40.	A. The paving limits for the project are expected to extend approximately 880-ft west of CR 600 E and 850-ft east of CR 600 E.
21	Kassie Garrison <u>Written/Oral</u> <u>Comments</u> <u>(01/22/26 kitchen</u> <u>table meeting):</u>	A. Hello, I was unable to join and share my concerns at the last meeting so I am doing so now. Over the last few months, INDOT has held 2 public meetings to discuss this proposed J-Turn. Also known as restricted crossing U-turn intersection. J-turns are considered a cheaper alternative to traditional highway interchanges vs roundabouts vs a stop light. INDOT has recommended the addition of a J-turns along HW 40 for a variety of reasons, namely safety. I truly believe that something needs to happen! For those of us who travel along this highway on a daily basis, we know how tricky crossing 4 lanes of traffic can be. J-turns are designed to cut down on the number of vehicles crossing several lanes of high-speed traffic. For example, if a driver were to cross U.S. Highway 40 using a J-turn, they would only cross two lanes of traffic, before merging into a deceleration lane, and then be forced to make a U-turn before making a right-hand turn onto the road they were originally traveling. According to INDOT, this gives the driver more time to fully see oncoming traffic and only deal with vehicles traveling from one direction at a time. They've seen success and fewer crashes at the U.S. Highway 41 and State Road 114 intersection in Northwest Indiana where a J-turn opened to improve driver safety. Unfortunately, this J-turn makes for a poor example because it does not experience anywhere near the same volume of traffic as U.S. Highway 40's intersection. B. While doing some research, I want to point out that J turns were stated to be beneficial to local traffic. This spikes some concerns that I have about nonlocal traffic and the unpopular design of J turns. Daily, we have an extremely high traffic intersection. 600 east and US 40 are one of the main roadways connecting the community with access to ascend over interstate 70 and connecting access to downtown Greenfield, Knightstown, and traffic to and from a local school. I	A. Thank you for sharing comments on the local knowledge of the intersection and context for daily traffic. While traffic volumes may be different, statewide data indicates that regardless of location or traffic volume, RCI conversion can reduce severe crashes by an average of 85%. This crash reduction percentage is one of the most-effective safety improvement measures INDOT currently uses at high-incident intersections. US 41/SR 114 traffic counts indicate approximately 5,900 daily vehicles on US 41 and 3,800 daily vehicles on SR 114 (9,800 total). US 40/CR 600 E traffic counts indicate approximately 8,500 daily vehicles on US 40 and 3,500 daily vehicles on CR 600 E (12,000 total). B. INDOT has undertaken public involvement activities to solicit feedback on potential design items and explain the proposed project's benefits and traffic pattern to local stakeholders. Any new intersection in a community is expected to introduce an early learning curve. INDOT's expectation is that the community follows the proposed road signage and adapts to the safer intersection design. Other intersection improvement measures are not expected to be as effective as the proposed RCI. C. When US 40 experiences traffic volume increases from I-70 detoured traffic, the roadway network is expected to suffer significant deterioration in traffic efficiency. The US 40 road network is not expected to handle both US 40 traffic and I-70 traffic simultaneously. It is only expected to provide a viable detour route in emergencies so I-70 traffic can continue flowing, albeit at a negative impact for US 40. The access control along US 40 and signalized intersections that exist will always contribute to negative traffic impacts on US 40 anytime I-70 traffic is diverted. The RCI design is not designed to relieve that congestion or operate differently than the current configuration during those conditions. D. The proposed intersection improvement includes removal of the Intersection Conflict Warning System (ICWS), including the flashing yellow beacons. INDOT has not measured acceptable reduction in crash frequency or severity since the ICWS was installed. E. INDOT agrees that high speed rear end crashes can be severe and are a serious crash type to consider when proposing new

		do agree that something needs to be done, but I urge you to seek different avenues that we can take that might be more effective. C. Highway 40 is also a detour route when the interstate is shut down. What is going to happen when the traffic volume explodes when vehicles, semis, and tractors are all using this intersection? With the potential of interstate traffic, we will see an increase in MVC initiating a J turn. D. The flashing lights that we currently have is to identify oncoming traffic and alert drivers to use caution, in my opinion, causes accidents. I have personally seen and heard vehicles accelerate going from north to south on 600. They rely on these flashing death lights to know if and when they think they can make it across or not. They lay all their cards on the table and jeopardize themselves every time. You hear the cling from them bottoming out of their vehicles. E. I think it is sad that my 8-year-old can point out irresponsible drivers. I have sat on my mother in laws porch and heard my daughter say "idiot." It's not the intersection; it's the idiots using it. I feel like this J turn is not only going to be confusion but will ultimately cause a different kind of crash. With the high-speed limit on 40 we will ultimately see less "T-bone" and more rear cashes but ultimately crashes will continue to be the main issue. The risk associated with 40 is combination of higher speed limits with frequent volume, mixed traffic and limited separation between vehicles. If you don't think that a rear collision vs a T-bone accident would be devastating at these high speeds, you would be wrong. F. Road safety is not defined by weather or road conditions alone; ultimately depends on the behavior of drivers and staying alert to our surroundings and anticipating potential hazards. At certain times during the day the traffic on 600 is back up exponentially. Often times to the point where I do not have access to my house driving south on 600. I have to go completely new route home moving north just to get into my driveway. I can see and have seen where drivers would get antsy and make a life changing	intersection features. INDOT reviews crash data at intersections across the state, and statewide data on RCIs suggests that all-type crashes decrease after RCI conversion, in addition to the 85% reduction in severe crashes. The data doesn't support the theory that severe crashes will be traded from one crash type to another, or that crashes will increase. F. In the proposed intersection, drivers on CR 600 E will still be required to stop at a stop sign, matching the current condition. The RCI design is intended to keep traffic moving by allowing free flow on US 40. By removing the number of decisions a CR 600 E driver has to make, the proposed layout gives drivers a better chance to make better decisions and cross at safe times. By limiting CR 600 movements to right-turns, the frequent backups on CR 600 E that cause delays and access issues will be reduced. All traffic will be turning right and therefore the time spent waiting on other drivers to go straight through or left is reduced. G. Stop lights and RCIs have both shown to reduce crashes, and RCIs are about twice as effective in reducing severe crashes. Rear-end crashes are expected to increase with stop light installation, and RCI intersections have not shown a comparable increase in rear end crash types. INDOT acknowledges that high-speed rear end collisions can result in severe injury. Crash data analysis and national crash statistics indicate that RCI intersections reduce more crashes than stop lights and reduce more severe crashes than stop lights. H. While traffic signals provide clear right-of-way and timing patterns, crash statistics indicate that RCIs perform better than signalized intersections and reduce the number of conflict points. Reduced conflict points lead to less opportunities for crashes. When road conditions vary, when driver focus is lacking or when driver error exists, the RCI layout provides a safer situation for drivers to help reduce the severity and frequency of all crashes at the intersection. INDOT has a charge to resolve the ongoing safety issue at the intersection. The RCI alternative best delivers the intended solution to resolve the need at the intersection. I. Reducing lanes does not reduce the width of the roadway and reducing speed limits has not shown safety improvement in case studies. Without active enforcement, the speed reduction signage is not as effective as intended. Automatic ticketing is not currently allowed by Indiana law. Stopping all lanes of traffic would introduce unacceptable delays on US 40, where it is currently free flowing. RCI installation has proven successful
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		mistake. As an experienced driver on these roads, I can say that if I did not have my years of experience, I could have made a liftering MVC also. Just ensuring that the traffic is moving and taking a risk to cross at potential bad time is an issue. Make these drives STOP!! Add a stop light. G. A stop light would not only gain safe access over 40 moving south or north but would let these drivers have a specific time to cross. No second guessing and the flow of traffic would run smoothly. We would not have non-local traffic confusion. Everyone has experienced a stop light. They know what a stop light is and how to use it. I think they are pushing for a J turn because of the type of crash it can help prevent, well a stop light would do the same thing. Again, if you don't think that a rear collision vs a T-bone accident would be devastating at these high speeds, you would be wrong. H. Traffic lights prevent crashes by assigning a right-of-way, stopping conflicting traffic flows (like left turns against oncoming cars or cross-traffic), especially preventing dangerous right-angle (T-bone) and head-on collisions at busy intersections by creating orderly, time-separated movements. For example, a red light stops a driver from entering an intersection when another direction has a green, preventing a T-bone crash, while a protected left-turn arrow allows safe turning without hitting oncoming traffic. a. Specific Crash Prevention Examples b. Right-Angle Crashes: A driver turning left faces oncoming traffic. The traffic light turns red for oncoming cars (or gives a protected green arrow) and green for the turning lane, prevents a severe T-bone collision. c. Cross-Traffic Collisions: A busy street with a traffic light stops one direction of traffic (redlight), allowing traffic from a quieter side street to enter the intersection safely without being hit by fast-moving cars. d. Reducing Driver Error: By clearly dictating who goes when, lights reduce confusion and the need for drivers to guess if another	across the state, with rural high-speed RCIs demonstrating favorable crash reduction and public adoption in the Southwest, Northwest, and Northeast districts. J. The ongoing safety issue at the intersection is supported by evidence that for similar types and traffic patterns, the project location experiences more crashes and more dangerous crashes than the average for the state. The preliminary engineering and study phases of the project identified several alternatives to address the safety issue and reduce the total number and severity of crashes. The RCI alternative was selected as the preferred alternative which best balances the project purpose, the traffic volumes, the safety need, the public impact, and the cost of the project. Through iterative design and multiple public meetings, the design team has modified design elements to address stakeholder concerns without eliminating the increased safety benefit afforded by the RCI design. INDOT has worked to install intermediate safety measures at the intersection, but the safety performance for the intersection hasn't improved substantially. After consideration of the intersection history, safety history, attempted improvement projects, and crash statistics and studies, the RCI alternative provides the best balance of the variables to achieve the highest safety improvement.
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		driver will stop, especially where visibility is poor or traffic is heavy. e. Managing High-Volume Intersections: At complex intersections with many lanes or high traffic volumes, lights create orderly phases, preventing gridlock and crashes that would occur if everyone tried to go at once. I. I think with the combination of reducing lanes, reducing speed would solve most if not all the problems, but factor in a stop light and I believe that we will reduce MVCs exponentially. Put up cameras....Lets start ticketing some people! It is the drivers not the intersection. Make them come to a complete stop. Stop all lanes of traffic and give these people direction! Give them something that they are used to. Help people identify the right of way. Make people pause and use caution! It is clear that our community is strongly opposed to J-turns. Incorporating these turns will not suit the number and speed of vehicles traveling this highway, and, in my opinion, are not the right step to ensure the safety of motorist on the roads. J. My kids ultimately know the sound of an MVC. It will echo in their memory of the rest of their lives. I think they are numb at this point, and it is horrible to say it but hearing them state "there's another one" with no emotion is heartbreaking. Moving forward, INDOT has always been extremely receptive to public comments and has always been willing to listen and, in some cases, find a different course of action. I am confident that they will continue to consider our concerns and find the best solution for the intersection along U.S. Highway 40 and 600 East. I am urging INDOT to hear our pleas and to consider different options.	
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Sam Smith

From: Nicole Minton
Sent: Friday, November 21, 2025 9:12 AM
To: Vannoy, Brad; Sam Smith
Subject: FW: J Turn at 600 E/US 40 Comment

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Adding to our comment tracking.

