

# CATEGORICAL EXCLUSION LEVEL 1 FORM

## GENERAL PROJECT INFORMATION

**Road No./County:**

United States Highway 41 (US 41) at Dixie Bee/ Vigo County

**Designation Number(s):**

2400088

**Project**

**Description/Termini:**

Access Control Project, located 0.57 mile south of Interstate 70 (I-70) Interchange at Dixie Bee / 319 feet (0.06 mile) south to 35 feet (0.01 mile) north of Dixie Bee



**CE Level 1 documentation for  
exempted projects**



**Additional Information  
to CE Level 1**

**Approval:**

INDOT DE/ESD Signature and Date

*BNE*

7/16/2025

**Release for Public Involvement:**

INDOT DE/ESD Initials and Date

**Certification of Public involvement:**

INDOT Consultant Services Signature and Date

**INDOT DE/ESD Reviewer:**

*Bryan M. E.*

7/16/2025

Signature and Date

**CE Preparer:**

Samantha Beaupre, Lochmueller Group, Inc.

Name and Organization

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### GENERAL PROJECT INFORMATION, DESCRIPTION, AND DESIGN INFORMATION

#### Purpose and Need:

**Need:** The need for the project stems from several factors.

- Current configuration provides for an increased opportunity for crashes at the intersection.
- Current intersection is not compliant with INDOT Access Management Guide.

#### *Increased Opportunities for Crashes:*

The need for the project results from an increased opportunity for crashes (48 conflict points) at the intersection of US 41 and Dixie Bee/Towne South Plaza entrance in Terre Haute, Vigo County, Indiana. These increased opportunities are due to the unrestricted turning and through movements allowed from the Dixie Bee and Towne South Plaza access drives, that when combined with the high traffic volumes on US 41, create an undesirable condition. INDOT traffic counts from 2022 reported an annual average daily traffic (AADT) of 33,469 vehicles traveling this section of US 41, which is also classified as a Statewide Mobility Corridor. The allowance of all traffic movements at this intersection means there are a large number of conflict points, which results in many potential crash patterns. The intersection currently has 48 conflict points.

#### *Non-compliance with INDOT Access Management Guide:*

The need for the project also stems from the intersection not being in compliance with the current INDOT *Access Management Guide* (August 2006, revised September 2009). The recommendations in this guide indicate driveways are to be restricted to right-in / right-out movements with left-turns allowed subject to INDOT review and approval (Tables 3-1 and 3-3 of the *INDOT Access Management Guide*). However, the current configuration of the intersection provides unrestricted turning and crossing movements (full access). Additionally, INDOT access management guidelines recommend a minimum distance of 330 feet between intersections for facilities with a 40 mile per hour (mph) speed limit to allow motorists time to perceive and react to the situation and for maneuvering (Figure 3-1 and Table 3-9 of the *INDOT Access Management Guide*). The distance between Dixie Bee/Towne South Plaza entrance and the Johnson Drive intersection is 355 feet. This leaves only 25 feet (two car lengths) of queuing available in addition to the 330 feet needed for reaction and maneuvering. This is insufficient for the volume of traffic received from the surrounding area, including nearby commercial uses and the county fairgrounds.

The combination of these factors results in queuing through the US 41 / Dixie Bee and Towne South Plaza intersection. Therefore, motorists from the Dixie Bee and Towne South Plaza drive have difficulty entering the flow of traffic along US 41. Photo evidence of this occurrence is provided in drone still photos included in the presentation at the April 22, 2025 public information meeting (Appendix G, G20).



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	<p>These factors contribute to an encroachment by the Dixie Bee/Towne South Plaza entrance intersection on the functional area of the US 41 and Johnson Drive intersection that does not conform with the <i>INDOT Access Management Guide</i>.</p> <p><b>Purpose:</b> The purpose of the proposed project is to:</p> <ul style="list-style-type: none"> <li>• Reduce the number of conflict points by at least 25% in an effort to improve the safety of the intersection. This equates to reducing the number of conflict points from 48 (current) to at least 36.</li> <li>• Reduce the impact of congestion at the intersection resulting from US 41 northbound queuing from the Johnson Drive intersection.</li> <li>• Bring this intersection of access drives (Dixie Bee/Towne South Plaza entrance) with US 41, a Statewide Mobility Corridor, into conformance with INDOT access management guidelines.</li> </ul>
<p><b>Project Description (Preferred Alternative):</b></p>	<p>The INDOT Crawfordsville District, with funding from the Federal Highway Administration (FHWA), intends to proceed with an access control project on US 41 at Dixie Bee/Towne South Plaza entrance in Terre Haute, Indiana.</p> <p><b><u>Location</u></b></p> <p>The project is located along US 41 at Dixie Bee/Towne South Plaza entrance, from 0.56 mile south of I-70 to 0.63 mile south of I-70 in Vigo County, Indiana. Specifically, the project is located in Section 4, Township 11 North, Range 9 West in Honey Creek Township as depicted on the Terre Haute Quadrangle of the U.S. Geological Survey 1:24,000 scale map. Adjacent land use is urban and primarily consists of recreational and commercial facilities (Appendix B, B2 and B3).</p> <p>The nomenclature associated with the drive intersecting with US 41 at this location, Dixie Bee and Towne South Plaza entrance, derives from feedback received at meetings held on March 11, 2025 with property owners / tenants and the local fire department (refer to the <i>Public Involvement</i> section on page 6). At these meetings, a representative from the Honey Creek Fire Department indicated locals do not refer to the access drive as “Dixie Bee Road” as it is not considered to be a legally designated road and only serves to access Chick-fil-A and the Wabash Valley Dragway. Henceforth in this document, both Dixie Bee and the Towne South Plaza entrance will be collectively referred to as “Dixie Bee.”</p> <p><b><u>Existing Conditions</u></b></p> <p>US 41 is a north/south route and is functionally classified as an urban principal arterial roadway. US 41 is also designated as a Statewide Mobility Corridor and is listed on the National Highway System (NHS). The typical cross-section of US 41 includes five through lanes, three northbound and two southbound. The northbound lanes consist of three through lanes, with a right-turn lane, and a left-turn lane where US 41 intersects Dixie Bee. The southbound lanes consist of two through lanes and a left-turn lane at the intersection of US 41 and Dixie Bee to access Towne South Plaza. Currently, the intersection allows all turning movements to and from US 41 and crossing movements between Dixie Bee and the Towne South Plaza entrance. The travel lanes are 12-foot-wide and the northbound lanes are separated from the southbound lanes by a grass</p>

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	<p>median south of the intersection that varies from 6.7-foot-wide to 12.5 feet wide and a raised concrete median north of intersection varying from 4 feet wide to 14 feet wide. Outside shoulders are paved and vary from approximately 6 to 12 feet in width. Inside shoulders are paved and vary from absent to 5 feet in width. The posted speed limit along US 41 throughout the project area is 40 mph.</p> <p>Dixie Bee is the west leg of the intersection with US 41 and is classified as an access drive. Dixie Bee is locally known as the access road to the Wabash Valley Dragway and Chick-fil-A. The typical cross section of Dixie Bee west of US 41 generally consists of two unmarked 9-foot-wide lanes, one in each direction on the west side of US 41.</p> <p>The Towne South Plaza entrance is the east leg of the intersection with US 41 and is classified as an access drive. The typical section consists of three to four 12- to 15-foot-wide lanes, one to two eastbound and two westbound. The eastbound section consists of one lane that widens to include two lanes, a right-turn lane and a left-turn lane, at the north-south drive in Towne South Plaza that parallels US 41. The westbound lanes consist of one right-turn lane and one left-turn lane at US 41. While not marked for crossing (through) movements, such maneuvers occur based on visual observations and the INDOT Project Traffic Forecast Report from July 24, 2024 (Appendix I, I2 to I8).</p> <p>Several utilities including gas (CenterPoint), electric (Duke Energy), water (Indiana American Water), sewer (City of Terre Haute), cable TV (Time Warner Cable and Charter Communications Marion), communications (Windstream), and fiber optic (JOINK, LLC and Charter Communications Marion), are located within the project area (Appendix B, B11).</p> <p><b><u>Preferred Alternative</u></b></p> <p>The preferred alternative will reconfigure the intersection to prevent vehicles from crossing US 41 from Dixie Bee or the Towne South Plaza entrance, and it will eliminate all left-turn movements except for northbound US 41 onto Dixie Bee. To accomplish this, the project will install a 4-foot-wide raised concrete center curb to create a 14-foot-wide slotted left-turn lane for northbound US 41 to westbound Dixie Bee. The raised concrete median will restrict left turns onto US 41 from Dixie Bee and Towne South Plaza, as well as the median crossing movements between the two access drives. Motorists desiring to head north on US 41 from Dixie Bee will turn right (south onto US 41) and make a U-turn at McCallister Drive, which is the signalized intersection south of this intersection, to complete the desired maneuver. Motorists desiring to turn left onto US 41 from the Towne South Plaza entrance are anticipated to use peripheral drives within the shopping plaza to navigate to either Johnson Drive (to the north) or McCalister Drive (to the south) where they are able to continue to a signalized intersection at US 41 to make the desired maneuver.</p> <p>The northbound US 41 slotted left-turn lane to westbound Dixie Bee will be extended approximately 250 feet, with a short taper to avoid the existing median drain. A portion of the slotted left turn lane will be constructed with full</p>
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	<p>depth hot mix asphalt (HMA), with the remaining portion utilizing the existing full depth pavement. The project will install a minor structural HMA overlay along approximately 367 feet of the existing pavement along US 41 within the area of the slotted left-turn lane. Existing underdrains located along the northbound median shoulder will be perpetuated on the west side of the slotted left-turn lane. A new 4-inch polyvinyl chloride (PVC) beehive drain pipe will be installed at the south end of the project area to facilitate drainage for the new center curb extension. The new pipe will connect to an existing median inlet before connecting perpendicularly to an existing 15-inch corrugated metal pipe (CMP) that extends east-west beneath US 41. The existing CMP will not otherwise be modified as part of the project. The existing median inlet at the south end of the project area will be cleaned out. Pavement markings will be updated to reflect the modified traffic movements.</p> <p>Based on the incidental construction limits, the project extends approximately 405 feet (0.08 mile) to the south of Dixie Bee and approximately 375 feet (0.07 mile) to the north of Dixie Bee, for a total length of 780 feet (0.15 mile) along US 41. The project plans can be found in Appendix B, B10 to B24.</p> <p>The MOT plan will utilize phased construction on existing pavement that incorporates lane closures, restriping, and the use of flaggers. Access to all properties will be maintained during construction; however, there are turning movements between US 41 and Dixie Bee that will be restricted during construction and ultimately made permanent to address the need and purpose for the project. Where these restrictions occur, traffic will be directed to perform U-turns at McCallister Drive. The MOT will be implemented per the <i>Indiana Design Manual</i> guidelines. Construction is anticipated to begin in the spring of 2026.</p> <p>The project will occur within existing right-of-way (ROW). No permanent or temporary ROW is anticipated to be required. No impacts to streams or wetlands are anticipated. Three CenterPoint gas lines cross US 41 where the pavement for the slotted left turn lane is anticipated to be added. Based on utility coordination completed to-date, these lines are anticipated to be at a sufficient depth to avoid a conflict. The project will result in 0.03 acre of terrestrial habitat impacts to the existing grass median, but no tree clearing will occur. These impacts could not be avoided while meeting the project's purpose and need.</p> <p>The project will meet the project's purpose by improving traffic operations through the intersection by reducing the number of conflict points from 48 (current) to 8, which results in a corresponding reduction in exposure risk for crashes. This is an 87% reduction in the number of conflict points, which exceeds the minimum goal of 25%. In making the changes in access at the intersection, the preferred alternative will bring the intersection into desired conformance with INDOTs recommendations for private drives along a Statewide Mobility Corridor set forth in the <i>Access Management Guide</i> (August 2006, revised September 2009).</p> <p><b>Logical Termini/Independent Utility:</b> The project has logical termini because the project limits are restricted to only</p>
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	<p>what is necessary to complete the work in accordance with the project's purpose and need and to accommodate environmental considerations. The project has independent utility because the outcome of this project is not associated with the outcomes of other projects. It has a functional purpose and is a reasonable expenditure, regardless of any other current or planned transportation improvements.</p>		
<p><b>Other Alternatives Considered:</b></p>	<p><b>No Build Alternative:</b>  This alternative would involve no improvements to the existing traffic flow. While this alternative would avoid immediate costs and environmental impacts, it would not meet the purpose and need of the project. Therefore, this alternative was dismissed from further consideration.</p> <p><b>Signal Installation:</b>  This alternative would involve the installation of a traffic signal at the intersection of US 41 and Dixie Bee. Providing such an improvement would have met INDOT's traffic signal warrants detailed in the <i>Indiana Manual on Uniform Traffic Control Devices (IMUTCD)</i>, it would not have met the purpose and need of the project. This alternative would not have reduced the number of conflict points to the desired goal (a reduction of at least 25%). Furthermore, maintaining unrestricted access to private drives at the current distance from a signalized intersection (Johnson Drive) would not conform with INDOT access management guidelines for this type of facility (Statewide Mobility Corridor). Therefore, it was dismissed from further consideration.</p> <p>While there may be other build alternatives that may have satisfied some elements of the project's purpose and need, such as the ability to reduce the number of conflict points by 25% and reducing the operational impacts resulting from queuing at the Johnson Drive intersection through this intersection, none would comply with INDOT access management guidelines for this type of facility (Statewide Mobility Corridor) with access drives. These guidelines for this type of situation allow for only right-in / right-out movements with left-turns conditionally allowed subject to approval by INDOT. Therefore, no additional alternatives, other than those mentioned above, were considered for the project.</p>		
<b>Funding Source(s):</b>	<input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/> Other		
<b>Project Sponsor:</b>	INDOT- Crawfordsville District		
<b>Estimated Cost:</b>	\$525,000	<b>Project Length:</b>	780 feet (0.15 mile)
<b>Public Involvement:</b>		<b>No:</b>	<b>Yes: X</b>
<p>The project is located completely within existing ROW; therefore, no Notice of Entry notifications were sent to property owners near the project area.</p> <p>Due to the potential impacts to adjacent businesses, meetings between the project design team and adjacent property owners / tenants and the local fire department occurred on March 11, 2025. All meetings were held at the Wabash Valley Fair Association (WVFA) (also known as the Vigo County Fairgrounds). The project team met with three representatives of the WVFA (Appendix G, G1). WVFA discussed access to the fairgrounds, traffic flow adjustments, event management, and construction schedule considerations.</p>			