Nicole Minton

Public Outreach Manager

Lochmueller Group



Direct: 812.759.4179

Mobile: 812.228.9744

From: Brigitte Jones [REDACTED]
Sent: Friday, November 21, 2025 12:14 AM
To: Nicole Minton <Nicole.Minton@lochgroup.com>
Subject: J Turn at 600 E/US 40 Comment

EXTERNAL

Hi Nicole -

I hope you are the correct person to address this comment - - if not - - please forward onto the correct folks. I would appreciate it.

My husband and I did attend the meeting Wednesday Evening at Ninestar Connect. To refresh your team's information - My husband, Brandon Jones, is the Blue River Township Trustee - and I am the Executive Director for Hancock County Tourism.

I have grown up in Blue River Township and have traveled as a driver through that intersection since I began to drive when I was 16. Since I am 58 years old now — I know that intersection well.

The comments and issues that I brought to the teams attention (along with some further documentation) are as follows:

- Hancock County, Indiana is one of the fastest growing counties in the state. Our population is expected to continue to increase at large rates due to the fact that Indianapolis has expanded in every other direction - - but east.

[Hancock County: The Fastest Growing County in Indiana](#)

- A new Justice Center is going to be built out at the current site of the new Hancock County Jail and Sheriff's Department (which is the old County Farm site). This is east of Greenfield between 400 E and 500 E on US 40. - This means there will be increased traffic to that site in the near future.

[County officials eye building justice center at county farm - The Daily Reporter - Greenfield Indiana](#)

- Eastern Hancock just recently established a new "micro-school" which is located at the Namesless Creek Camp and that is only expected to expand at that facility. This means there will be more daily traffic going down south on 600 E to the camp, which is located just north of 300 S.

[Students, teachers embrace smaller, close-to-nature setting of county's first microschool - The Daily Reporter - Greenfield Indiana](#)

Future Growth

As I talked with your staff at this event - - I explained my concern of the future potential growth and potential development on the corners of 600 E and US 40. Just to give you some history - - 600 E was once State Road 209 going north of US 40. It was designated as that road when I was still very little in the early 1970s - - even though that road no longer has a State designation - - it is still used as a main travel path going up to S.R. 234.

On the northwest corner of 600 E/US 40 - is a commercial property - It was once the Hoosier Poet Motel. It is now owned by Alan Craney who owns an auction business with his brother.

On the southwest corner of 600E/US 40 - is another commercial property that is currently owned by the Indiana Gas Company. I have no idea what plans are for that corner if any.

The properties that are on the east side of 600 E - - both on the south (a field - privately owned) - and on the north (a residence) - are less likely to be developed soon. However, - - if you see that our growth rate is currently at 3.7% - that may change - - especially with this new development that is coming to the east.

And speaking of development - - at S. R. 109 and I-70 E - - a large data center project just passed the Henry County Planning Commission. We will see how that development effects traffic. Granted - - it is more likely to utilize I-70 - - but we all know that I-70 is not the most reliable route due to constant construction and repeated accidents. Even if the data center is NOT built there is also some other development that will draw people towards Knightstown.... Koenig Farm Implements is closing their Greenfield store, and their Rushville store and combining them in a location just north of US 40 on S. R. 109. So this means that all of the farmers who used to have their machinery serviced in Greenfield - - will now be going to Knightstown. In addition, Henry County Memorial is building a medical center at I-70 and S. R. 109 that is scheduled to open soon. So again - - increased traffic on the east side.

I should also point out that much of the north/south traffic along 600 E is going to Morristown - - mainly to Bunge (the Soybean plant) - however, there is other traffic going to Integrity Metals, and Klosterman's bakery. Waste Management also bought Caldwell Services - - so their trash pick up service has increased in this area due to the proximity to Morristown. What this means is LOTS of big heavy trucks of a variety of sizes are utilizing 600 E to get to Morristown on a regular basis.

Due to the growth in the county and the increased traffic in the area - - I see the potential for commercial development as being potentially very high at the 600 E/US 40 intersection. There is no gas stations between

Greenfield and Knightstown - - a distance of 12 miles - - this would be a natural almost half way point for folks to be able to stop.

Furthermore, let me reiterate something else that I share with your group - - I routinely track cellphone data to a variety of locations in and around Greenfield - - MUCH of our traffic into Greenfield comes from the east — especially the smaller "fringe communities" of Morristown, Carthage, Knightstown and Markleville. These are communities which are not within Hancock County - -but Greenfield has more amenities than some of their own county seats. As I pointed out - -Rushville no longer has a Walmart - - so folks come to Greenfield to shop - -frequently. Also, there are no name-brand, chain hotels between Richmond and Greenfield. Henry County has only 3 independent hotels that are not affiliated with any chain. So many times when there is some event or other activity going on in Henry County - - those folks overnight in Greenfield. This includes: New Castle Motorsports Park, the Indiana Basketball Hall of Fame and most importantly - - the Hoosier Gym in Knightstown. We routinely get those overnight stays because folks can just hop on 70 or 40 to get to and from the different communities.

Eastern Hancock Schools

You should also know that even though Eastern Hancock is a rural school - -it has a high out of district transfer rate. It currently sits at about 20-30% of the student body - -which is much higher than most other schools in the county. This is because EH is an award-winning school with a very high success rate - and a much smaller student body. Why this is important - - it means that parents are driving their children into the school system for pick up and drop off - - because a school bus will not pick up those kids. It also means that once those kids are teenagers - - they are driving themselves to school - - so the point being - -there is a large amount of school traffic bringing kids to and from the school on a regular basis.

Brandon and I appreciate you taking the time to talk to us after the meeting. We still have many concerns — I know Brandon as a former CDL licensed driver - is concerned about top-heavy loads turning over making those turns. As a farmer's daughter, I just don't see how combines will negotiate those turns safely - - it isn't like a dash straight across.

On top of that - - in the winter time - - without those turn lanes getting any snow removal - - - the potential for a total intersection shut down - -will be high as traffic slides out of control making those turns. We all know that the eastern side of Hancock County sees the least amount of snow removal and attention - -so that will make this intersection incredibly dangerous. Unfortunately, this will in turn offput main traffic on the side roads - which do not get as much snow removal attention - compounding an already bad situation.

And did I mention the fog?? - - You know there is a creek right there - - and we have a problem with low lying fog especially in the spring and fall. This will make those turns with those long trailers - - especially dangerous as no one can see them. **I have frequently come up to that intersection and rolled down my windows to listen for traffic. Now slow moving vehicles will be forced to turn not once but twice to try to safely get to where they are going. The problem is - - you can see lights from cars going straight - - you cannot see a car from the side in the fog - - until you are right on top of them.

As I said before - - I get it. You look at the STEM viewpoint - - the science, the technology, the engineering and the math - - however, in this particular case - the very human element is going to be the deciding factor. J turns are inherently more complicated to negotiate without a doubt. They are an unfamiliar element to most people. So this is going to cause confusion and frustration. We already know that the reason for the increased crashes at that location is because of the turn lanes that were put in to keep traffic from "sitting in the middle." - - So what that created was traffic backing up on 600 E - and increased frustrated drivers. At high peak times, it has not been uncommon that there has been a string of cars (I come from the south) - the wait can be several minutes.

This frustrates drivers - so that by the time they get up to the intersection - they are impatient and make bad decisions.

A stop light is a familiar apparatus. Even if you do have to wait - - you at least know that it will cycle through to get you on your way eventually - - as it is now - you may be sitting there for an inordinately long time.

Also, I believe in planning for the future. As I started out with my email - - Hancock County is growing exponentially - - moreso than any other county in the state. That growth will eventually hit more on the east side - - and that will only increase the traffic problems at that intersection. If development goes in on that corner - - which I foresee it happening in the near future - - there will be an added element of entering and exiting from whatever decides to build there. Eventually a stop light will go in there - - because it will be needed. I don't see the logic in spending a bunch of tax payer dollars to do one thing - - only to put something else in at a later date.

I am a firm believer that the speeds, the hills on both sides of the intersection blocking the view, the increased traffic and the lack of maintenance that will happen in bad weather will make this a very dangerous intersection - - even moreso than it is now. I really urge you to consider all of these things - - and putting in something that the public has all said would be best - - a stop light.

I appreciate your time.

Brigette Cook Jones
Blue River Township Resident
[REDACTED]

Sent from [Outlook](#)

From: [Nicole Minton](#)
To: [Claudean Korff](#)
Cc: [Vannoy, Brad](#); [Sam Smith](#)
Subject: RE: us 40 & 600 e project
Date: Thursday, November 20, 2025 12:26:35 PM
Attachments: [image220401.png](#)

Ms. Korff,

I am adding our Project Manager to this inquiry so he can help answer your question. Are you wanting to know how many feet long the RCI will be?

Best,
Nicole

Nicole Minton

Public Outreach Manager

Lochmueller Group



Direct: 812.759.4179

Mobile: 812.228.9744

From: Claudean Korff <ckorff@parkchapel.org>
Sent: Thursday, November 20, 2025 10:50 AM
To: Nicole Minton <nicole.minton@lochgroup.com>
Subject: re: us 40 & 600 e project

EXTERNAL

Nicole,

Can you please tell me how far the RCI will extend coming from the west on US 40 to the east on US 40.

thank you,

Claudean Korff

--

Claudean Korff

Ministry Logistics

Park Chapel Christian Church

ckorff@parkchapel.org

317-462-4513 ext. 1000

Ephesians 4:2-5 Be completely humble and gentle, be patient, bearing with one another in love. Make every effort to keep the unity of the Spirit through the bond of peace. There is one body and one Spirit--just as you were called to one hope when you were called--one Lord, one faith, one baptism: one God and Father of all, who is over all and through all and in all

From: [Nicole Minton](#)
To: [Tim and Cathy Reynolds](#)
Cc: [jwooldridge](#); [Sam Smith](#); [Vannoy, Brad](#)
Subject: RE: Public Information Meeting US 40 & CR 600 E Hancock County
Date: Wednesday, December 3, 2025 2:13:44 PM
Attachments: [image717886.png](#)

Cathy,

Thank you for sharing your thoughts on the project. Your comments will be included and receive a response in the environmental document.

Best,

Nicole

Nicole Minton

Public Outreach Manager

Lochmueller Group



Direct: 812.759.4179

Mobile: 812.228.9744

From: Tim and Cathy Reynolds [REDACTED]
Sent: Wednesday, December 3, 2025 12:49 PM
To: Nicole Minton <nicole.minton@lochgroup.com>
Cc: [jwooldridge](mailto:jwooldridge@indot.in.gov) <jwooldridge@indot.in.gov>
Subject: Fwd: Public Information Meeting US 40 & CR 600 E Hancock County
Importance: High

EXTERNAL

To those concerned:

I appreciate the opportunity to attend the Public Hearing on 11/19 at NineStar Connect concerning the US 40 and CR 600 East intersection. As I mentioned after the meeting, I emailed my comments after watching the video of the 9/23 meeting, which was made available online. A copy of that email is forwarded below, and I would like for the comments included to be part of the public comment section that is to be addressed with a response.

In addition to my comments after the first presentation, several new comments and questions came to mind after the Public Hearing on 11/19.

1) After listening the presentation in person, it seems the potential for vehicle accidents and traffic congestion could actually be higher than if a stoplight were installed. Because a driver wanting to make a left-hand turn from 600 East would be required to turn right, cross lanes to a dedicated U-turn lane, execute a U-turn in the midst of traffic traveling 60+ mph, there are three opportunities for driver error in judgment of traffic speeds and distance, causing opportunity for an accident. In addition, congestion on US 40 could be problem when all traffic approaching from 600 East must turn right. When a slow-moving vehicle is leading the line of traffic, especially when crossing to a dedicated U-turn lane, all the other vehicles will be slowed down waiting for opportunity to proceed with their intended direction of travel.

2) While a potential timeline was given for moving forward with this project, now that public comments and questions are being received, will those be considered and researched prior to making changes to this intersection? As I mentioned to a representative from Lochmueller and from INDOT after the meeting, I'd like specific information on how decisions for intersection changes are made. Specifically, when the hired consulting firm arrives at one option as their choice for this intersection and the taxpayers funding the project (and therefore, funding the cost of the consulting firm) arrive at a different option as their choice for this intersection, who are the decision-makers and to what degree are both of these factors considered? From the meeting on 11/19, it appeared obvious that the consulting firm and the public representation were not at all in agreement on the best solution for making changes to this intersection. I reached out to JoAnn Wooldridge at Indiana DOT and requested someone at INDOT explain the process for decision-making in this scenario. To date, no one has responded. Because we pay taxes and are funding the projects for roadways, it seems logical to me that the taxpayers should have considerable input into how their tax dollars are used. Accountability for spending should be a priority for every organization, public or private, especially when others are providing the funding.

3) Because the recommendation made by Lochmueller Group is data-driven, I would be interested in data being shared that gives specific crash statistics BEFORE and AFTER the flashing lights were installed at the intersection. If safety is truly the first priority in making a change, it seems all relevant data regarding that intersection should be included (regardless of whether or not it delays the project) to collect and study that data. I heard no mention of any data regarding the current warning signals to indicate the length of time this has been operational, the cost of this previous "improvement" and what changes have been seen in the data of crashes during that period.

I respectfully submit my comments above, and the previous comments forwarded below, to be included in the public record. Thank you for the opportunity to share thoughts on the potential changes to this intersection.

Cathy Reynolds
6487 E 900 N
Wilkinson IN 46186

Email: [REDACTED]

From: "Cathy Reynolds" [REDACTED]
To: "nicole minton" <nicole.minton@lochgroup.com>
Sent: Tuesday, September 30, 2025 3:06:16 PM
Subject: Public Information Meeting US 40 & CR 600 E Hancock County

Good afternoon,

Thank you very much for sharing the link for the above-reference information meeting that was held 9/23/25 at NineStar Connect. I was unable to attend the meeting in person, but am grateful for the opportunity to view the proposed improvement options for the intersection. After watching the video, I would like to share some comments and questions for consideration.

My husband and I have lived one-half mile from CR 600 E in Hancock County for the past 25 years and the intersection at 600 E and US 40 is an intersection we frequently use. I understand the concerns for doing what is possible to reduce dangerous vehicle crashes and also believe we should be fiscally responsible anytime public spending is considered. One of the first things I noticed in listening to the various options was the lack of information concerning financial impacts (with one exception - the Roundabout cost would be more than double. I assume this means more than double the RCI cost). It's possible that financial costs for all options were shared with those attending in person through handouts or discussion, but I have not seen anything concerning costs. Fiscal responsibility is important and should have high consideration when choosing an option.

It is my understanding that change is desired at this intersection to (1) reduce right-angle crashes and (2) reduce congestion from traffic approaching from north and south during PM peak. Four options were considered.

Option 1: No build. This option has a zero cost and zero change can be expected. We currently have an ICWS at this intersection as it was previously determined this system would reduce dangerous crashes. Apparently the projections for increased safety were not accurate. I am interested in the cost taxpayers have already incurred for trying this resolution for the intersection.

Option 2: Traffic Signal. Cost undisclosed, but I would assume it is one of the least costly options as no additional land purchase or road construction should be necessary. The proposal suggests this would solve the congestion during peak times but would not address right-angle crashes. It was also suggested this option **may** increase rear-end crashes. When citizens **obey** the law and traffic signals, there should be minimal right-angle crashes at the intersection of a traffic signal. Every time I drive to nearby towns there are traffic signals to be obeyed. There are dozens of similar intersections that I routinely drive through and traffic signals keep congestion under control and to my knowledge there are not an excessive amount of right-angle crashes requiring change to the intersection. Drivers must learn to wait their turn and approach intersections with caution, knowing a traffic signal can change at any time. While it was suggested that rear-end crashes **may** increase, that does not seem like a plausible explanation for why this option is not considered. If rear-end crashes were

constantly happening at intersections with traffic signals there would be more intersections with plans to make changes for safety concerns.

Option 3: Roundabout. Meets purpose and need. This option was not considered as it is financially cost-prohibitive.

Option 4: RCI. The proposal suggested it meets the purpose and need, and allows quick access to refuge of U-turn lane. To my knowledge, no cost estimate was provided. While this proposal may have some merit, I have a couple of concerns with this proposal. It relies upon the driver entering from North or South to determine at what point it is "safe" to enter the intersection and subsequently merge all the way to the left lane for making a U-turn. Although there was a mock demonstration, there was no other traffic to contend with when the mock RCI was driven, if my understanding is accurate. The proposal relies on the judgement of the drivers and also requires semis and large farm equipment to merge across all lanes to access the U-turn lane immediately upon entering the US 40 road way. As we know, these vehicles are incapable of quick acceleration and merging quickly. I believe the speed limit is 55-60 in that area and merging into that speed of traffic and crossing all lanes is nearly as difficult as merging to the far left lane of an interstate from the entrance ramp. It takes time and patience to get to that far-left lane. With this proposal, instead of vehicles making a left-hand turn and merging into traffic at 55-60 mph, they would be making a U-turn and merging into traffic at 55-60 mph. In addition, I believe this option **may** also increase rear-end crashes. I do not see this as the best option for our rural community. We have a high volume of farm equipment on 600 E, especially during planting and harvest. When there are issues on I-70 the volume of semis on 600 E and US 40 drastically increases as well. An RCI will be a nightmare when that happens. It will no longer solve any congestion issues. Statistics were shared that RCI's in Indiana reduced fatal and injury crashes by 81%. Any time statistics are used to justify a proposal, there are other factors that influence how the statistics are interpreted (what else changed during the time period, etc.). For this reason, statistics are a minor consideration in choosing an option. I do believe crashes will be reduced if an RCI is installed because traffic volume will be decreased. Many drivers who need to make a left-hand turn onto US 40 will use alternate routes to avoid the RCI and we will see an increase in traffic at US 40 and CR 400 East, as well as other routes. Personally, I avoid routes that include multiple roundabouts and have found alternate ways to get to my destination. I believe we will see the same result if an RCI is installed at this intersection. We don't really solve the problem in that situation; we just increase traffic at other intersections. I am curious to know why this proposal was not also eliminated based upon cost. It seems rather costly to acquire more land and restructure how the road is constructed – especially in light of the fact we have already spent considerable taxpayer dollars for a different type of warning system.

From my perspective, the design of the intersection is not the problem. **Driver error** is the reason there are vehicle accidents here, and at every intersection. It would be great if changing the intersection suddenly eliminated driver error and serious crashes, but that is not a reasonable expectation. I believe there are pros and cons to each of the options given, but the traffic signal seems the best alternative, both for safety concerns and for financial considerations, in my opinion. It absolutely would be inconvenient to add another traffic signal for those traveling on US 40, but that is a small price to pay, for safety and financially. The signal at 600 West and US 40 seems to be

a great example of why a traffic signal works in a similar situation.

Again, thank you for considering the input of those who will be most affected by changes to the intersection.

Respectfully,

Cathy Reynolds



**U.S. 40 & C.R. 600 East Intersection
Improvements
Public Hearing**

November 19, 2025 - NineStar Connect

Name: Cindy Roberts
Address: 6758 N 775E Wilkinson IN 46182
Email: [REDACTED]

Public Hearing Comment

Please provide your feedback on the improvements to U.S. 40 & C.R. 600 East. Comments will become part of the official project record.

I am at this intersection twice a day. I have no problem turning west (right) of a morning. The problem is trying to turn left (north) of an evening. No one from any direction pays attention to who has the right of way.
I truly feel a traffic light is the best solution.

- Drop your comment in the comment box
- Mail to: Nicole Minton, Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN
- Scan & email to Nicole.Minton@lochgroup.com



**U.S. 40 & C.R. 600 East Intersection
Improvements
Public Hearing**

November 19, 2025 - NineStar Connect

Name:

Steve Elsbury

Address:

9684 N 675 E, Wilkin, IN 46186

Email:



Public Hearing Comment

Please provide your feedback on the improvements to U.S. 40 & C.R. 600 East. Comments will become part of the official project record.