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WFVA had concerns related to the current entrance at Johnson Drive being too steep, the need for construction to avoid their busy Saturday traffic flow, and a long-term desire to connect Union Road to Springhill Drive (Appendix G, G7 to G8). The project team met with a representative of the Honey Creek Fire Department (HCFD) (Appendix G, G2) who expressed support for the project due to the frequent crashes at the intersection and stated that emergency vehicles should be able to access the intersection as long as it is designed for semi-trucks. It was also noted that the Terre Haute Fire Chief should be contacted (Appendix G, G8). The project team met with a representative of Outback Steakhouse (Appendix G, G3) who did not have any notable concerns with the project (Appendix G, G8). The project team met with two representatives from Chick-fil-A (Appendix G, G4) who were concerned about the safety of the existing intersection and mentioned a planned 6-week closure in the summer of 2025 to expand their drive-thru lane (Appendix G, G8 to G9). A handout was given to each stakeholder at the meeting and can be viewed in Appendix G, G5 to G6.

A Public Information Meeting was held on April 22, 2025, at the Wabash Valley Fairgrounds Banquet Room from 5:30 PM to 7:30 PM. A public notice (Appendix G, G10 to G11) advertising the meeting was mailed to adjacent property owners, local government officials, and other interested parties (Appendix G, G12 to G14). Ten people attended the meeting (Appendix G, G17). One comment was received (Appendix G, G24 to G27). The comment was related to the existing pavement markings at the intersection. The designer is reviewing whether the pavement markings need to be corrected. The materials presented at the meeting are located in Appendix G, G15 to G16 and G18 to G23. They were also made available on the INDOT project website: <https://www.in.gov/indot/about-indot/central-office/welcome-to-the-crawfordsville-district/crawfordsville-district-projects/us-41access-control-at-dixie-bee/>.

Because the project would change the layout of connecting roadways, the project meets the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

<b>Right-of-Way:</b>	<b>No: X</b>	<b>Yes:</b>
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The existing ROW extends 87 feet west and 94 feet east of the centerline along US 41. This project will occur within the existing ROW. No permanent or temporary ROW will be required for this project.

If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT Crawfordsville District Environmental Section will be contacted immediately. This firm commitment is included in the *Environmental Commitments* section of this CE document.

<b>Maintenance of Traffic (MOT) During Construction:</b>	<b>No:</b>	<b>Yes: X</b>
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Traffic will be maintained on site during construction. The MOT for this project will consist of phased construction occurring in two phases. Each phase is anticipated to last 30 days with a total estimated construction time of 60 days. Phase 1 will maintain all lanes of through traffic in both directions and the northbound US 41 to Dixie Bee left turn movements. All right turns between US 41 and Dixie Bee / Towne South Plaza will also be maintained. All other left turns and median crossing movements will be restricted. Phase 2 will require restricting all left turn and median crossing movements at the intersection. Through traffic on US 41 and right turns between US 41 and Dixie Bee / Towne South Plaza will be maintained during Phase 2. A more detailed description of each phase is provided below.

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Phase 1 will utilize one of the existing northbound through lanes for through and left turning movements on northbound US 41 approaching the Dixie Bee intersection, thereby maintaining access to Chick-fil-A and the Wabash Valley Dragway. The existing through lanes and the outside shoulder on northbound US 41 will be utilized to maintain existing traffic patterns in order to minimize disturbance to adjacent property owners during construction. The existing left-turn from eastbound Dixie Bee to northbound US 41 will be eliminated and detoured to perform a U-turn at McCallister Drive. The existing left-turn from southbound US 41 to eastbound Towne South Plaza entrance will be eliminated and detoured to perform a U-turn at McCallister Drive. These restrictions will be perpetuated after construction of the project. The existing northbound and southbound US 41 through lanes and right-turn lanes will remain open.

Phase 2 will involve the elimination of the left-turning movement from northbound US 41 to westbound Dixie Bee. Motorists will be unofficially detoured to perform this movement. During this phase, access to Dixie Bee and Towne South Plaza will only be allowed through right turns from US 41. Similarly, access to US 41 from Dixie Bee or Towne South Plaza will only be allowed through right turns.

Construction signs, energy absorbing terminals, temporary traffic barriers, and truck mounted attenuators will be used to inform motorists of the construction and lane closures (Appendix B, B17 to B22). The MOT is expected to remain in place for two months. The MOT will be implemented per the *Indiana Design Manual* guidelines. Access to surrounding properties will be maintained during construction.

The construction will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated. The permanent elimination will cause some inconvenience and delay. This will be mitigated over time as drivers become more familiar with the change in access.

<b>Bridge(s) and/or Small Structure(s) (include structure number(s)):</b>	<b>No:</b>	<b>Yes: X</b>
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A new 4-inch PVC beehive drain pipe will be installed at the south end of the project area to facilitate drainage for the new center curb extension. The new pipe will connect to an existing median inlet before connecting perpendicularly to an existing 15-inch CMP that extends east-west beneath US 41. The existing median inlet at the south end of the project area will be cleaned out. No other bridges or small structures will be impacted. Existing underdrains located along the northbound median shoulder will be perpetuated on the west side of the slotted left-turn lane.

### IDENTIFICATION AND EVALUATION OF IMPACTS

#### Early Coordination:

Early coordination letters were sent on December 23, 2024. An early coordination letter was sent to the Vigo County Floodplain Administrator on February 26, 2025, and the Honey Creek Fire Department on March 14, 2025 (Appendix C, C1 to C4) following the March 11, 2025 stakeholder meetings.

<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix</u>
FHWA-Indiana Division	December 23, 2024	No response received	N/A
Chicago Regional Office, U.S. Department of Housing and Urban Development	December 23, 2024	No response received	N/A
National Park Service, Midwest Regional Office	December 23, 2024	No response received	N/A

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INDOT Crawfordsville District, Environmental Section Manager	December 23, 2024	No response received	N/A
INDOT Crawfordsville District, Project Manager	December 23, 2024	No response received	N/A
INDOT Environmental Services Division	December 23, 2024	No response received	N/A
Indiana Department of Environmental Management, Institutional Controls Department	December 23, 2024	December 26, 2024	Appendix C, C9 to C10
Indiana Department of Natural Resources, Division of Fish and Wildlife	December 23, 2024	January 17, 2025	Appendix C, C5 to C6
Indiana Geological and Water Survey	December 23, 2024	December 24, 2024	Appendix C, C7 to C8
Vigo County Highway Department	December 23, 2024	No response received	N/A
Vigo County Engineer	December 23, 2024	No response received	N/A
Vigo County Board of Commissioners	December 23, 2024	No response received	N/A
Vigo County Council	December 23, 2024	No response received	N/A
Honey Creek Township Trustee	December 23, 2024	No response received	N/A
Terre Haute Mayor	December 23, 2024	No response received	N/A
Terre Haute City Council	December 23, 2024	No response received	N/A
Vigo County Emergency Management	December 23, 2024	No response received	N/A
Vigo County Sheriff's Office	December 23, 2024	No response received	N/A
Vigo County School Corporation	December 23, 2024	No response received	N/A
Vigo County Board of Health	December 23, 2024	No response received	N/A
Vigo County Surveyor's Office	December 23, 2024	No response received	N/A
Terre Haute Street Department	December 23, 2024	No response received	N/A
Terre Haute Fire Department	December 23, 2024	No response received	N/A
Terre Haute Police Department	December 23, 2024	No response received	N/A
Terre Haute Area Metropolitan Planning Organization	December 23, 2024	No response received	N/A
Honey Creek-Vigo County Municipal Separate Storm Sewer System (MS4) Coordinator	December 23, 2024	No response received	N/A
Vigo County Fairgrounds	December 23, 2024	No response received	N/A
Honey Creek Fire Department	March 14, 2025	No response received	N/A
Vigo County Floodplain Administrator	February 26, 2025	No response received	N/A

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

<b>Streams, Rivers, and Other Jurisdictional Features Impacted:</b>	<b>No: X</b>	<b>Yes:</b>
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Based on the desktop review and the aerial map of the project area (Appendix B, B3), there are no streams, rivers, watercourse or other jurisdictional features within or adjacent to the project area, which was confirmed by the site visit on November 19, 2024, by Lochmueller Group. Therefore, no impacts are expected.

Coordination with INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) occurred on August 20, 2024. On August 21, 2024, INDOT EWPSO confirmed that a Waters of the U.S. (WOTUS) Report is not needed for this project (Appendix F, F2).

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The Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife (DFW) responded on January 17, 2025, with a number of recommendations to avoid and minimize impacts to fish, wildlife, and botanical resources (Appendix C, C5 to C6). The recommendations included minimizing channel disturbance, bank stabilization techniques, revegetation techniques, waterway work restrictions, and temporary erosion control techniques. All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

<b>Open Water Feature(s):</b>	<b>No: X</b>	<b>Yes:</b>
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Based on the desktop review and the aerial map of the project area (Appendix B, B3), there are no open water feature(s) within or adjacent to the project area, which was confirmed by the site visit on November 19, 2024, by Lochmueller Group. Therefore, no impacts are expected.

<b>Wetlands:</b>	<b>No: X</b>	<b>Yes:</b>
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Based on the desktop review and the aerial map of the project area (Appendix B, B3), there are no wetlands within or adjacent to the project area, which was confirmed by the site visit on November 19, 2024, by Lochmueller Group. Therefore, no impacts are expected.

<b>Terrestrial Habitat:</b>	<b>No:</b>	<b>Yes: X</b>
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Based on a desktop review, the aerial map of the project area (Appendix B, B3), and a site visit by Lochmueller Group on November 19, 2024, there is mowed, maintained vegetation within the project area. Dominant herbaceous species include Kentucky bluegrass (*Poa pratensis*), tall fescue (*Festuca arundinacea*), narrowleaf plantain (*Plantago lanceolata*), and white clover (*Trifolium repens*). The project will result in 0.03 acre of terrestrial habitat impact due to the replacement of the existing grass median with pavement and raised concrete curb. Scattered street trees are located adjacent to the project area. No tree removal is anticipated as a part of the project. Mitigation is not anticipated.

The IDNR DFW responded on January 17, 2025, with recommendations to minimize brush clearing. (Appendix C, C5 to C6). All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

<b>Protected Species:</b>	<b>No:</b>	<b>Yes: X</b>
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Based on a desktop review and the Limited Red Flag Investigation (LRFI) report (Appendix E, E1 to E6), completed by Lochmueller Group on January 15, 2025, the IDNR Vigo County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR DFW early coordination response letter dated January 17, 2025 (Appendix C, C5 to C6), the Natural Heritage Program's Database has been checked and the State special concern Common Nighthawk (*Chordeiles minor*) has been documented within 0.5 mile of the project area. The IDNR DFW does not anticipate any significant impacts to the Common Nighthawk due to this project. An INDOT 0.5-mile bat review occurred on November 22, 2024, and determined no sites are documented within the search area.

## Indiana Bat, Northern Long-Eared Bat, and Tricolored 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, C11 to C24). The project is within range of the federally endangered northern long-eared bat (NLEB) (*Myotis septentrionalis*) and the Tricolored Bat (*Perimyotis subflavus*). Other species were generated in the IPaC species list along with NLEB.