I represent two of the current landowners and live and work in Greenfield as an attorney. I drive this intersection at least 2x a day during the week. I also raise livestock and utilize this stretch of 600 to haul livestock to a packer. This is one of, if not the busiest, county road for livestock & agricultural grain service in Hancock County. In my opinion the design is the absolute worst choice for this intersection. There are multiple actions right now (change yellow flashing lights on 600 E to red), the offset turn lane also impacts the current design. 15 wrecks over a period of time does not justify this extreme change. This appears to be an unwanted bureaucratic solution the residents who travel this area frequently do not want. If something "MUST" be done, do something that will not impact the agricultural community in such a drastic way. Those stating this turn will be adequate have likely never hauled a livestock trailer making these drastic turns.

- **Drop your comment in the comment box**

- **Mail to: Nicole Minton, Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN**
- **Scan & email to Nicole.Minton@lochgroup.com**

In response to the public presentation, the J turn will also not reduce the # of right angle crashes as drivers will still have to turn and cross 2 lanes of oncoming traffic so the misjudged turns ^{by drivers} will still be present. I know this will not impact the decision at all but I want it in the record.



**U.S. 40 & C.R. 600 East Intersection
Improvements
Public Hearing**

November 19, 2025 - NineStar Connect

Name:

Steve Hudson

Address:

1338 NS00 E GRNFD

Email:

Public Hearing Comment

Please provide your feedback on the improvements to U.S. 40 & C.R. 600 East. Comments will become part of the official project record.

STOP Light

- Drop your comment in the comment box
- Mail to: Nicole Minton, Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN
- Scan & email to Nicole.Minton@lochgroup.com



**U.S. 40 & C.R. 600 East Intersection
Improvements
Public Hearing**

November 19, 2025 - NineStar Connect

Name:

Gwyn Stevens Rosales

Address:

6659 E 300S Greenfield

Email:



Public Hearing Comment

Please provide your feedback on the improvements to U.S. 40 & C.R. 600 East. Comments will become part of the official project record.

This will solve part of the problem that you only have to watch one lane at a time but it won't help people pulling out in front of people. This will be very hard for fully loaded grain semi's. Do like the run over provided to turn and the turn lane on 40. Will need lots of ~~big~~ lights for people to see. Will need the middle turn off 40 so that snow can be plowed. Stop light is a much better solution.

- Drop your comment in the comment box
- Mail to: Nicole Minton, Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN
- Scan & email to Nicole.Minton@lochgroup.com



U.S. 40 & C.R. 600 East Intersection Improvements Public Hearing

November 19, 2025 - NineStar Connect

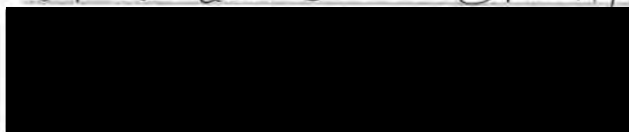
Name:

Amy Garrison

Address:

69 N. 600 E. Greenfield, IN 46140

Email:



Public Hearing Comment

Please provide your feedback on the improvements to U.S. 40 & C.R. 600 East. Comments will become part of the official project record.

- ① Was a stoplight with turn arrows ever considered, not just a regular stop light?
- ② Any simulation with actual traffic, not just an empty parking lot?
- ③ Will the state highway actually plow ALL lanes during the winter? Right now we're lucky to get 1 lane cleared out of 2 available.
- ④ Have you tried a tractor with 2 loaded hay wagons making the merge and U-turn?
- ⑤ Is The West End clear of the hill? What about in fog?
- ⑥ How is there enough room going east to make a U-turn before the bridge?
- ⑦ How many RCI's have been done with a State Highway + County Rd?

- Drop your comment in the comment box

- Mail to: Nicole Minton, Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN

- Scan & email to Nicole.Minton@lochgroup.com

DO You Really answer these questions? My last ones have ~~not~~ been addressed yet!!



U.S. 40 & C.R. 600 East Intersection Improvements Public Hearing

November 19, 2025 - NineStar Connect

Name: Olivia Ray
Address: 11582 N 980 W, Greenfield, IN 46140
Email: [REDACTED]

Public Hearing Comment

Please provide your feedback on the improvements to U.S. 40 & C.R. 600 East. Comments will become part of the official project record.

- There has been a new school renting at Nameless Creek on 600 E. I work there. We have kids from all over East Indiana. This will back traffic up even more during the morning & afternoon. Also, during construction, our parents will struggle to find alternative routes to our school.
- If a stop light has already been ruled out, why haven't y'all brought up the idea of decreasing the speed limit by 10-15mph on 40 like it is in Charlottesville?
- When a semi/large vehicle wants to turn left or go straight, and they are in the designated turning area, and a motorcycle is coming through oncoming traffic, what happens then? The truck will take extra time doing a u-turn & has extra length to it, causing the motorcycle - or other vehicle - to run right into it.
- If there is an emergency vehicle on 600 turning left, or going straight, the oncoming traffic will have trouble judging where exactly the emergency vehicle is going, so they won't stop. Causing the emergency vehicle to have prolonged timing & being delayed.
- Instead of reengineering the highway, why isn't our money going toward a better driving education system? Teach people how to drive better, don't confuse them more!

- Drop your comment in the comment box
- Mail to: Nicole Minton, Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN
- Scan & email to Nicole.Minton@lochgroup.com



U.S. 40 & C.R. 600 E Improvements

Speaker Sign-In Sheet – Public Hearing
November 19, 2025 – NineStar Connect

SIGN-UP TO MAKE A PUBLIC COMMENT DURING THE HEARING

NAME Please write legibly	PUBLIC OFFICIAL? Check Here	ADDRESS	EMAIL
✓ MICHELLE Young	☐	6457 E 300 S	
✓ ERIN HENSLEY	☐	311 S. CATHART RD C-1111E	
✓ TJ Lightle	☐	11582N 980W.	
✓ Steve Jackson	☐	1338 N 500 E	
✓ Jason Wyrick	☐	704 S. Mornstam Pike	
✓ DAVE DAVEY Laura Stevens	☐	4659 E 300 S	
✓ STU FISHGR	☐	6191 N. Main Willow Branch	
	☐		
	☐		
	☐		
	☐		
	☐		
	☐		
	☐		

PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



U.S. 40 & C.R. 600 E Improvements

Speaker Sign-In Sheet – Public Hearing

November 19, 2025 – NineStar Connect

SIGN-UP TO MAKE A PUBLIC COMMENT DURING THE HEARING

NAME Please write legibly		PUBLIC OFFICIAL? Check Here	ADDRESS	EMAIL
X	Larry SEDAN	☐		
✓	Chance Cory	☐		
✓	Eric Garrison	☐		
		☐		
		☐		
		☐		
		☐		
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PLEASE NOTE: In accordance with the Indiana Access to Public Records Act (In. Code 5-14-1.5), these sign-in sheets are public records that INDOT will be required to produce upon request.



Speaker Sign-In Sheet – Public Hearing
November 19, 2025 – NineStar Connect

[illegible]

G101

NOVEMBER 19, 2025

PUBLIC COMMENTS

U.S. 40 & C.R. 600 EAST
INTERSECTION IMPROVEMENT PROJECT

TRANSCRIBED BY VALERIE FILLENWARTH, RPR

FILLENWARTH REPORTING SERVICE
10626 North 300 East
Morristown, Indiana 46161
(317) 345-6179
vfillenwarth@gmail.com

1 MS. MINTON: Our first person is Michelle
2 Young.

3 MS. YOUNG: I think I'm probably like
4 everybody else sitting here, right? On paper
5 and on the mock-ups and everything, it looks
6 like the smart thing to do and maybe it is.
7 But -- and I forgot, my name is Michelle Young.
8 M-I-C-H-E-L-L-E, Y-O-U-N-G.

9 I've lived here for 18 years. And this
10 has always been a thorn -- this section has
11 always been a thorn in my side.

12 Like I said, on paper it looks good, but
13 what about in realtime, right, when cars are
14 going 65, 70 miles an hour and you're still
15 making that right turn and now you've got four
16 trucks lined up or two trucks and a school bus,
17 and the distance is getting shorter and they
18 still can't make this U-turn because the
19 traffic coming from the other way is doing
20 70 miles an hour, and they still got to be able
21 to get out and make a U-turn, so they're still
22 having to do that turn.

23 And I'm like -- I guess it seems a little
24 weird to me. It doesn't make -- necessarily
25 make sense. I did listen to them over here,

1 and they have that in, like, a scale size,
2 so -- because I think like driving -- I live
3 out there, right, so from the turn to the first
4 turn before the bridge doesn't seem like it's
5 very long, that it's that much space, right.

6 So you think during season, during even
7 just rush hour on a given day, right, there's
8 traffic and people are sitting for a block in
9 each direction trying to get across. Now
10 they're going right and they only have to look
11 this way (indicating) until they get here, then
12 they got to look the other way.

13 But how -- I just -- I don't see it in
14 realtime and I guess that's probably where my
15 hang-up is is the realtime.

16 MS. MINTON: Thank you for your comments.
17 Appreciate that.

18 All right. Erin Hensley.

19 MR. HENSLEY: E-R-I-N, H-E-N-S-L-E-Y.

20 I'm Erin Hensley. I've lived out here
21 for about ten years now. We seen accidents out
22 here all the time. And it's unfortunate. You
23 can't take away the human factor of someone
24 making a stupid mistake; it happens. We all
25 know that.

1 By putting up this thing -- I drove
2 through one of these in North Carolina and it
3 is not fun. Especially when you're somewhere,
4 you don't even know where you're at. And those
5 people drive crazier than they do here. So I
6 know there's not a lot of trust, coming out
7 here and changing stuff for us that we're all
8 used to doing something one way, and we've been
9 doing it like this forever.

10 Ms. Young said it perfectly, it looks
11 great on paper, it does. But why couldn't we
12 put a stoplight there? I'm not worried about
13 an extra minute or two of my day. I drive this
14 road every day like most of you all. I can't
15 see any benefit to making a U-turn.

16 At the very beginning it says you want to
17 eliminate a hazard. My job as a safety guy is
18 to eliminate hazards on my job. If I can't
19 eliminate, I mitigate it. You're adding
20 another one by making someone doing a U-turn.

21 This doesn't make any sense to me or any
22 common sense. We got power there, and a
23 flashing light, we all wonder what the heck
24 that thing is all about.

25 I don't -- I'm old school, guys, I don't

1 see any benefit to this.

2 But in closing, there's a trust issue
3 here with INDOT. We've all seen the mistakes
4 they've made on I-70. Let's not even go there.

5 Ronald Reagan said a long time ago
6 there's nine scary words, "I'm from the
7 government and I'm here to help."

8 That's all I have.

9 MS. MINTON: Thank you for your comment.

10 T.J. -- is it Lightle?

11 MS. LIGHTLE: Lightle.

12 I am here with a different kind of
13 statement than most are saying, and I had to
14 write mine because you'll learn why.

15 My name is T.J. Lightle. It's
16 technically Toni, if you need that, T-O-N-I,
17 L-I-G-H-T-L-E. And I've lived here my entire
18 life, 54 years, which I know some of you in
19 here are older than me, like my mother. But I
20 have either driven or been driven through that
21 intersection for 54 years. I do not drive
22 through that intersection anymore. I go the
23 back roads, because in 2009 my life changed.

24 But before I go down that road, no pun
25 intended, I want to make it very clear that I'm

1 all about the safety part of this. But I stand
2 here mostly in opposition to your proposal, not
3 only for myself or others, but mostly for those
4 who are no longer with us because of this
5 intersection.

6 In late April 2009, I was in an accident
7 at that intersection, I was traveling westbound
8 on 40. I was going 60 miles an hour because my
9 Jeep was only a four cylinder, and going
10 towards the wind, maybe hit the 60. There was
11 a semi sitting on the north side of 40 facing
12 south. There was another truck and a car and a
13 semi on the northbound 600. There was a car in
14 the turning lane facing east to turn north on
15 to 600, and there was a vehicle coming behind
16 me. I was in the left-hand lane, they were
17 coming up on the right-hand lane behind me. I
18 had nowhere to go when I hit that intersection.

19 The lady turning -- or the person, I
20 should say, turning turned right when I got to
21 that intersection. I T-boned her. She said
22 she thought I was a lot further back than what
23 I was.

24 So I'm alive today by the grace of God in
25 that I was in my Jeep, because if I had been in

1 my Camaro, I probably wouldn't be here. And if
2 I were, I wouldn't be walking.

3 But from that day forward and for the
4 rest of my life, I deal with major health
5 issues. I've had six spine surgeries. That's
6 just the spine surgeries. I'm not going into
7 all the others. I'm around 16 surgeries at
8 this time. Been diagnosed with five
9 autoimmunes, medical anxiety, not clinical,
10 medical because of my surgeries, and there was
11 a time I couldn't walk. There was a time I
12 lost my eyesight because I had a spinal fluid
13 leak. And I have short-term memory loss,
14 hence, the writing.

15 I used to be able to give speeches all
16 the time without -- just by memory, among many
17 other health issues from just this accident.

18 I've had to resign from an amazing
19 career. I couldn't hold my children when they
20 were little. But I could go on and on.

21 But I want to make it very clear why I'm
22 here. I am here to speak for those who aren't
23 able to speak for themselves, and I feel so bad
24 for those families. This intersection only
25 needs to be a light. There's no re-engineering

1 or anything that needs to be done. It needs to
2 be a red, yellow, green light with turn signal
3 lights for when they can go.

4 People are not taking into consideration
5 the 65 to 75 -- 70 miles an hour, sometimes
6 more, going down 40. It doesn't show any of
7 that in any of the stuff that you guys have
8 shown. You let the people go and turn their
9 little semis and whatever, big semis out at the
10 truck stop, but you didn't show the oncoming
11 traffic coming. There are still the right
12 angle problems that you're wanting to
13 eliminate. They're still there.

14 You need to keep -- I know you've spoken
15 about it, but you have to remember I came at
16 this from a different perspective. There are
17 tremendous amounts of semis and large vehicles
18 that utilize 600 to bypass 9 in town. I don't
19 think that you've even given a thought to when
20 70 gets shut down and it becomes a parking lot
21 between Greenfield and Knightstown and even
22 sometimes beyond.

23 What happens when a motorcycle is coming
24 through in there? I've lost a friend with a
25 semi who was making a wide right turn, they

1 didn't see the motorcycle; he's no longer here.

2 Your proposal would force a semi to turn
3 and cross two lanes, make a U-turn, cross two
4 more lanes in order to make -- go straight
5 through. It doesn't make any sense to all --
6 for all of this, other than money. Money is
7 where it all goes to the more I sit here and
8 listen to all of this.

9 There's no logic behind this whatsoever.
10 I believe that it will create more danger
11 because there are more right-hand or 90-degree
12 angles than what there is now.

13 I respectfully request this on behalf of
14 those who have lost their lives here, from one
15 who didn't -- or did not -- who almost did, I
16 should say.

17 I have so much more to say, but I'm going
18 to stop there. I think I've made my point
19 clear.

20 I do want to know how it gets to this
21 point without taking into consideration the
22 people we vote in and not giving them enough
23 time to talk to us about it. I don't think
24 there's enough time for that.

25 MS. MINTON: Thank you for your comments.

1 Steven Holson.

2 MR. HUDSON: H-U-D-S-O-N.

3 MS. MINTON: Hudson.

4 MR. HUDSON: I live on 500 East between
5 100 and 200 North. Anytime there's a wreck on
6 70, look out, here they come. You know,
7 they're driving into town to McKenzie, they're
8 going around the roundabouts and messing up the
9 pretty bricks. It is pathetic.

10 My house shakes when they go by. Big
11 tanker trucks, you name it. There's a sign
12 there that says six -- I think it's six tons.
13 Every one of them weigh more than that. But
14 that don't matter.

15 And I think they need some signage before
16 they get to McKenzie, like at 200 North, have
17 them go straight east to 600 because the
18 turning radius is a lot better on 600 to go
19 south or north than what it is on 500 East.
20 They're down in a ditch on one side, they're in
21 the ditch on the other side of the road. So
22 what do you do? Hold on, here comes another
23 one. That's good.

24 MS. MINTON: Thank you for your comments.

25 Jason Wyrick.

1 MR. WYRICK: J-A-S-O-N, W-Y-R-I-C-K.

2 Hi, everybody. My name is Jason Wyrick.

3 And like Ms. TJ said, I was also in an
4 accident, although not here. Mine, I got
5 T-boned by a guy that blew a red light going
6 70, and my life has been screwed up since
7 because my shoulder hurts all the time and I
8 can't sleep anymore.

9 But I've lived in this part of town most
10 of my life, and one thing I've consistently
11 noticed from my childhood to now, and I'm 29
12 for reference, is the recent reliance on
13 unnecessary upgrades to make Hancock County and
14 Greenfield more into the vein of Hamilton
15 County and towns like Fishers and Carmel.

16 There's nothing inherently dangerous
17 about this intersection more so than others.
18 You can safely see in all directions from all
19 directions. Curious, I explored Google Street
20 View and the earliest available imagery showing
21 the current flashing signs was from October of
22 2022. The next oldest imagery was from
23 July 2018 and the flashing signs had not been
24 constructed.

25 When looking at publicly available INDOT

1 data of fatal or incapacitating accidents from
2 which I found from 2016 to now, there are none
3 of these types of that magnitude at this
4 intersection in question from 2016, 2017, or
5 2018. The first one documented during this
6 dataset was 2019.

7 It's not like people go out of their way
8 to get themselves hit. So if there's nothing
9 inherently dangerous about this intersection,
10 and people don't generally try to get
11 themselves hit, what can we deduce?

12 The accidents began about the same time
13 as the signs went up. I don't know who needs
14 to hear this, but the citizens of Hancock
15 County didn't ask for all these upgrades. To
16 me, it's pretty easy to understand. People
17 just don't know how to time crossing with the
18 signs. People are paying too much attention to
19 the flashing lights and not enough attention to
20 the traffic coming. Sometimes the easiest
21 answer is also the most efficient.

22 Keep it simple. Keep the stop signs for
23 600 and even put up a flashing red light if you
24 want. You could even put up a flashing yellow
25 for 40 if you so desire or even a stoplight.

1 These are all universally known signals.

2 This proposed solution of a Michigan left
3 is not only unfamiliar to our county citizens,
4 it's entirely unnecessary and wasteful of our
5 time, money, and efforts. You don't need to
6 screw up traffic for months like happened with
7 Morristown Pike or Fortville Pike. And you
8 also don't need to seize people's property or
9 waste our tax money on a solution that doesn't
10 even solve an inherent problem.

11 Instead of doubling down, just admit you
12 got it wrong the first time, take the signs
13 down and put up something everybody is familiar
14 with and call it a day. Thank you.

15 MS. MINTON: Thank you for your comments.
16 Gwen Stevens.

17 MS. STEVENS: My name is Gwen Stevens,
18 G-W-E-N, Stevens, S-T-E-V-E-N-S.

19 So I've lived here almost all my life as
20 well. And, in fact, I tried to tell my kids
21 not to take that intersection because it's so
22 scary and dangerous. I do -- I would like to
23 know why it seemed like this traffic light was
24 dismissed instead of a stop. The right angles
25 were -- if the traffic stopped at the light,

1 how would that not stop the right angle things?

2 Also, we want make sure that if this was
3 the construction, that snow removal would be
4 going through all of those areas.

5 And to the gentleman, I don't know where
6 he's at, with safety, we need lighting in that
7 area. It's very dark. And this would be very
8 confusing to anybody traveling at night, so we
9 want to make sure that there is lighting so
10 people can see what to do.

11 MS. MINTON: Thank you for your comment.
12 Stu Fisher.

13 MR. FISHER: Stu, S-T-U, Fisher,
14 F-I-S-H-E-R.

15 So I'm kind of with everybody else, I
16 don't think it's necessary to have the Michigan
17 left. They tried it at Allisonville Road and
18 96th Street. They're ripping it out because it
19 didn't work.

20 This -- it -- basically it comes down to
21 people need to learn how to drive. The data
22 that everybody is talking about, I would like
23 to see that data and how much -- where it was
24 pulled from. Because, like you said, it's only
25 been within the last few years when they put up

1 the signs. I don't think it's necessary.

2 And plus, you're putting something in
3 that not everybody is used to. Look how long
4 it's taken everybody to figure out the
5 roundabouts, let alone being able to throw in a
6 Michigan left. And then when you do that and
7 you are crossing two lanes of traffic both
8 directions, you run into more severe
9 opportunities for an accident.

10 So I'm against it. I wish I would have
11 known about the previous hearing, because it
12 sounds to me like you guys have already made
13 the decision that this project is going to go
14 forward; you're just going to tweak it and
15 you're going to put it in and then we're going
16 to have to deal with it. So I'd like to find
17 out why I didn't see anything on social media,
18 because I follow INDOT.

19 I work construction, so I want to know
20 when they're doing things across the state,
21 because right now I'm working at Purdue, so it
22 took me two hours to get here tonight so I
23 could be here for this.

24 But I think it's a complete waste of time
25 and money. I think traffic lights are probably

1 the first step. And I can guarantee if you do
2 that, like you said, they're going to have to
3 stop. You're not going to have -- you might
4 have some rear-end accidents, but that's people
5 not paying attention again, not paying
6 attention as they're trying to drive, so...