The project qualifies for the Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, NLEB, and Tricolored Bat (TCB) dated December 2024, between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A project submittal form was completed on February 2, 2025, and based on the responses provided, the



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project was found to have “No Effect” on the NLEB and TCB (Appendix C, C25 to C32). INDOT reviewed and verified the effect finding on March 17, 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. No Avoidance and Minimization Measures (AMMs) were included.

### Other Protected Species

The official species list generated from IPaC indicated three other listed species present within the project area: the whooping crane (*Grus americana*), the monarch butterfly (*Danaus plexippus*), and the gray bat (*Myotis grisescens*) (Appendix C, C11 to C24). 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 project is in the range of a “non-essential experimental population” of the whooping crane (*Grus americana*), but this population is not covered by protections provided for the natural endangered population of whooping crane. The project is in the range of the monarch butterfly (*Danaus plexippus*), which is a proposed threatened species; however, the USFWS has not identified any critical habitat within Indiana. As this project will not impact critical habitat of the monarch butterfly, and as it does not jeopardize its continued existence, no further coordination is required under Section 7 of the Endangered Species Act. Therefore, these species were not considered as part of this project. The project will have “No Effect” on the gray bat due to the lack of suitable habitat in the project area (Appendix C, C33 to C34). INDOT concurred with this determination on March 17, 2025. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding.

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.

<b>Geological and Mineral Resources:</b>	<b>No: X</b>	<b>Yes:</b>
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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 USGS topographic map of the project area (Appendix B, B2), there are no karst features identified within or adjacent to the project area. In the early coordination response dated December 26, 2024, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, C7 to C8). The IGWS responded that there is moderate liquefaction potential, a high potential for bedrock resources, and a high potential for sand and gravel resources. Response from IGWS has been communicated to the designer on April 17, 2025. No impacts are expected.

<b>Drinking Water Resources:</b>	<b>No: X</b>	<b>Yes:</b>
----------------------------------	--------------	-------------

### Sole Source Aquifer

The project is located in Vigo 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 / U.S. Environmental Protection Agency (USEPA) / 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

IDEM's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on February 12, 2025, by Lochmueller Group. This project is not located within a wellhead protection area or source water area.

## Indiana Department of Transportation

County Vigo Route US 41 Des. No. 2400088

### Water Wells

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on February 12, 2025 by Lochmueller Group. No wells are located near this project. No impacts are expected.

### Urban Area Boundary

Based on a desktop review of the INDOT MS4 Mapper (<https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/>) by Lochmueller Group on February 12, 2025, this project is located in an Urban Area Boundary. An early coordination letter was sent on December 23, 2024, to the Honey Creek-Vigo County Conservancy District and other county and city offices. No responses from the MS4 coordinator or other offices were received within the 30-day time frame. No impacts are expected.

### Public Water System

Based on the ongoing utility coordination, this project is located where there is a public water system. During utility coordination public water systems will not be affected because the construction activities will not impact the identified utilities. Therefore, no impacts are expected.

Floodplains:	No: X	Yes:
Based on a desktop review of the IDNR Indiana Floodway Information Portal website ( <a href="https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e">https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e</a> ) by Lochmueller Group on February 12, 2025, this project is located in a regulatory floodplain (Appendix F, F1). An early coordination letter was sent on February 28, 2025, to the local Floodplain Administrator. The Floodplain Administrator did not respond within the 30-day time frame.		
The IDNR DFW responded on January 17, 2025, stating that this project does not require formal approval under the regulatory programs administered by the Division of Water (Appendix C, C5 to C6). Therefore, a Construction in a Floodway Permit is not required.		

Farmland:	No: X	Yes:
Based on a desktop review and the aerial map of the project area (Appendix B, B3), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. As no new ROW will be required, no further coordination is required.		

Cultural Resources:	No: X	Yes:
On February 13, 2025, Lochmueller Group personnel determined that this project falls within the guidelines of Category A, Type 2, and Type 4 under the Minor Projects Programmatic Agreement (Appendix D, D1 to D2). Category A, Type 2 projects include all work within interchanges and within medians of divided highways in previously disturbed soils. Category A, Type 4 projects include surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps, or sidewalks will not be required. Projects that fall under Category A do not require review by INDOT-CRO. No further archaeological investigations were 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 4(f) and Section 6(f) Resources:	No: X	Yes:
<b>Section 4(f)</b> Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and		

## Indiana Department of Transportation

County Vigo Route US 41 Des. No. 2400088

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 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 and the aerial map of the project area (Appendix B, B3), the Vigo County Fairgrounds (also known as the Wabash Valley Fairgrounds) are adjacent to the project; however, this property is owned by the Wabash Valley Fairground Association and is a privately owned recreational facility. As a privately owned facility, the fairgrounds are not considered a Section 4(f) resource. No ROW will be acquired from the fairgrounds. Therefore, no use is expected.

### Section 6(f)

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 11 records, representing 8 properties in Vigo 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.

<b>Air Quality:</b>	<b>No: X</b>	<b>Yes:</b>
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### STIP/TIP

This project is included in the Fiscal Year (FY) 2024-2028 Terre Haute Metropolitan Planning Organization (THAMPO) Transportation Improvement Program (TIP), Resolution Number 05-24-TIP-016 and Amendment A24-MPO-23 of the FY 2024-2028 Statewide Transportation Improvement Program (STIP) (Appendix H, H3 to H5). The amendment was approved by FHWA on August 19, 2024 (Appendix H, H1 to H2)

### Attainment Status

This project is located in Vigo County, which is currently a maintenance area for 8-hour ozone according to the EPA Green Book ([https://www3.epa.gov/airquality/greenbook/anayo\\_in.html](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.

### Mobile Source Air Toxics (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 MSAT analysis is not required.

<b>Community Impacts:</b>	<b>No:</b>	<b>Yes: X</b>
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The project complies with local and regional development patterns and will have a negligible impact on community cohesion and community events. The access control project will have a positive community impact by improving the safety and traffic operations at the US 41 and Dixie Bee intersection. The project will change the layout and function of US 41 and the Dixie Bee / Towne South Plaza drives. As a result, minor social impacts are expected due to the change in access and how drivers navigate the area to reach businesses with the new restrictions in place. This will be mitigated over time as drivers become more familiar with the changes in access and identify alternative routes to reach their destinations. No other community impacts will occur as a result of the project.

## Indiana Department of Transportation

County Vigo Route US 41 Des. No. 2400088

Public Facilities and Services (e.g. schools, emergency services):	No:	Yes: X
<p>Based on a desktop review and the aerial map of the project area (Appendix B, B3), there is one recreational facility located adjacent to the project area. This number was confirmed by the site visit on November 19, 2024, by Lochmueller Group. The Vigo County Fairgrounds (also known as the Wabash Valley Fairgrounds) recreational facility is situated outside the construction limits and will not be directly affected by the project. However, the access restrictions that will result from the project, while not affecting how motorists enter the fairgrounds property, will change how visitors can enter and exit. Following construction, motorists will be unable to turn left from Dixie Bee onto northbound US 41. Alternative routes will have to be used to make this maneuver, such as using the main entrance drive to the fairgrounds (Fairgrounds Drive) or Dixie Bee south and west to Union Road at the back (west side) of the property. While such minor impacts to the flow of traffic within the fairground's property are expected, these impacts are expected to be mitigated over time as drivers become more familiar with the changes in access. No other impacts to the fairgrounds are anticipated. Access to all properties will be maintained during construction. The WVFA participated in a stakeholder meeting held on March 11, 2025. The representative provided information regarding event management and requested that construction consider their event schedule (Appendix G, G7 to G8).</p> <p>Early coordination letters were sent to the Terre Haute Police and Fire Departments, Vigo County Sheriff's Office, and Vigo County Emergency Management on December 23, 2024 and the Honey Creek Fire Department on March 14, 2025. While no responses from these officials were received, a representative with the HCFD participated in a stakeholder meeting held on March 11, 2025. The representative expressed support for the project due to the frequent crashes at the intersection and stated that emergency vehicles should be able to access the intersection as long as it is designed for semi-trucks (Appendix G, G8). The project will change the layout and function of US 41 and the Dixie Bee / Towne South Plaza drives. As a result, minor impacts to how emergency services access properties within the project area are expected due to the restrictions to some turning movements. This will be mitigated over time as emergency service providers become more familiar with the changes in access and identify alternative routes to reach their call locations.</p> <p>GIS data was checked, and the project is not within 20,000 feet (3.8 miles) of a public airport. Coordination with the designer confirmed that no work or equipment will exceed 200 feet above the ground surface elevation. Therefore, no coordination or permits are needed for impacts to aviation airspace.</p> <p>Several utilities including gas, electric, water, sewer, and fiber optic, are located within the project area (Appendix B, B11). Three CenterPoint gas lines cross US 41 where the pavement for the slotted left turn lane is anticipated to be added. Based on utility coordination completed to-date, these lines are anticipated to be at a sufficient depth to avoid a conflict. However, coordination with CenterPoint will continue to confirm the depth of the gas lines, which are typically a minimum of 4 feet below pavement/ditches in state ROW. All other utilities in the project area are outside the construction limits. Therefore, no utility relocations are anticipated as a result of the project.</p> <p>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. This firm commitment is included in the <i>Environmental Commitments</i> section of this CE document.</p>		
Hazardous Materials and Regulated Substances:	No:	Yes: X
<p>Based on coordination with INDOT Crawfordsville District and INDOT Site Assessment &amp; Management (SAM), it was determined that completing a Limited Red Flag Investigation (LRFI) was appropriate. The LRFI was completed on January 15, 2025, by Lochmueller Group; INDOT SAM provided their concurrence on February 14, 2025 (Appendix E, E1 to E6). One Indiana State Cleanup site, two</p>		

## Indiana Department of Transportation

County Vigo Route US 41 Des. No. 2400088

underground storage tank sites, six leaking underground storage tank sites, one Brownfield site, two Institutional Control sites, and five NDPES facilities are located within 0.5 mile of the project area. The following recommendations were included in the RFI and will be included in the *Environmental Commitments* section of this document:

One (1) UST site, Vigo Dodge, 4120 Dixie Bee, AI ID #57278 is mapped 0.30 mile south of the project area. However, the site is actually located approximately 0.08 mile west of the project area. The site features two (2) 1,000-gallon USTs containing used oil and gasoline. The site received an IDEM Inspection Summary/Violation letter on February 7, 2005, stating that releases of used oil were observed and documented. A cleanup of contaminated soils six (6) inches beyond visible contamination was ordered. No information was available on the VFC on when the cleanup occurred. On May 5, 2005, the site received a Return to Compliance Letter. It is possible that petroleum contamination and/or lead may remain on site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

One (1) Brownfield site is located within the 0.5-mile search radius. Chik-fil-A 4120803, 3675 South US 41, AI ID #105241, is incorrectly mapped as adjacent to the north end of the project area. The site is actually located adjacent to the project area in the southwest quadrant of the intersection. A Phase I Environmental Site Assessment (ESA) dated April 27, 2012, determined that multiple Recognized Environmental Conditions (RECs) related to historic land uses were present and recommended additional investigation. According to the Limited Site Assessment Report dated June 1, 2012, the soil and groundwater samples showed detections of VOCs or SVOCs below residential exposure. Soil samples did contain levels of RCRA metals detected at concentrations below Residential Closure Guide (RCG) residential screening levels. Groundwater samples did show concentrations of barium, arsenic, cadmium, chromium, lead and selenium that were above their respective RCG Res Tap Groundwater Screening Levels (GWSLs). A Comfort Letter was issued to all parties on October 10, 2012. If excavation occurs in the area, it is possible that contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. The approved RFI recommended coordination with IDEM Institutional Controls prior to ready for contracts (RFC). Coordination was conducted with the IDEM Institutional Controls section on December 23, 2024. The IDEM Institutional Controls section responded on December 26, 2024 with no concerns related to the project. Therefore, no impacts are anticipated.

Further investigations for hazardous material concerns are not required at this time.

Permits:	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
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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:

#### 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 Crawfordsville District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Crawfordsville 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)

## **Indiana Department of Transportation**

County Vigo Route US 41 Des. No. 2400088

- 3) One (1) UST site, Vigo Dodge, 4120 Dixie Bee, AI ID #57278 is mapped 0.30 mile south of the project area. However, the site is actually located approximately 0.08 mile west of the project area. The site features two (2) 1,000-gallon USTs containing used oil and gasoline. The site received an IDEM Inspection Summary/Violation letter on February 7, 2005, stating that releases of used oil were observed and documented. A cleanup of contaminated soils six (6) inches beyond visible contamination was ordered. No information was available on the VFC on when the cleanup occurred. On May 5, 2005, the site received a Return to Compliance Letter. It is possible that petroleum contamination and/or lead may remain on site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
- 4) One (1) Brownfield site is located within the 0.5-mile search radius. Chik-fil-A 4120803, 3675 South US 41, AI ID #105241, is incorrectly mapped as adjacent to the north end of the project area. The site is actually located adjacent to the project area in the southwest quadrant of the intersection. A Phase I Environmental Site Assessment (ESA) dated April 27, 2012, determined that multiple Recognized Environmental Conditions (RECs) related to historic land uses were present and recommended additional investigation. According to the Limited Site Assessment Report dated June 1, 2012, the soil and groundwater samples showed detections of VOCs or SVOCs below residential exposure. Soil samples did contain levels of RCRA metals detected at concentrations below Residential Closure Guide (RCG) residential screening levels. Groundwater samples did show concentrations of barium, arsenic, cadmium, chromium, lead and selenium that were above their respective RCG Res Tap Groundwater Screening Levels (GWSLs). A Comfort Letter was issued to all parties on October 10, 2012. If excavation occurs in the area, it is possible that contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. (INDOT SAM)

**Appendix A: INDOT Supporting Documentation**

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

Location Map .....	B1
USGS Topographic Map .....	B2
Aerial Map (2023).....	B3
Future Configuration Map .....	B4
Photo Location Map .....	B5
Site Photographs.....	B6-B9
Design Plans .....	B10-B24

**Appendix C: Early Coordination**

Sample Early Coordination Letter (December 23, 2024).....	C1-C4
Indiana Department of Natural Resources, Division of Fish and Wildlife Response Letter (January 17, 2025).....	C5-C6
Indiana Geological and Water Survey Automated Response Letter (December 26, 2024) .....	C7-C8
Indiana Department of Environmental Management, Institutional Controls Group Response Email (December 26, 2024).....	C9-C10
U.S. Fish and Wildlife Service Species List (May 30, 2025) .....	C11-C24
Project Submittal Form (February 20, 2025) .....	C25-C32
INDOT Concurrence Email (March 17, 2025) .....	C33-C34

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

MPPA Determination Form .....	D1-D2
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**Appendix E: Red Flag Investigation and Hazardous Materials**

Red Flag Investigation (Approved February 14, 2025).....	E1-E6
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**Appendix F: Water Resources**

IDNR Floodplain Information Portal .....	F1
INDOT EWPSO Coordination – Waters Review (August 20-21, 2025) .....	F2

**Appendix G: Public Involvement**

Stakeholder Meeting (March 11, 2025) Sign-in Sheets.....	G1-G4
Stakeholder Meeting Handout (March 11, 2025) .....	G5-G6
Stakeholder Meeting Minutes (March 11, 2025).....	G7-G9
Public Information Meeting Notice.....	G10-G11
Public Information Meeting Notice Mailing List .....	G12-G14
Public Information Meeting Handout (April 22, 2025).....	G15-G16
Public Information Meeting (April 22, 2025) Sign-in Sheet .....	G17
Public Information Meeting Presentation (April 22, 2025).....	G18-G23
Public Comment (April 23, 2025).....	G24-G27

**Appendix H: Air Quality**

Federal Highway Administration Letter of Approval (August 19, 2024) .....	H1-H2
Indiana Department of Transportation Letter (August 15, 2024) .....	H3-H4
Terre Haute Metropolitan Planning Organization (THAMPO) Amendment .....	H5

**Appendix I: Other Information**

Land and Water Conservation Fund Grants: Vigo County.....	I1
INDOT Project Traffic Forecast Report (July 24, 2024).....	I2-I8

**Categorical Exclusion**

**Appendix A**

**INDOT Supporting Documentation**



## Categorical Exclusion Level Thresholds

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

<sup>1</sup> Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

<sup>2</sup> Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

<sup>3</sup> Total permanent impacts to streams (linear feet) and wetlands (acres).

<sup>4</sup> US Army Corps of Engineers Individual 404 Permit

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

<sup>6</sup> 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.

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

<sup>8</sup> 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.

<sup>9</sup> Potential for causing a disproportionately high and adverse impact.

<sup>10</sup> 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.

<sup>11</sup> Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

\* Includes the threatened/endangered species critical habitat

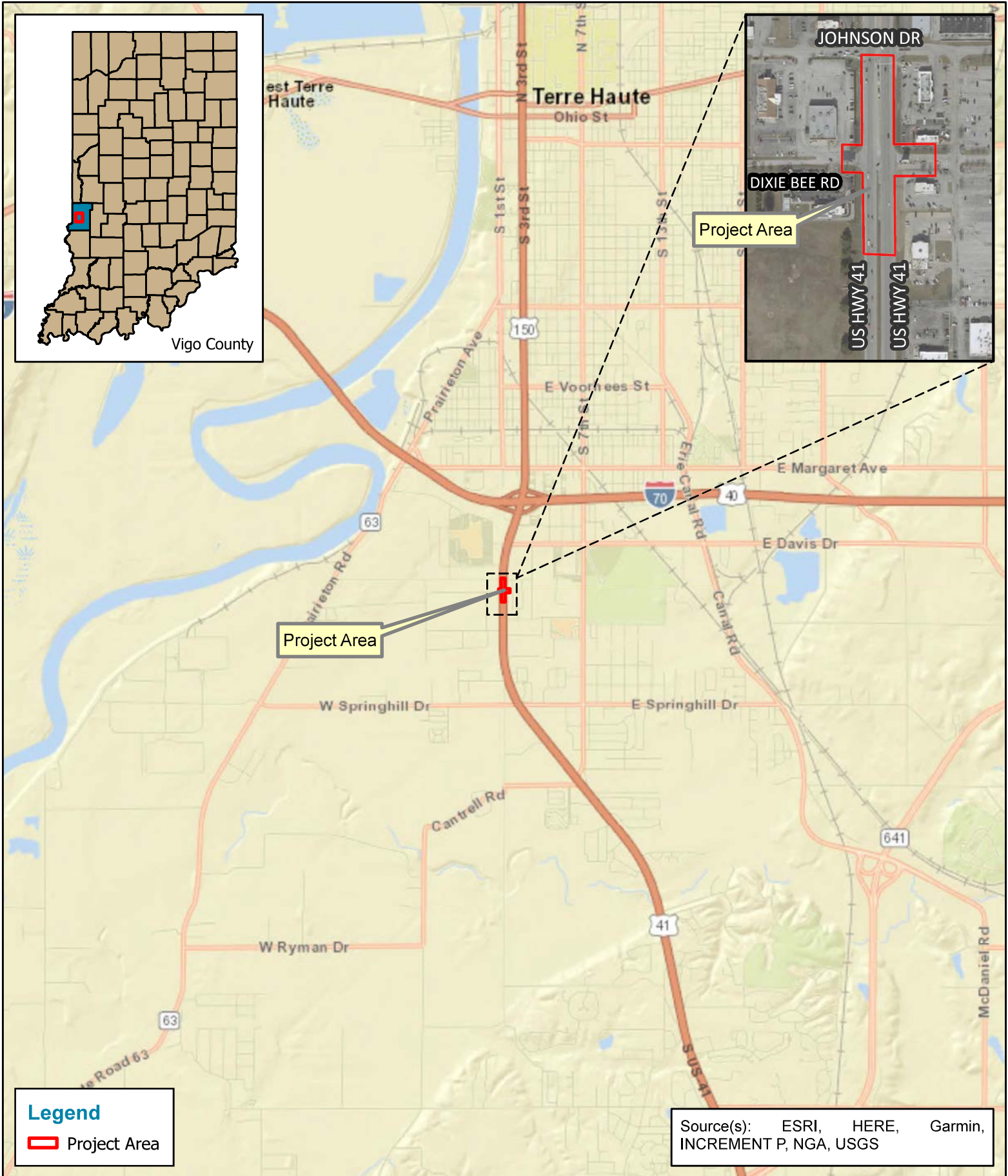
Note: Substantial public or agency controversy may require a higher-level NEPA document.

Due to the requirement for Public Involvement, this project meets the requirements of a CE-1

**Categorical Exclusion**

# **Appendix B**

**Graphics**



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

### General Location Map

Des. No. 2400088

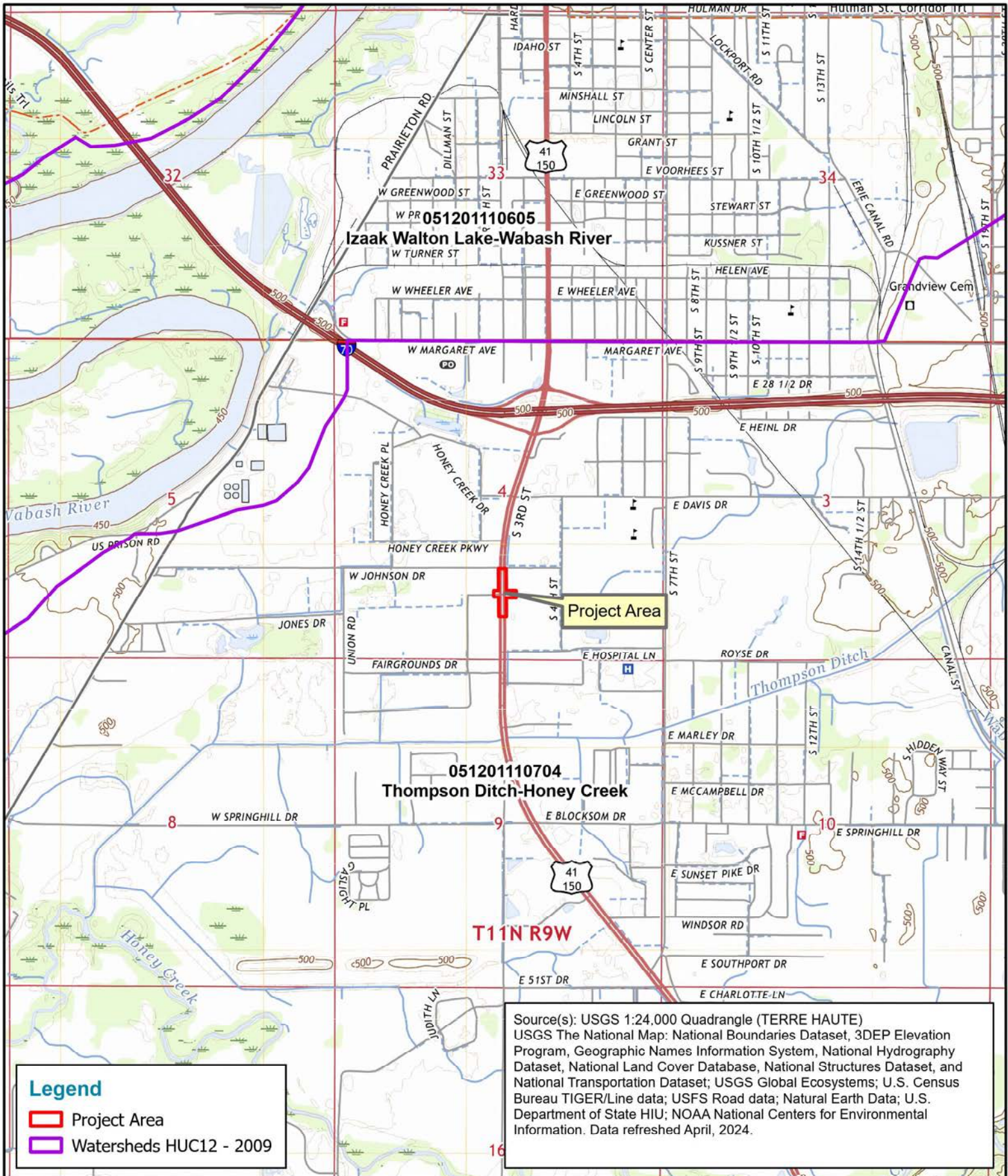
0 0.5 1  
 Miles



County: Vigo  
 Township: Honey Creek  
 State: Indiana

U.S. 41, 0.57 mile south of I-70  
 Access Control Project  
 Created: 4/1/2025, SBeaupre