7 MS. MINTON: Thank you for your comment.

8 I can't make out the last letter. Larry.

9 LARRY: I'm all good. I've listened to
10 the group and everything that they're saying, I
11 agree with.

12 MS. MINTON: Got it.

13 Chance Cory.

14 MR. CORY: C-H-A-N-C-E, C-O-R-Y.

15 Mainly, I'd just like to say that I think
16 it's a horrible idea. The -- cross there with
17 semis all the time. Going from a dead stop to
18 try to cross all these traffic lanes as cars
19 are traveling 70 miles an hour, I think it's a
20 horrible idea.

21 But I understand you guys have done all
22 these studies and everything, but I would
23 encourage any one of you involved to give me a
24 call, come ride with me, witness it firsthand.

25 I mean, I understand what everybody says,

1 but until you actually try it and do it, I
2 don't think everybody understands.

3 And back to the -- when 70 is closed,
4 crossing 40, that will be a nightmare. But
5 that's all for me.

6 MS. MINTON: Thank you for your comment.
7 Eric Garrison.

8 MR. GARISON: E-R-I-C, G-A-R-I-S-O-N.

9 This is me (indicating). My mom is
10 sitting here and this is her (indicating). As
11 annoyed and pissed off as you guys are, we have
12 this crap going in our front yards now.
13 They're destroying our fence line, taking my
14 pasture out here.

15 One of my questions last time was when
16 these people are turning right here and you got
17 some kid doing 80 miles an hour, because he
18 thinks he can do a U-turn here, who's paying
19 for my, you know, animal that he just killed
20 because he wanted to fishtail around here?

21 Somebody had a comment on the snow. This
22 is going to be terrible -- they're going to
23 fall right into my front yard every single
24 time. Yeah, I am against this, just so you
25 know.

1 Let's see, I was just writing down stuff.
2 Let's start with the test drive that they had
3 up there. That was a bright, sunny day in a
4 parking lot. Wasn't that the perfect video?
5 If you actually zoomed down on that video, they
6 were barbecuing to the side. That's how
7 perfect that was.

8 Put this in the snow, put this on these,
9 you know, overcast days now -- you know,
10 Eastern Drive right up here, this is the main
11 road for Eastern if you're going home. You're
12 putting a 16-year-old kid right here, his first
13 day, he's got to figure this crap out. I don't
14 remember seeing this in my driver's ed class.

15 I did ask about the -- somebody else's
16 comment earlier about the crossing two lanes
17 thing. They said because this is some special
18 thing, it's okay.

19 Basically, as long as, you know, conforms
20 to what they need, it's okay.

21 So our driveway is over here. Obviously
22 I have animals, like I said, I asked how am I
23 supposed to do this turn right here with a cow
24 trailer if we get like a load of hay or
25 something? Well, we'll just widen out your

1 driveway. Oh, great, thanks. You're going to
2 take more of my land.

3 Well, let's see, in those -- in our
4 little brochures here in that simulation video,
5 they simulated a semi and a school bus driver
6 going through here. Great, a simulation, more
7 data, more just fun computer games.

8 Everybody knows that school bus drivers
9 are lacking now. People -- it's usually
10 teachers sometimes doing that, it's just a sub
11 sometimes. They're going to get this guy --
12 because we originally started -- my kids go to
13 Eastern. He was from Shelbyville.

14 They're having some random substitute
15 come through, he's never seen this before,
16 hopefully he knows how to do this. I mean, my
17 kids are on the bus now going through this
18 dangerous thing. How many of your kids are on
19 this bus now?

20 All the traffic from other schools, you
21 know, after a basketball game, it's 10:00,
22 11:00 at night, you have a tired bus driver
23 from, you know, Milan. You think he's going to
24 figure this out? We've got 70 closed at the
25 same time. Accident.

1 Let's see, somebody was asked about the
2 lights. I was told I'm going to have lights
3 out here now. I don't know. I like living in
4 the country. In our cornfield here, I go out
5 here and I watch the stars. I watched the
6 northern lights out here the other night. I've
7 watched comets and meteor showers. I wake my
8 kids up in the middle of the night to come and
9 do that with me. Now I'm going to have more
10 lights out here shining who knows where. So,
11 yeah, super excited about that.

12 And then I think somebody else said that
13 this is just kind of a done deal already. We
14 had an assessor come out the other night to,
15 you know, tell us how much they're -- you know,
16 the three cents that they're going to pay us
17 for the land they're taking. She was a little
18 chatty. She said she's never seen this move so
19 quick through them. So I'm pretty sure this is
20 already a done deal. Thank you.

21 MS. MINTON: Brandon Jones.

22 MR. JONES: B-R-A-N-D-O-N, J-O-N-E-S.

23 Okay, I'm going to start real quick. The
24 last meeting we had, I was dead set against it
25 when it first started, but I saw the meeting, I

1 thought it started making sense. But there was
2 one problem. They mentioned that they had
3 another J-turn located in the state, just
4 happens to be in an area where I work.

5 So while I'm out there, I start talking
6 to customers, start talking to residents that
7 live out there, that live near this J-turn.
8 They didn't want it, they don't want it now.
9 They said that the accidents have actually
10 increased.

11 So I did a little research out there and
12 I started driving around -- what's that?

13 PARTICIPANT: Noblesville?

14 MR. JONES: Noblesville, yeah, sorry.
15 You can correct me. Did a little research and
16 found out the difference between what they are
17 trying to put in here and what they put in
18 there looks good. The problem is is the speed
19 is nowhere near like 40. You don't have the
20 trucks, you don't have the semis, you don't
21 have school buses.

22 Talked with the teachers. They've told
23 their students, they've told their co-workers,
24 avoid that area because it's dangerous.
25 There's been multiple accidents since they put

1 it up because people don't understand how to
2 drive through it.

3 So that is something that I'd like to see
4 details on, maybe the statistics on how many
5 accidents have actually happened there prior to
6 that being put in compared to what was there
7 before.

8 I think if you put this in where it's
9 located at right now, based on the speed and
10 the driving habits of people, everybody does
11 it, you're going to have more accidents and
12 they will probably be worse than what they are
13 right now.

14 I'm also your Blue River Township
15 trustee. Somebody made a comment about
16 officials not knowing. I found out about the
17 last meeting a day before the meeting started,
18 so that is -- but that happens. I also work a
19 full-time job, so I'm not a full-time trustee
20 to where I sit in an office all day.

21 So I can tell you right now, from
22 everybody I've talked to in our township, the
23 people that I've talked with, nobody wants it.

24 So just put that out there.

25 MS. MINTON: Thank you for your comment.

1 All right, that is the end of our hearing
2 portion. Our team will be back around the room
3 for the open house -- would you like to speak?

4 MS. GATLIN: Can I say one thing? I'll
5 put my name on the list.

6 MS. MINTON: Sure. Just go ahead and say
7 it.

8 MS. GATLIN: My name is Cindy Gatlin,
9 C-I-N-D-Y, G-A-T-L-I-N. I've lived on 600 for
10 over 50 years. So I've been there for awhile.
11 The one thing that nobody brought up and I
12 thought that they might, is that this
13 monstrosity is really just moving crashes a
14 mile this way or a mile that way (indicating),
15 because when I come up that road, I don't want
16 to have deal with that, so I'm going across 100
17 South and go over -- if I'm going to
18 Knightstown, I'm going to go that way, and if
19 I'm going to Greenfield, I'll come up this way
20 and, come up on 500 and get back on 40. So we
21 are just changing the location of that
22 intersection.

23 So that was one thing that wasn't brought
24 up, so I just wanted to bring that up.

25 MS. MINTON: Thank you for your comments.

1 Thank you all for coming. We'll be
2 around the room at the displays if you have any
3 additional questions. Thank you.

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U-turn 2:18,21 4:15,20 9:3 17:18 U.S 1:7 understand 12:16 16:21,25 22:1 understands 17:2 unfamiliar 13:3 unfortunate 3:22 universally 13:1 unnecessary 11:13 13:4 upgrades 11:13 12:15 usually 19:9 utilize 8:18		zoomed 18:5	60 6:8,10 600 1:7 6:13,15 8:18 10:17,18 12:23 23:9 65 2:14 8:5
V		0	7
VALERIE 1:14 vehicle 6:15 vehicles 8:17 vein 11:14 vfillenwarth@... 1:24 video 18:4,5 19:4 View 11:20 vote 9:22		1	70 2:14,20 8:5 8:20 10:6 11:6 16:19 17:3 19:24 75 8:5
W		10:00 19:21 100 10:5 23:16 10626 1:23 11:00 19:22 16 7:7 16-year-old 18:12 18 2:9 19 1:1	8
W-Y-R-I-C-K 11:1 wake 20:7 walk 7:11 walking 7:2 want 4:16 5:25 7:21 9:20 12:24 14:2,9		2	80 17:17
	X	200 10:5,16 2009 5:23 6:6 2016 12:2,4 2017 12:4 2018 11:23 12:5 2019 12:6 2022 11:22 2025 1:1 29 11:11	9
	Y	3	9 8:18 90-degree 9:11 96th 14:18
Y-O-U-N-G 2:8		4	
		300 1:23 317 1:24 345-6179 1:24	
		5	
		40 1:7 6:8,11 8:6 12:25 17:4 21:19 23:20 46161 1:23	
		50 23:10	

Categorical Exclusion

Appendix H

Air Quality

**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

August 28, 2025

Ms. Lyndsay Quist
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2026-2030 STIP Approval and Associated Federal Planning Finding

Dear Ms. Quist:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2026-2030 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the Indiana Department of Transportation (INDOT) request letter dated June 6, 2025.

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 FY2026-2030 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, subject to the corrective action 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 FY2026-2030 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 FY2026-2030 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective action outlined in the FPF. This approval is effective August 22, 2025, 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.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Erica Tait of the FHWA Indiana Division at (317) 226-7481, or by email at erica.tait@dot.gov, or Mr. Anthony Greep of the FTA Region 5 Office at (312) 353-2866, or by email at anthony.greep@dot.gov.

Sincerely,
**KELLEY
BROOKINS**
Kelley Brookins
Regional Administrator
FTA Region V



Digitally signed by
KELLEY BROOKINS
Date: 2025.08.27
08:09:52 -05'00'

Sincerely,

Christopher J. Hall
Interim Division Administrator
FHWA Indiana Division



Digitally signed by
CHRISTOPHER J HALL
Date: 2025.08.28
10:04:48 -05'00'



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

June 6, 2025

Mr. Christopher J Hall, Interim 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. Hall /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2026-2029 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 2024-2028 STIP by reference.

Area Plan Commission of Tippecanoe County (APCTC)	FY 2026-2030
• APCTC TIP FY2026-2030	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)	FY 2026-2030
• BMCMPPO TIP FY2026-2030	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2026-2030
• CAMPO TIP FY2026-2030	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2026-2030
• DMMPC TIP FY2026-2030	
Evansville Metropolitan Planning Organization (EMPO)	FY 2026-2030
• EMPO TIP FY2026-2030	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2026-2029
• IMPO TIP FY2026-2029	
• IMPO Project Listing FY2026-2029	

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Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2026-2030
• KHCGCC TIP FY2026-2030	
Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2025-2028
• KIPDA TIP FY2025-2028	
Michiana Area Council of Governments (MACOG)	FY 2026-2030
• MACOG TIP FY2026-2030	
Madison County Council of Governments (MCCOG)	FY 2026-2030
• MCCOG TIP FY2026-2030	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2026-2030
• NIRCC TIP FY2026-2030	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2026-2030
• NIRPC TIP FY2026-2030	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2026-2029
• OKI TIP FY2026-2029	
Terre Haute Area Metropolitan Planning Organization (THAMPO) TIP	FY 2026-2030
• THAMPO TIP FY2026-2029	

We greatly appreciate FHWA/FTA support in the development of the STIP 2026-2029 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact April Leckie, STIP Administration at 317-232-5466 or at aleckie@indot.in.gov.

Sincerely,



Lyndsay Quist, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): Angelica Salgado, FTA
Cecilia Crenshaw, FTA
Anthony Greep, FTA
Bill Wheeler, FTA
Kelley Brookins, FTA
Matt Kane, FTA
Susan Weber, FTA
Erica Tait, FHWA
Paige Story, FHWA
Lyndsay Quist, INDOT
Blake Martain, INDOT

Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT
April Leckie, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Ryan Pennington, INDOT
Michael McNeil, INDOT

Indiana Department of Transportation (INDOT)
State Preservation and Local Initiated Projects FY 2026 - 2030

SPONSOR	CONTRACT # / LEAD DES	PROJECT GROUP #	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2026	2027	2028	2029	2030
Performance Measure Impacted: Bridge Condition																		
Location: Bridge 48CR 500N over Brandywine Creek																		
Comments:Include DES 2201631																		
Indiana Department of Transportation	44877 / 2300286		Init.	MS 2	Institution & Park Road Maintenance	Greenfield	0	STBG	\$298,400.00	Institutional Road Construction	CN	\$220,000.00	\$55,000.00	\$275,000.00				
Performance Measure Impacted: Pavement Condition																		
Location: Pendleton State Police Post																		
Comments:Include DES 2300286, 2300287																		
Indiana Department of Transportation	44813 / 2300963	2	Init.	SR 9	Small Structure Replacement	Greenfield	0	STBG	\$1,100,426.00	Bridge Construction	CN	\$540,340.80	\$135,085.20			\$675,426.00		
Performance Measure Impacted: Bridge Condition																		
Location: At 0.751 and 5.399 mile N of Shelby/Hancock County Line																		
Comments:Include DES 2300286, 2300963																		
Indiana Department of Transportation	45169 / 2301078		Init.	US 40	Other Intersection Improvement	Greenfield	1.01	STBG	\$2,575,218.00	Safety Construction	CN	\$1,338,138.40	\$334,534.60			\$1,672,673.00		
Performance Measure Impacted: Safety																		
Location: At CR 600 E																		
Comments:Include DES 2301078																		
Indiana Department of Transportation	45179 / 2300960	2	Init.	SR 9	Small Structure Replacement	Greenfield	0	NHPP	\$2,068,426.00	Bridge Consulting	PE	\$202,500.00	\$22,500.00	\$225,000.00				
										Bridge Construction	CN	\$1,299,083.40	\$144,342.60			\$1,443,426.00		
Performance Measure Impacted: Bridge Condition																		
Location: At 2.720 mile E SR 9																		
Comments:Include DES 2300960																		
Hancock County	45613 / 2301614	2	Init.	SR 9401	Bridge Deck Overlay	Greenfield	.058	STBG	\$849,924.00	Local Bridge Program	CN	\$533,600.00	\$0.00					\$533,600.00
										Local Funds	CN	\$0.00	\$133,400.00					\$133,400.00
Performance Measure Impacted: Bridge Condition																		
Location: Bridge #21 CR 900N over Sugar Creek, 0.1 miles E of CR 1100E																		
Comments:Include DES 2301614																		
Indiana Department of Transportation	45612 / 2400484	2	Init.	US 52	Scour Protection (Erosion)	Greenfield	0	STBG	\$1,772,717.00	Bridge Consulting	PE	\$187,337.20	\$46,834.30	\$234,171.50				
										Bridge Construction	CN	\$882,741.60	\$220,685.40		\$1,103,427.00			
Performance Measure Impacted: Safety																		
Location: Bridge over Little Sugar Creek, 3.22 mile W SR ;SR 103 over Little Blue River, 01.99 mi N SR 38 and US 52 over Little Blue River, 06.89 mi W SR 44																		

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.



Project Overview

Funding History

Amendment History

<<Go Back

US40 at CR 600 E Intersection Improvement Project (2301078)

Des Number	2301078	Amendment	26-00 TIP	Exempt Category	Exempt	Est Total Project Cost	\$2,575,219
Lead Agency	INDOT	Contact (ERC)		INDOT District	Greenfield	County	Hancock
Project Type	Other Intersection Improvement	Letting Date		Functional Classification	Major Collector	Bike/Ped Component(s)	No
Secondday Des Number							
Title	US40 at CR 600 E Intersection Improvement Project						
Limits	From US 40 to US 40 of Distance (mile) 1 Milepost begins at 102 ends at 103						
Description	Intersection Improvement Project - US40 at CR 600E, Reduced Conflict Intersection Allowing only right turns at north and south approaches.						

Phase	Fund Source	Prior SFY	SFY2026	SFY2027	SFY2028	SFY2029	SFY2030	Future SFY	Total
PE	FEDERAL - NHPP	\$812,291	-	-	-	-	-	-	\$812,291
PE	STATE - Other	\$90,255	-	-	-	-	-	-	\$90,255
Total Preliminary Engineering		\$902,546	-	-	-	-	-	-	\$902,546
CN	FEDERAL - NHPP	-	-	-	\$1,505,406	-	-	-	\$1,505,406
CN	STATE - Other	-	-	-	\$167,267	-	-	-	\$167,267
Total Construction		-	-	-	\$1,672,673	-	-	-	\$1,672,673
Total Programmed		\$902,546	-	-	\$1,672,673	-	-	-	\$2,575,219



Categorical Exclusion

Appendix I

Other

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800350	1800350	Hancock	Riley Memorial Park & Riley Park Pool
1800552	1800552	Hancock	Beckenholdt Park
1800561	1800561	Hancock	Sugar Creek Township Park
1800575	1800575	Hancock	Beckenholdt Park
1800615	1800615	Hancock	Brandywine Park and Connector Trail

*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.

Engineering Assessment Report

**US 40 and CR 600 E, Intersection Improvement: RCI
DES No. 2301078**

Safety Project
Proposed Fiscal Year: 2028
Score: 89

Greenfield District
Greenfield Sub-District
Hancock County, Indiana
12/11/2024

Prepared by:
Mark Muenz, P.E.
Greenfield District Assistant Traffic Engineer

Approved by:
Michael MacNeill, P.E.
District Traffic Engineer

Indiana Department of Transportation

Traffic Engineering

Greenfield District

32 South Broadway Greenfield IN 46140

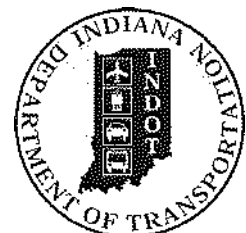


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Attachments

1. Location Map
2. Traffic Forecast and Volumes
3. Capacity Analysis
4. Crash Information and Diagrams
5. RoadHAT Crash Report
6. Project Scoring Sheets
7. Alternative Sketches
8. Cost Estimate
9. RoW Information
10. Utilities and Environmental
11. Project Support Letters

Attachments omitted for brevity,
available upon request

Both 2047 and 2048 are referenced as the design year in this report. The design year is 2047 and 2047 was used for traffic modeling purposes

Executive Summary

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 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 predecisional, pending the outcome of environmental studies. An alternative other than the preferred alternative may not be selected without consultation with the preparer of this report.

This project is located at the intersection of US 40 and CR 600 E, the east side of Greenfield. It is located between reference post 102 and 103 along US 40 in Hancock County. The intersection is experiencing a high amount right angle crashes. Its currently has a two way stop control. The north and south approaches have a Level of Service of F (LOS F) at the current condition for the PM peak and continuous to get worse by 2048.

The preferred alternative is the installation of a Reduced Conflict Intersection (RCI) to reduce the frequency and severity of crashes at this intersection. The LOS improves to a LOS A. The proposed safety improvement project scores 89 out of 100. The scoring details are included in the attachments. The estimated construction cost of the preferred alternative at this location is \$1,496,000.

Project Location

Table 1: Project Location Information

Location Description			
Route	US 40	Latitude	39.7889599
City	Greenfield	Longitude	-85.6899336
County	Hancock	Nearest Cross Street	CR 500 E
District	Greenfield	Distance From	1 mile
Sub District	Greenfield	RP From	102+00
MPO	Indianapolis (IMPO)	RP To	103+00
NHS Route?	No	Length	0.26 miles
Functional Class	Major Collector	Work Type	Other Intersection Improvement
Rural or Urban	Rural	Work Category	Intersection Improvement Project
Other Location Info:	Intersection to be changed to a RCI intersection		

See attachments for a map showing the project location and for other pictures of the site.

Purpose and Need

The identified need at this location involves severe right-angle crashes. This shows that motorists are misjudging the opening and timing to cross US 40. In addition to the crashes, there is a queue of vehicles on the north and south approaches.

The purpose of this project is to reduce or eliminate the amount of severe right-angle crashes and reduce or eliminate excessive queuing of the side street approaches.,

Project History

US 40 has a pavement rehab scheduled for fiscal year 2022 and a drainage ditch correction in fiscal year 2024.

Existing Conditions

Notes from Field Check

Currently at the intersection, INDOT installed an intersection conflict warning system, ICWS in 2021. This allows the north and south approaches to know if there is traffic coming along US 40. When the RCI is installed, ICWS system needs to be removed and returned to INDOT.