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

**USGS Quad Map (1:24,000)**  
**Terre Haute Quadrangle**  
 Des. No. 2400088

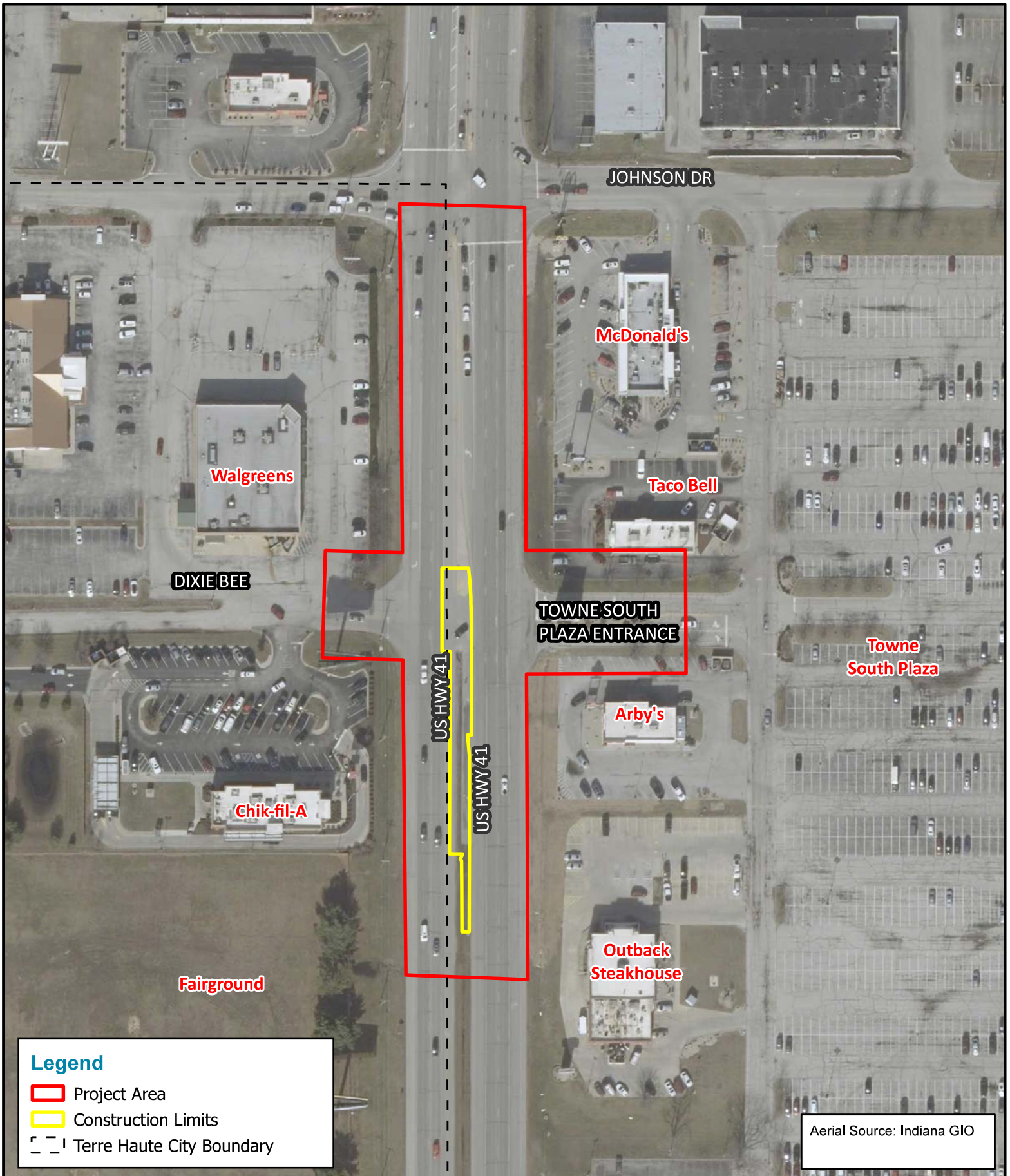
0 1,000 2,000  
 Feet



County: Vigo  
 Township: Honey Creek  
 State: Indiana

U.S. 41, 0.57 mile south of I-70  
 Access Control Project  
 Created: 12/20/2024, kaylee.kloer





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

### Aerial Map (2023)

Des. No. 2400088

0 100 200 Feet





County: Vigo  
Township: Honey Creek  
State: Indiana

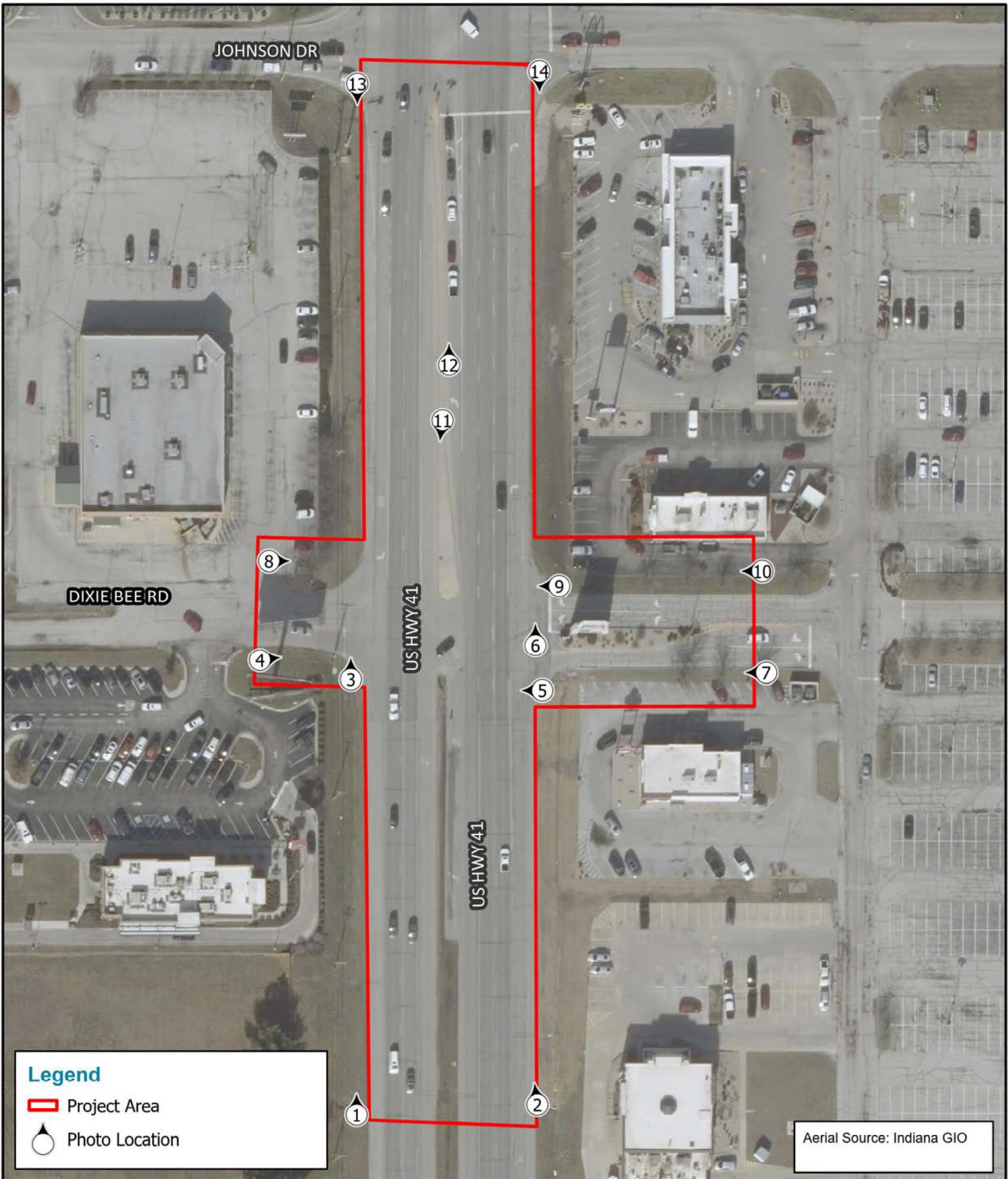
U.S. 41, 0.57 mile south of I-70  
Access Control Project  
Created: 5/30/2025, SBeaupre





 <p>1690 Broadway Street Building 19, Suite 410 Fort Wayne, IN 46802 Phone: (260) 494-1901</p>	<p><b>Future Configuration Map</b> Des. No. 2400088</p> <p>0 60 120 Feet</p> 	<p>County: Vigo Township: Honey Creek State: Indiana</p> <p>U.S. 41, 0.57 mile south of I-70 Access Control Project Created: 6/25/2025, arianna.gill</p>
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### Legend

- Project Area
- Photo Location

Aerial Source: Indiana GIO



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

### Photo Location Map

Des. No. 2400088

0 50 100  
Feet



County: Vigo  
Township: Honey Creek  
State: Indiana

U.S. 41, 0.57 mile south of I-70  
Access Control Project  
Created: 12/20/2024, kaylee.kloer





1. Looking north along the west side of U.S. 41



2. Looking north along the east side of U.S. 41



3. Looking north along the west side of U.S. 41



4. Looking east at the intersection of U.S. 41 and Dixie Bee Road





5. Looking west at the intersection of U.S. 41 and Dixie Bee Road



6. Looking north along the east side of U.S. 41



7. Looking west along Dixie Bee Road



8. Looking east at the intersection of U.S. 41 and Dixie Bee Road





9. Looking west at intersection of Dixie Bee Road and U.S. 41



10. Looking west along the north side of Dixie Bee Road



11. Looking south along the median of U.S. 41



12. Looking north along the median of U.S. 41





13. Looking south along the west side of U.S. 41



14. Looking south along the east side of U.S. 41



**UTILITIES**

**GAS**  
CENTERPOINT ENERGY (SOUTH)  
(FORMERLY VECTREN)  
JON EASTHAM  
(765) 287-2119  
publicproject@centerpointenergy.com  
1800 W. 26TH ST.  
MUNCIE, IN 47302

**ELECTRIC**  
DUKE ENERGY  
DON MCDUFFY  
(317) 776-5320  
dei-cline-coord@duke-energy.com  
100 S MILL CREEK RD  
NOBLESVILLE, IN 46062

**SEWER, WATER**  
IN AMERICAN WATER  
RYAN MOORE  
(317) 885-2404  
inutilitycoordination@amwater.com

**OTHER, STORM**  
VIGO COUNTY GOVERNMENT  
LARRY ROBBINS  
(812) 462-3419  
larry.robbins@vigocounty.in.gov  
121 OAK ST  
TERRE HAUTE, IN 47807

**SEWER**  
TERRE HAUTE, CITY OF

**CABLE TV, FIBEROPTIC**  
CHARTER COMMUNICATIONS MARION  
(FORMERLY BRIGHT-SOURCE)  
DAN BELACZYC  
(231) 941-3819  
dan.belaczyc@charter.com  
1302 TRADE CENTER  
TRAVERSE CITY, MI 49698

**FIBER OPTIC**  
JOINK, LLC  
DANIEL WEGNER  
(812) 234-5100 x125  
daniel.wegner@joink.com  
834 S 10TH ST  
TERRE HAUTE, IN 47807

**CABLE TV**  
TIME WARNER CABLE  
(TERREHAUTE)  
DAN REED  
(812) 231-4901  
danielreed@twcable.com  
1605 WAASHAW AVE  
TERRE HAUTE, IN 47807

**COMMUNICATIONS**  
WINDSTREAM  
LOCATE DESK WINDSTREAM  
(800) 289-1908  
locate.desk@windstream.com  
4905 N. RICHNEY PARKWAY RD  
LITTLE ROCK, AR 72212

**TELEPHONE**  
FRONTIER

**811** 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	
Place general notes here.	

INDEX	
SHEET NO.	DRAWING INDEX
1	TITLE SHEET
2	INDEX
3 - 4	TYPICAL CROSS SECTIONS
5 - 13	MAINTENANCE OF TRAFFIC
14	PLAN AND PROFILES
15	CONSTRUCTION DETAILS AND PAVEMENT MARKINGS
16 - 17	QUANTITY TABLES
18 - 30	CROSS SECTIONS

[illegible]

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

Plot: 6/23/2025 8:51 AM

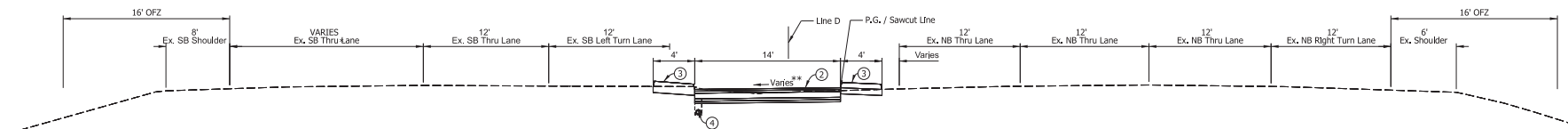
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DESIGNED: <u>RRC</u>	<u>4/17/2025</u>	DRAWN: <u>RRC</u> <u>4/17/2025</u>
CHECKED:	CHECKED:	

INDIANA  
DEPARTMENT OF TRANSPORTATION

## INDEX

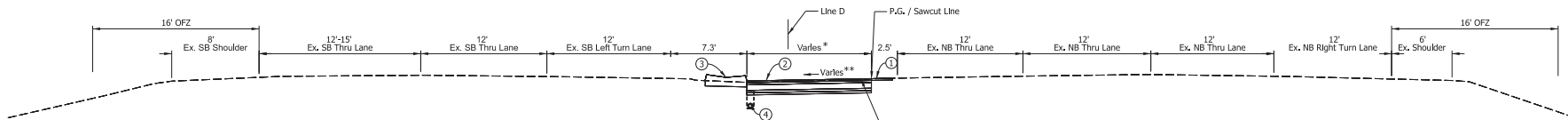
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	DESIGNATION		
	2400068		
	SHEETS		
	2	of	30
CONTRACT	PROJECT		
R-45478	240008800ST1		



**TYPICAL SECTION**

Sta. 508+30 to Sta. 509+15

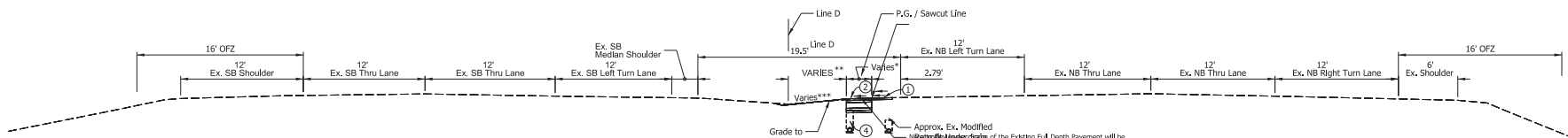
\*\* Varies 1.31% @ 508+30 Line D to 0.58% @ 509+15 Line D



**TYPICAL SECTION**

Sta. 507+18.0 to Sta. 508+30

\* Varies 7.52' @ 507+18.0 Line D to 14' @ 508+30 Line D  
\*\* Varies 2.26% @ 507+18.0 Line D to 1.31% @ 508+30 Line D



**TYPICAL SECTION**

Sta. 506+31.4 to Sta. 507+18.0

\* Varies 0' @ 506+31.40 Line D to 7.52' @ 507+18.0 Line D  
Slope varies from 3% @ 506+31.4 Line D to 2.26% @ 507+18.0 Line D  
\*\* Varies 6.94' @ 506+31.40 Line D to 0.48' @ 507+18.0 Line D  
\*\*\* Varies ~10:1 @ 506+31.40 Line D to ~6:1 @ 507+18.0 Line D

**PAVEMENT LEGEND**

- ① 220 lbs/sys QC/QA-HMA, 4, 58E, Surface, 12.5mm, on Milling, Profile
- ② 220 lbs/sys QC/QA-HMA, 4, 58E, Surface, 12.5mm, on 275 lbs/sys QC/QA-HMA, 4, 58E, Intermediate, 19.0mm, on 715 lbs/sys QC/QA-HMA, 4, 58S, Base, 19.0mm, on 300 lbs/sys QC/QA-HMA, 5, 58E, Intermediate OG, 19.0mm, on 275 lbs/sys QC/QA-HMA, 4, 58S, Base, 19.0mm, on Subgrade Treatment, Type II
- ③ Concrete, Center Curb, Type D, Modified
- ④ Underdrain, Modified, Retrofit

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNER: RBC	4/2/25	DRAWN: RBC
CHECKED:	CHECKED:	

INDIANA  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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1"=5'	
DESIGNATION	
2400088	
SURVEY BOOK	SHEETS
2400088	3 of 30
CONTRACT	PROJECT
R-15478	2400880UST1

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- ① 220 lbs/sys QC/QA-HMA, 4, 58E, Surface, 19.0mm, on Milling, Profile
- ⑤ 220 lbs/sys QC/QA-HMA, 4, 58E, Surface, 19.0mm, on 275 lbs/sys QC/QA-HMA, 4, 58E, Intermediate, 19.0mm, Milling, Profile

PAVEMENT LEGEND

- ② 220 lbs/sys QC/QA-HMA, 4, 58E, Surface, 12.5mm, on 275 lbs/sys QC/QA-HMA, 4, 58E, Intermediate, 19.0mm, on 715 lbs/sys QC/QA-HMA, 4, 58S, Base, 19.0mm, on 300 lbs/sys QC/QA-HMA, 5, 58E, Intermediate OG, 19.0mm, on 275 lbs/sys QC/QA-HMA, 4, 58S, Base, 19.0mm, on Subgrade Treatment, Type II

- ③ Concrete, Center Curb, Type D, Modified
- ④ Underdrain, Modified, Retrofit

TYPICAL SECTION

Sta. 509+15.0 to Sta. 509+98.0

\* See Construction Details for details  
\*\* See Construction Details for details  
\*\*\* See Construction Details for details

\*\*\*\* ② from Sta. 509+15.0 to Sta. 509+25.0

⑤ from Sta. 509+25.0 to Sta. 509+40.0

① from Sta. 509+40.0 to Sta. 509+98.0

RECOMMENDED  
FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNER: BRC 4/2/25

DRAWN: BRC 4/2/25

CHECKED:

CHECKED:

INDIANA  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE

1"=5'

BRIDGE FILE

DESIGNATION

2400088

SURVEY BOOK

2400088

SHEETS

4 of 30

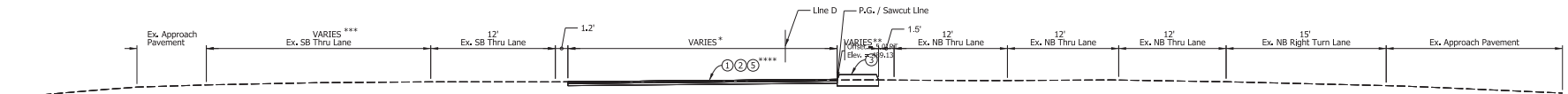
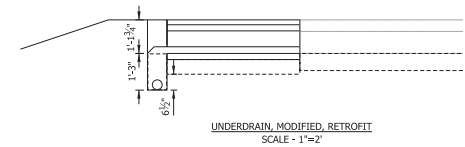
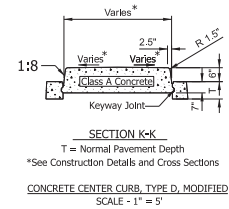
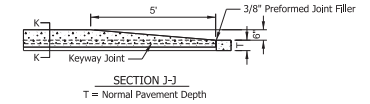
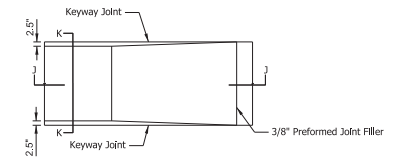
CONTRACT