Roadway Geometrics and Pavement Information

Table 2: Roadway Geometrics and Pavement Information

Lane Width	12 ft.
Curbed	No
Shoulder Width	2 ft.
Number of lanes in each direction	2 Lanes
Intersection Traffic Control	Two Way Stop
Speed Limit	55 mph for all directions
Pavement Type	Asphalt
Median Type	Grass

Traffic Data and Capacity Analysis

Table 3: Volume Information and Traffic Forecast

Representative AADT	6,951
AADT Year	2019
% Trucks	4.13
DHV (%)	2.57
% Yearly Traffic Growth	0.53
2019 AADT	6,951
2027 AADT	7,245
2037 AADT	7,612
2042 AADT	7,795
2047 AADT	7,979

The complete traffic forecast as provided by the Traffic Statistics Section in Central Office has been included in the attachments.

Table 4&5: Capacity Analysis

Road	Parameter	AM PEAK											
		EB			WB			NB			SB		
		L	T	R	L	T	R	L	T	R	L	T	R
Existing: 2021	LOS	-	A	-	-	A	-	-	C	-	-	C	-
	Delay	-	0.2	-	-	0.2	-	-	19.4	-	-	21.6	-
RCI: 2021	LOS	-	A	-	-	A	-	-	B	-	-	B	-
	Delay	-	1.9	-	-	1.8	-	-	10.5	-	-	10.8	-
Existing: 2048	LOS	-	A	-	-	A	-	-	D	-	-	E	-
	Delay	-	0.5	-	-	0.8	-	-	32.8	-	-	45.9	-
RCI: 2048	LOS	-	A	-	-	A	-	-	B	-	-	B	-
	Delay	-	2.4	-	-	2.2	-	-	11.4	-	-	12	-

Road	Parameter	PM PEAK											
		EB			WB			NB			SB		
		L	T	R	L	T	R	L	T	R	L	T	R
Existing: 2021	LOS	-	A	-	-	A	-	-	F	-	-	F	-
	Delay	-	0.2	-	-	0.2	-	-	52.4	-	-	97.2	-
RCI: 2021	LOS	-	A	-	-	A	-	-	B	-	-	B	-
	Delay	-	1.4	-	-	2.6	-	-	11.5	-	-	10.8	-
Existing: 2047	LOS	-	A	-	-	A	-	-	F	-	-	F	-
	Delay	-	0.6	-	-	0.8	-	-	662.8	-	-	662.8	-
RCI: 2048	LOS	-	A	-	-	A	-	-	B	-	-	B	-
	Delay	-	1.8	-	-	4.2	-	-	13.2	-	-	12.1	-

For more information on the capacity analysis, see attached reports.

Crash Information

Table 6: Crash History

ICC	1.61	Number of Crashes	26
ICF	2.51	Number of Fatal and Incapacitating Crashes	5
First Year of Crash Data	2019	Number of Non-Incapacitation Crashes	4
Last Year of Crash Data	2021	Number of Property Damage Only Crashes	17

Crashes between 2019 to 2021 were analyzed for this intersection. During this period a total of 26 crashes, of which 18 were right angle crashes, 2 were run off the road crashes, 3 were rear end crashes, 2 were same direction sideswipe crashes, and 1 was left turn crashes. Of the 26 crashes, 5 were incapacitating crashes, 2 were non-incapacitating crashes, and 8 were property damage crashes. The intersection was analyzed via the RoadHAT 4D.1 tool, determining the statistics of Index of Crash Costs, or ICC, and Index of Crash Frequency, or ICF. The ICC for this intersection is 1.61, indicating that this intersection is very prone to crashes of higher-than-expected severity and cost. The ICF of this intersection is 2.51, indicating that the frequency of crashes at this intersection is significantly above what could be expected for an average intersection of similar vehicular volume as well.

The RoadHAT output, crash statistics summary and a crash diagram have been included in the attachments to this report.

Design Considerations

Table 7: Other Design Considerations

Land Survey Location	SE ¼ of Section 31, T. 16 N., R. 8 E
Civil Township	Jackson
Federal Aid System	No
National Truck Network	No
Urban Area Boundary	Rural
Adjacent Land Use	Residential and Agriculture

Community/External Stakeholder Context

Hancock County Engineer Gary Pool has voiced his approval for the RCI.

Analysis and Alternatives

Construction costs were estimates
for planning purposes only

Description of Alternatives

Alternative 1 – RCI – U-Turn West of Bridge. This alternative addresses the purpose and need for this project. North and south approaches must turn right onto US 40. Any through and left turn movements from the north and south approach will utilize the U-turn loons on US 40 to go the opposite direction. RCI's have been proven effective for reducing side street congestion and reducing right-angle crashes. For this particular alternative, the eastern U-turn loon is located west of the bridge over Nameless Creek. With a U-turn loon in this location, this allows vehicles to almost immediately enter the refuge of the U-turn lane, shifting them out of through moving traffic sooner. A preliminary sketch is included in Appendix 7.

The estimated construction cost for this alternative is **\$1,496,000**.

Alternative 2 – RCI – U-Turn East of Bridge. This alternative partially addresses the purpose and need for this project. North and south approaches must turn right onto US 40. Any through and left turn movements from the north and south approach will utilize the U-turn loons on US 40 to go the opposite direction. RCI's have been proven effective for reducing side street congestion and reducing right-angle crashes. However, for this particular alternative, the eastern U-turn loon (and associated U-turn turn lane) is located east of the bridge over Nameless Creek. This minimizes impacts to local property owners. However, this also results in a significant additional travel distance to the U-turn loon, which results both in increased travel time and significant exposure time for slower vehicles, such as farming implements. This decreases the mobility of vehicles moving through the intersection and the increased exposure time decreases overall intersection safety. Because of this increased risk, an RCI with distant loons begins to lose its ability to fully address the purpose and need.

The estimated construction cost for this alternative is **\$1,496,000**.

Alternative 3 – Traffic Signal. This alternative partially addresses the purpose and need. The intersection meets federal traffic signal warrants, as highlighted in Appendix 2. Specifically, the 4-hour peak warrant. A traffic signal would address side street congestion along CR 600 E. However, isolated rural traffic signals have been shown to significantly increase rear-end crashes along mainline, and do not significantly prevent or address severe right-angle crash patterns at intersections. Because of this, this alternative does not fully address the purpose and need.

The estimated construction cost for this alternative is **\$920,000**

Alternative 4 – Multilane Roundabout. This alternative addresses the purpose and need. A roundabout alternative increases intersection safety and reduces congestion by improving intersection mobility. However, the significant downside to a multilane roundabout along a divided rural highway results from the necessary impact to surrounding property and cost. At higher speeds, the roundabout would require a significantly large inscribed diameter and high-speed chicane approaches to mitigate speeds into the roundabout. This can be seen in the preliminary sketch in Appendix 7.

The estimated construction cost for this alternative is **\$3,222,000**

Alternative 5 – No Build. The No build option was considered for this project. However, this would not fix the concerns or reduce the number of severe crashes at this intersection.

Cost Estimates

Table 8: Cost Estimate Summary

Alternative	Funding Category	Estimated Cost
Alternative 1: RCI – Western U-turn	CN	\$1,496,000
	PE	\$484,000
	Utility	-
	RoW	\$45,000
	Total Cost	\$2,025,000
Alternative 2: RCI – Eastern U-turn	CN	\$1,496,000
	PE	\$484,000
	Utility	-
	RoW	\$45,000
	Total Cost	\$2,025,000
Alternative 3: Traffic Signal	CN	\$920,000
	PE	\$350,000
	Utility	\$40,000
	RoW	\$40,000
	Total Cost	\$1,250,000
Alternative 4: Multilane Roundabout	CN	\$3,222,000
	PE	\$805,000
	Utility	-
	RoW	\$80,000
	Total Cost	\$4,193,000
Alternative 5: No Build	CN	-
	PE	-
	Utility	-
	RoW	-
	Total Cost	\$0

Complete and detailed cost estimates for all considered alternatives are included in the attachments of this report.

Preliminary Maintenance of Traffic Plan (MOT)

This project is a very mobility significant project based on the classification of the facility, AADT, and additional factors. Impacts to traffic should be avoided as best as possible. Working during off-peak hours is advisable, and perhaps performing overnight or weekend construction is necessary to avoid back-ups.

The above information is preliminary and conceptual in nature. The designer of record for this project shall be responsible for the determination of MOT scheme and the full design of that scheme. The above information can be used to inform the decision making of the designer but it does not absolve him of the responsibility of the design.

The provisions of the Indiana Manual on Uniform Traffic Control Devices, the Indiana Design Manual and the INDOT Standard Drawings concerning the design of an MOT zone shall be adhered to. A detailed design showing the MOT layout should be included in the final set of plans.

Right-of-Way and Survey

The project should be able to be completed within INDOT's right-of-way. However, with a culvert under the south approach that will be upgraded may require right-of-way. For this \$15,000 has been requested.

Utilities and Railroads

There are utility poles running along the north to south approaches and along the south side of the interchange. There is a large ATT telephone structure on the north side of US 40. Should lines need to be adjusted it will need time.

Hydraulic Recommendations

There is a culvert on the south side of the intersection that will need to be updated. The RCI's loons will also impact median drainage. For this, \$300,000 has been estimated.

Environmental and Historic Considerations

Environmental recommended public involvement for this location. Environmental has requested for \$110,000 for this location.

This project will require an environmental document level CE4.

Design Criteria

The design of this project shall adhere to 3R Project, Non-Freeways standards per the Indiana Design Manual.

SEE IDM 40-06.01 FOR MORE INFORMATION.

Recommended Alternative

The preferred alternative is Alternative 1, the RCI – U-turn West of Bridge. It provides the most benefits for the safety operations at this intersection. This alternative address both the purpose and need of this intersection reducing the number of sever crashes. This alternative score a **89** for TSAM and will cost **\$2,025,000**.

Changes to Proposal

Contact the Greenfield District Traffic Engineer if deviation from this document is determined to be necessary during a later phase of project development, including but not limited to scope of work or letting changes. Any desired changes should include justification for the change and the estimated cost.

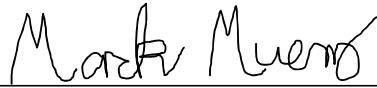
Concurrence and Approval

This document was prepared by:

Mark Muenz, P.E.

Assistant Traffic Engineer

12/23/2024

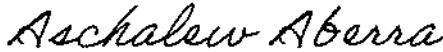


This document was reviewed by:

Aschalew Aberra, P.E.

Scoping Manager

12/23/2024



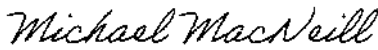
12/30/2024

This document was approved by:

Michael MacNeill, P.E.

District Traffic Engineer

12/23/2024



12/31/2024