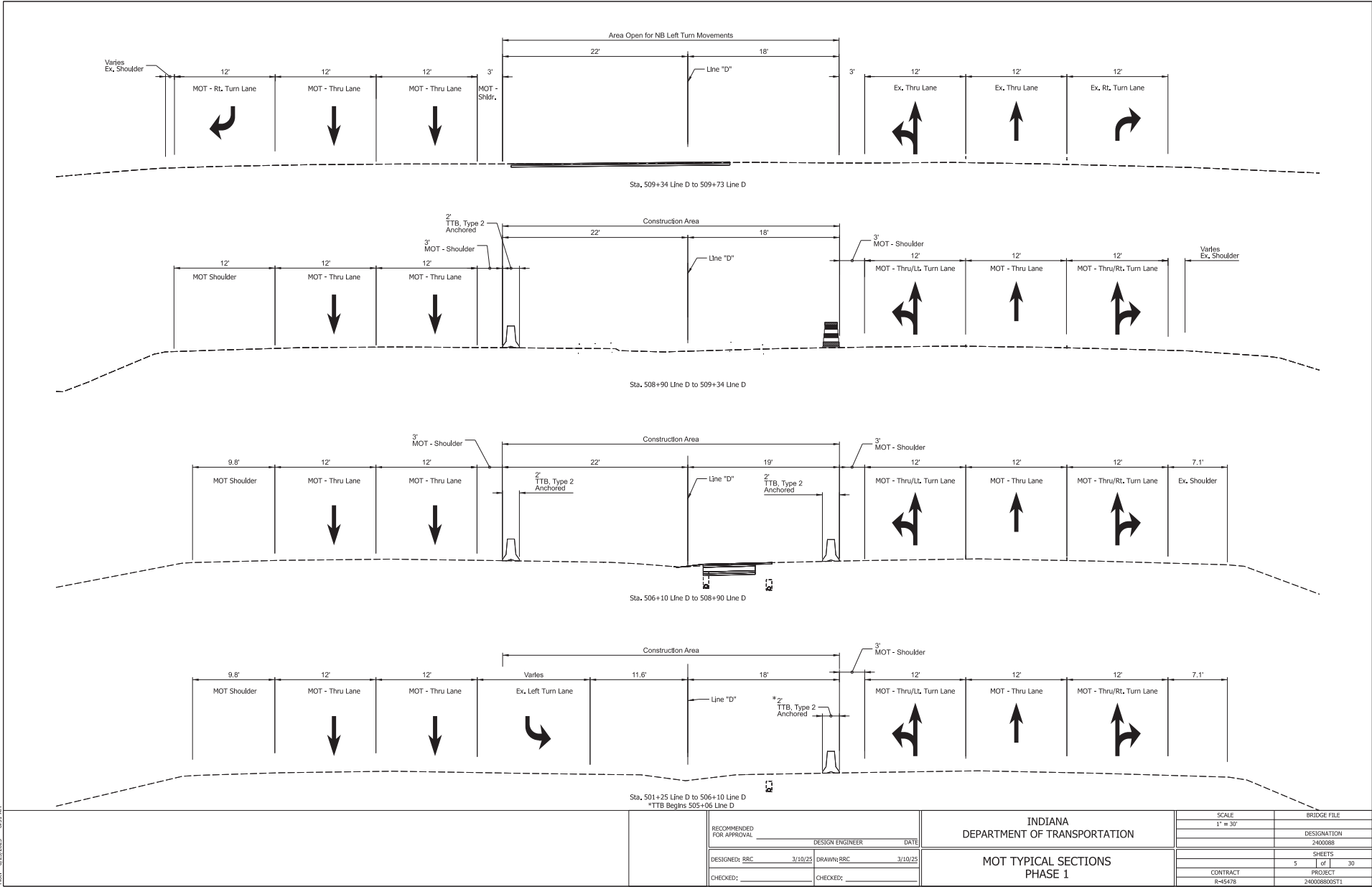
R-15478

PROJECT

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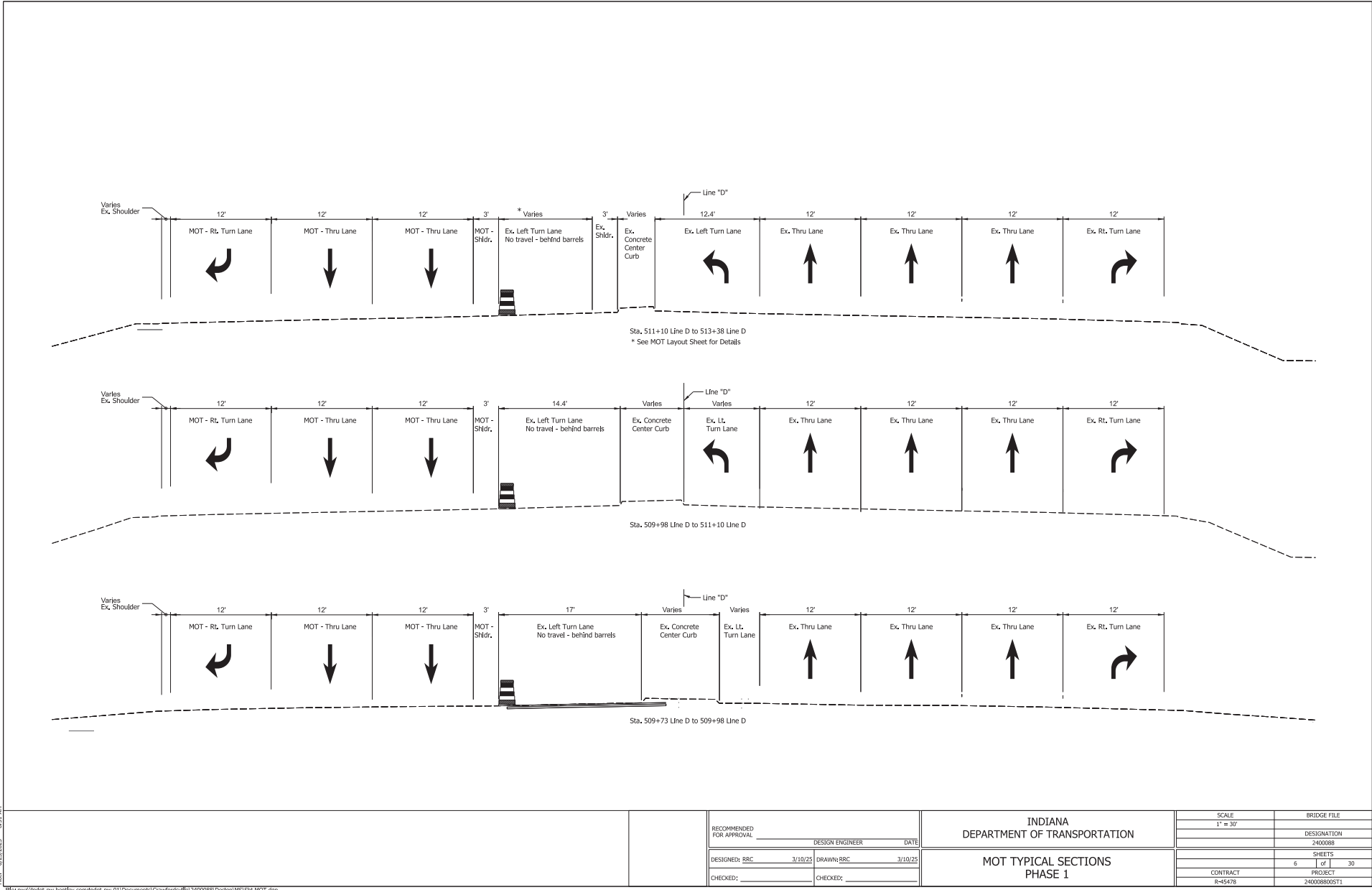
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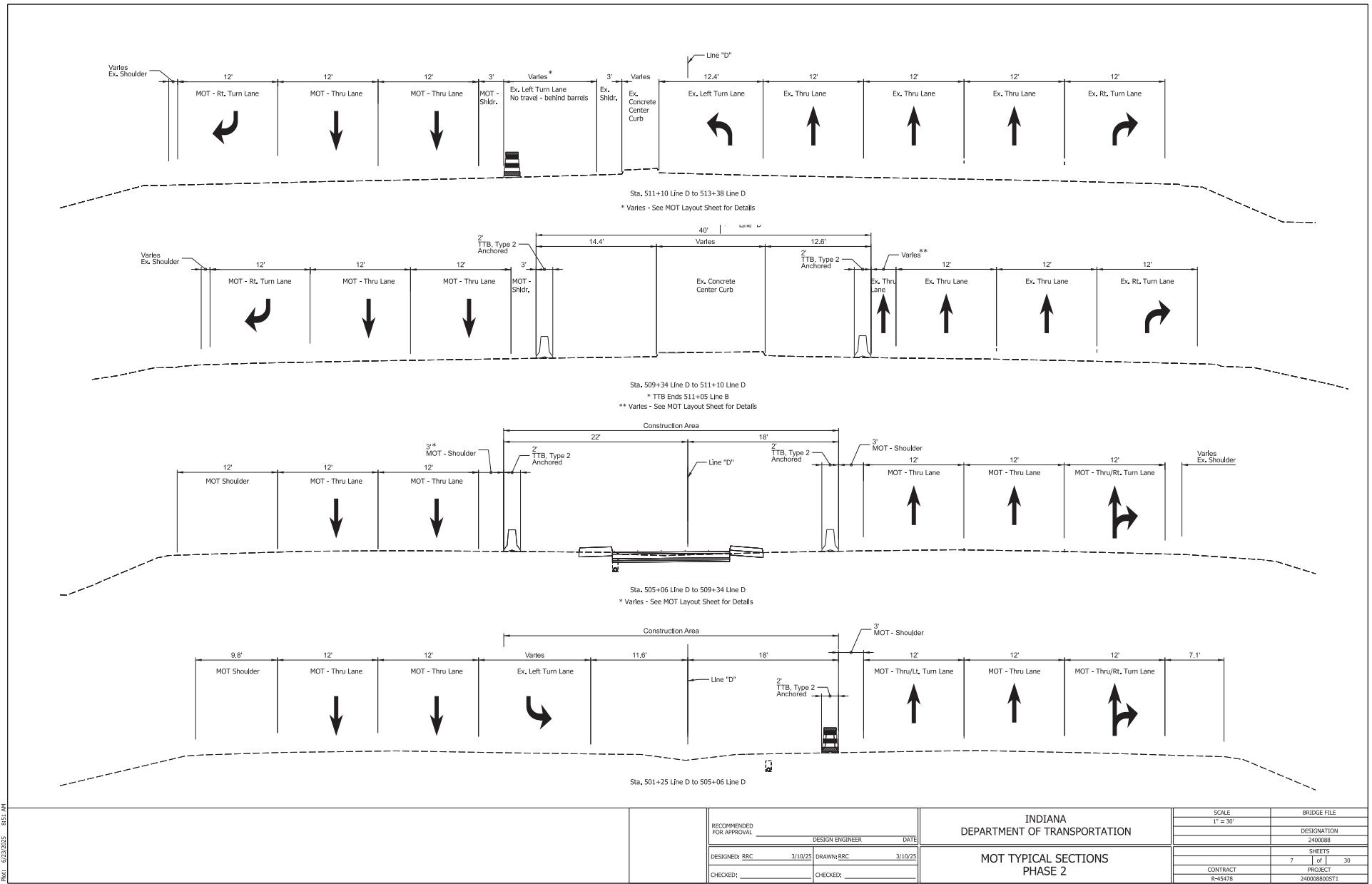


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					R-45478	PROJECT 2400088001

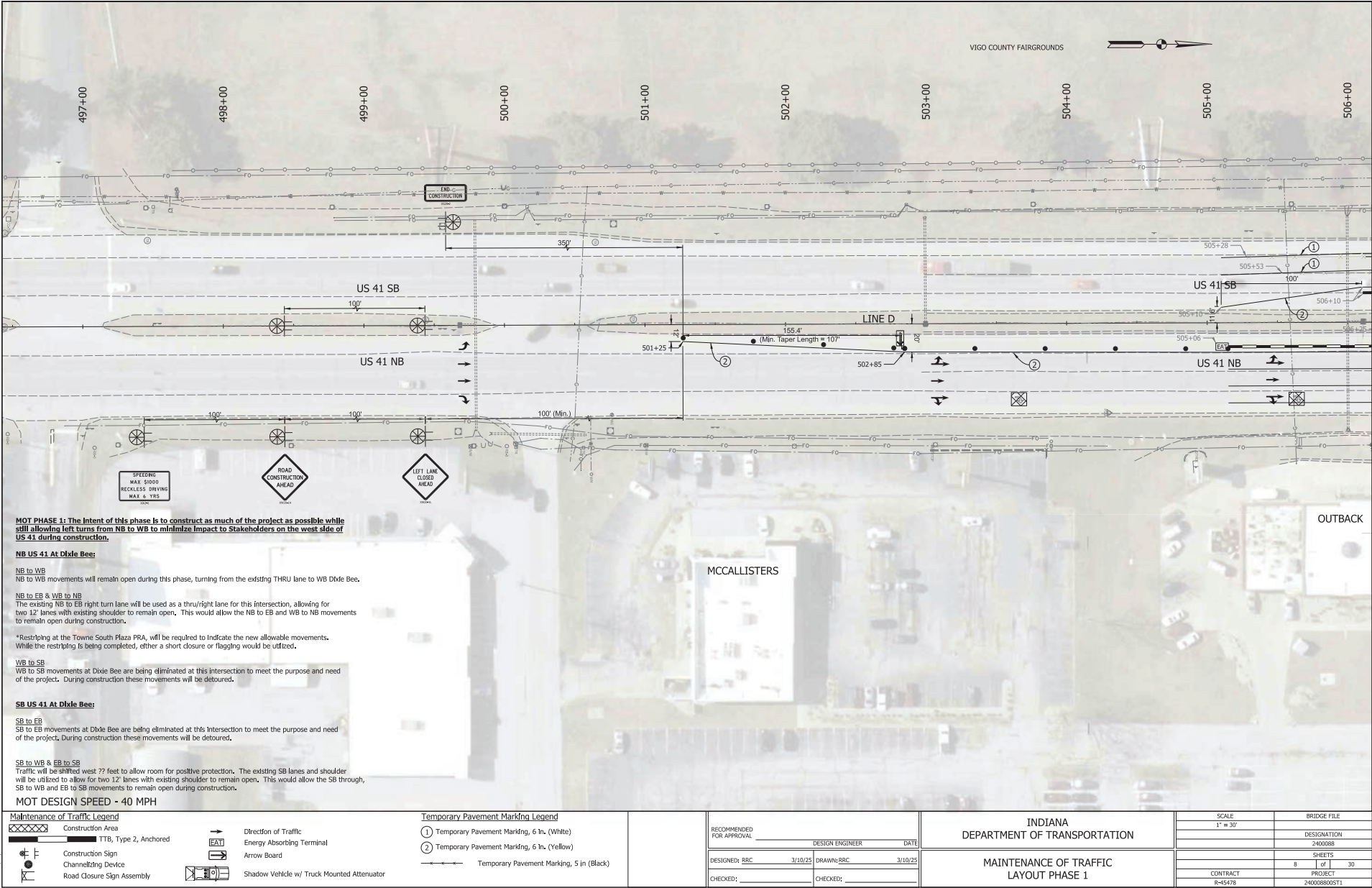


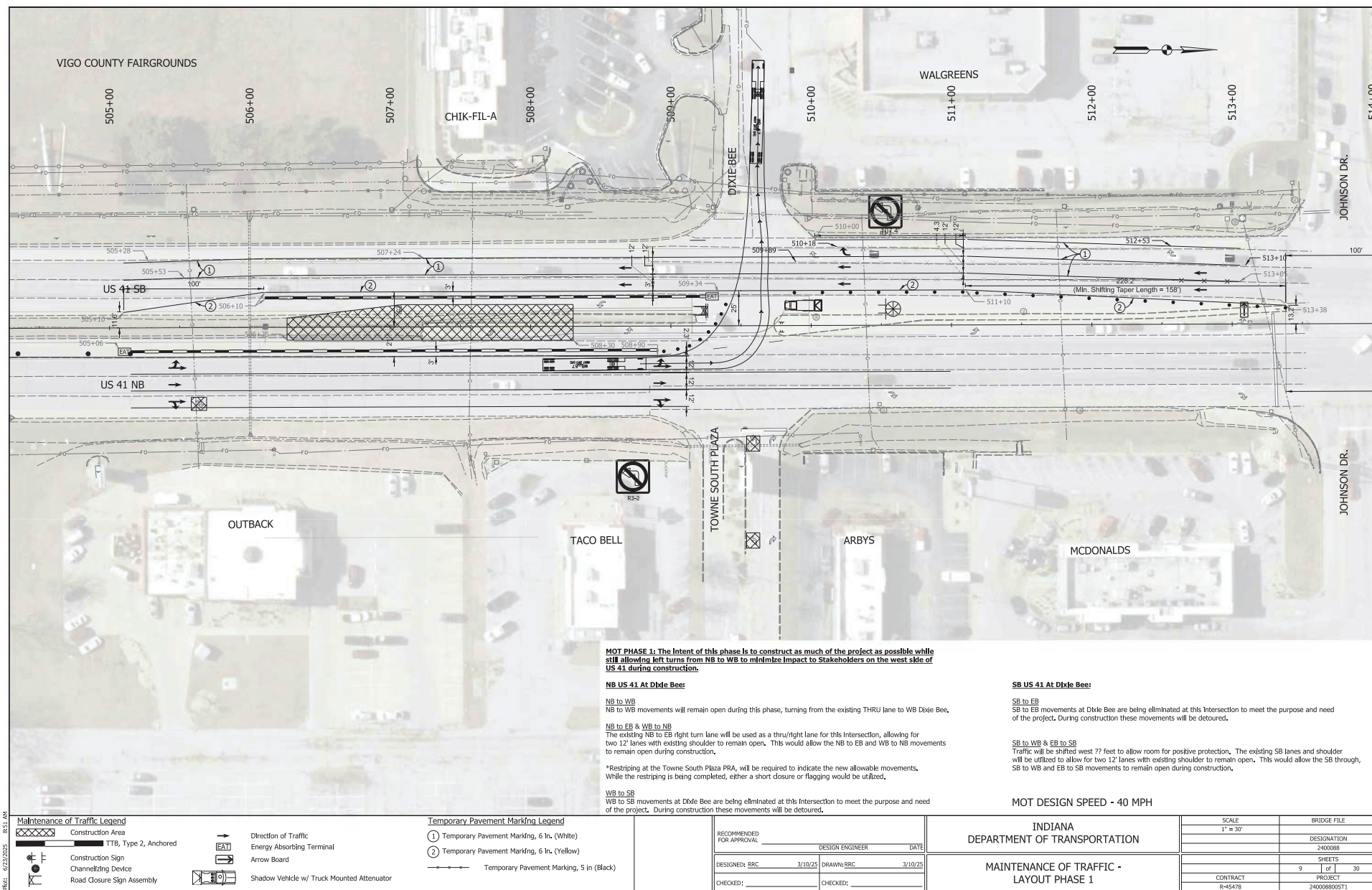


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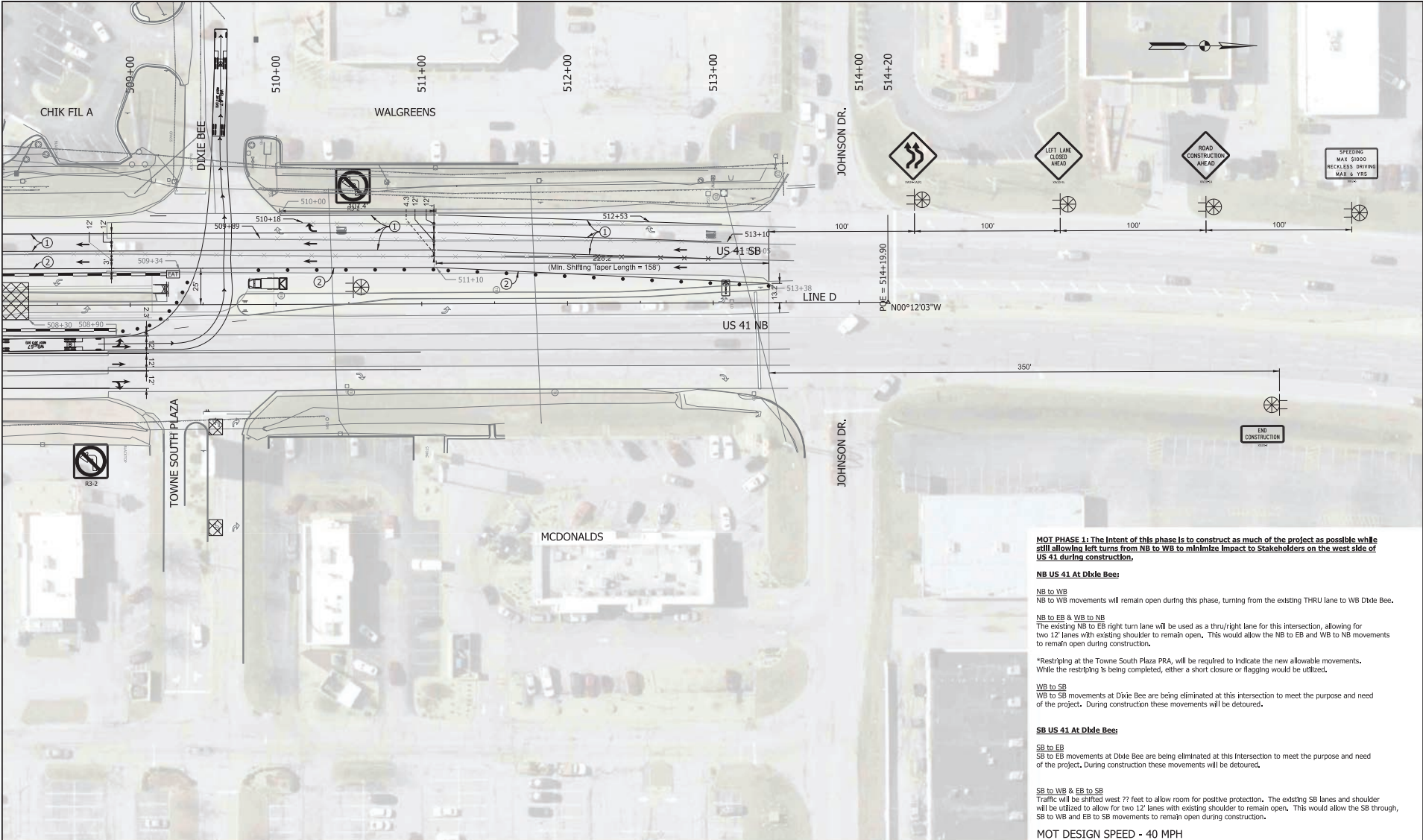


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**MOT PHASE 1: The Intent of this phase is to construct as much of the project as possible while still allowing left turns from NB to WB to minimize impact to Stakeholders on the west side of US 41 during construction.**

**NB US 41 At Dixie Bee:**

NB to WB  
NB to WB movements will remain open during this phase, turning from the existing THRU lane to WB Dixie Bee.

NB to EB & WB to NB  
The existing NB to EB right turn lane will be used as a thru/right lane for this intersection, allowing for two 12' lanes with existing shoulder to remain open. This would allow the NB to EB and WB to NB movements to remain open during construction.

\*Restriping at the Towne South Plaza PRA, will be required to indicate the new allowable movements. While the restriping is being completed, either a short closure or flagging would be utilized.

WB to SB  
WB to SB movements at Dixie Bee are being eliminated at this intersection to meet the purpose and need of the project. During construction these movements will be detoured.

**SB US 41 At Dixie Bee:**

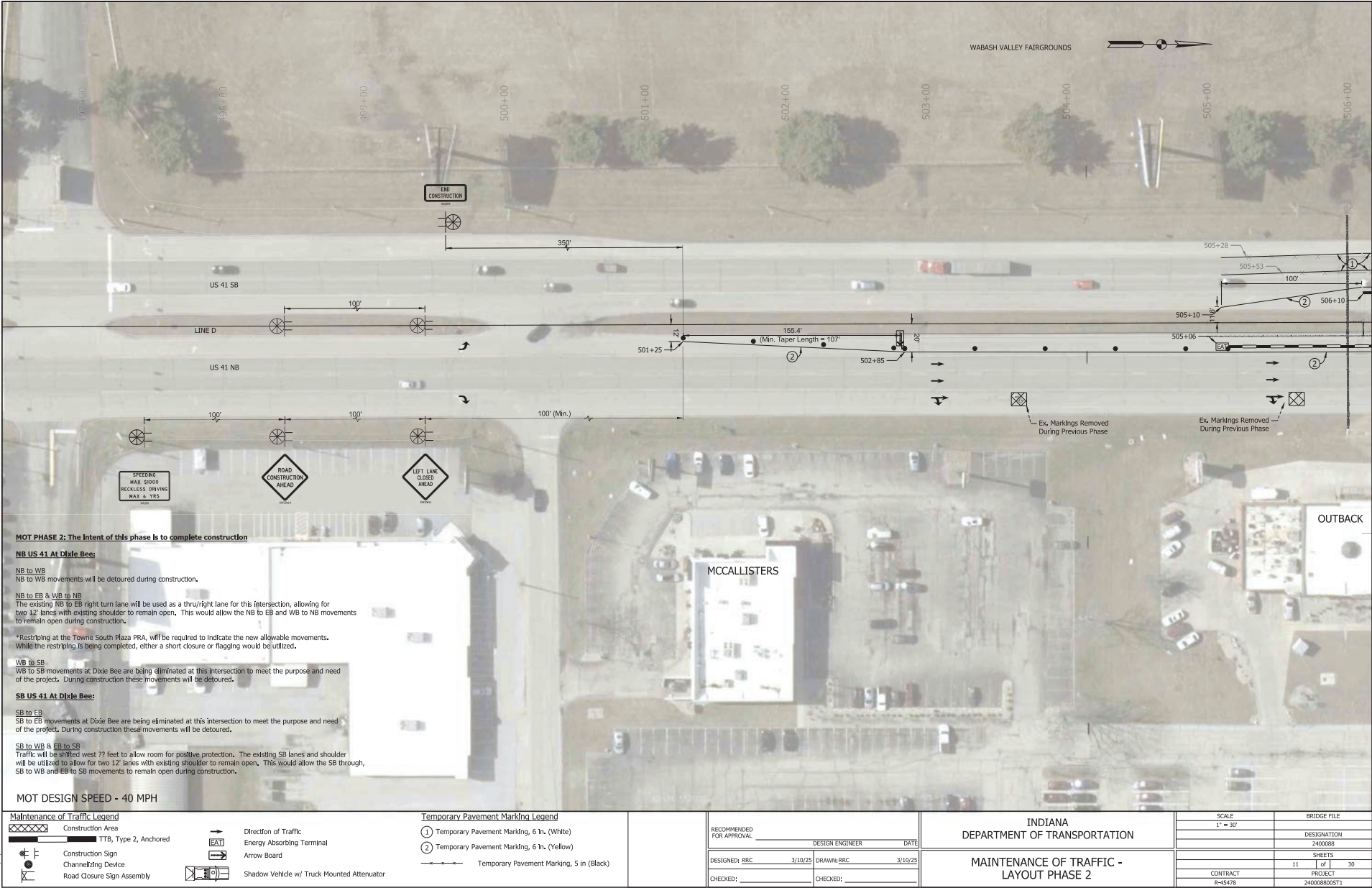
SB to EB  
SB to EB movements at Dixie Bee are being eliminated at this intersection to meet the purpose and need of the project. During construction these movements will be detoured.

SB to WB & EB to SB  
Traffic will be shifted west ?? feet to allow room for positive protection. The existing SB lanes and shoulder will be utilized to allow for two 12' lanes with existing shoulder to remain open. This would allow the SB through, SB to WB and EB to SB movements to remain open during construction.

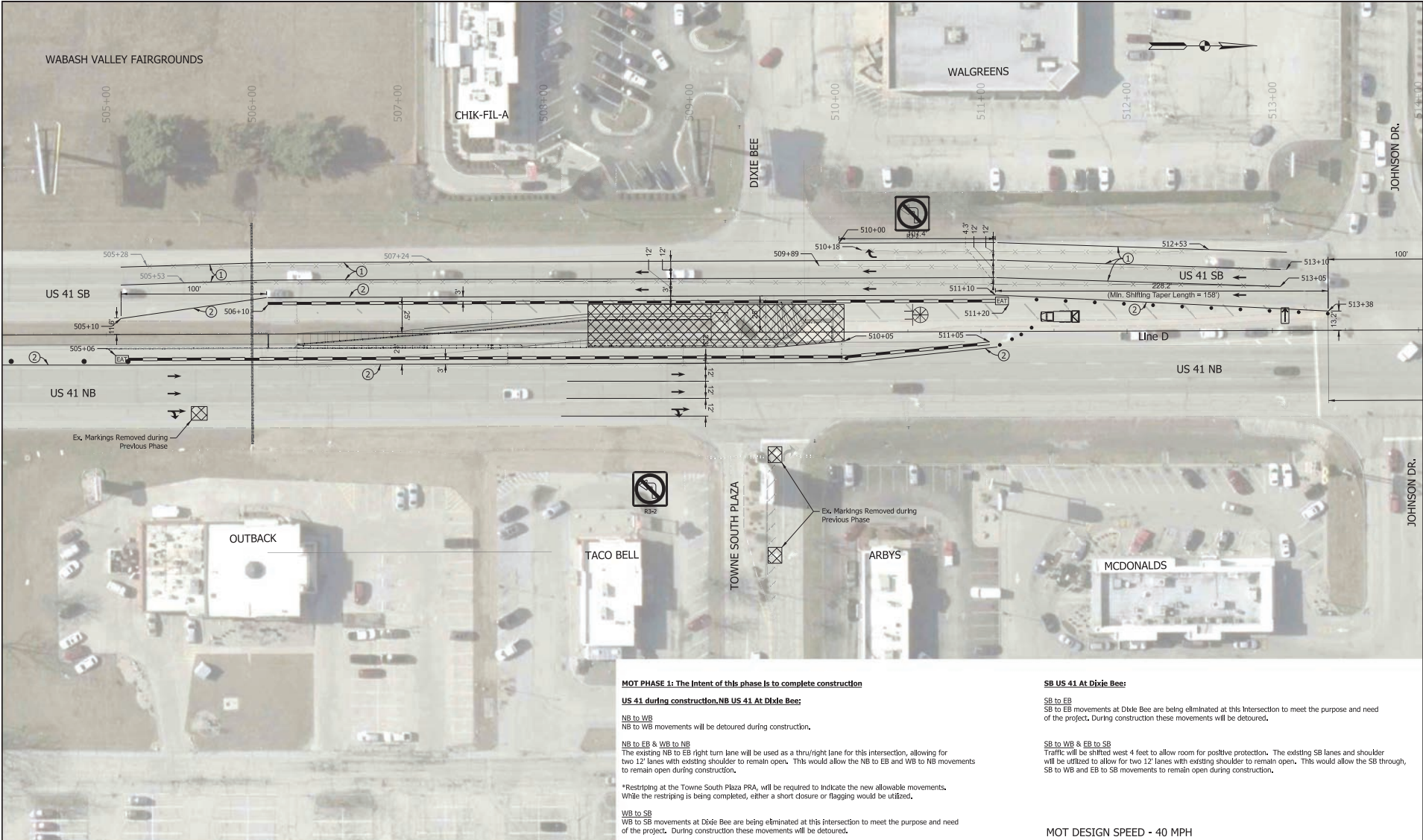
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TTB, Type 2, Anchored		② Temporary Pavement Marking, 6 in. (Yellow)		DESIGNER: RBC		3/10/25				2400088	
Construction Sign		----- Temporary Pavement Marking, 5 in (Black)		DRAWING: RBC		3/10/25				SHEETS	
Channelizing Device				CHECKED:		CHECKED:				10 of 30	
Road Closure Sign Assembly										CONTRACT	
										R-15478	
										PROJECT	
										24000880UST1	

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**MOT PHASE 1: The intent of this phase is to complete construction**

**US 41 during construction, NB US 41 At Dixie Bee:**

NB to WB  
NB to WB movements will be detoured during construction.

**NB to EB & WB to NB**

The existing NB to EB right turn lane will be used as a thru/right lane for this intersection, allowing for two 12' lanes with existing shoulder to remain open. This would allow the NB to EB and WB to NB movements to remain open during construction.

\*Restriping at the Towne South Plaza PRA, will be required to indicate the new allowable movements. While the restriping is being completed, either a short closure or flagging would be utilized.

**WB to SB**

WB to SB movements at Dixie Bee are being eliminated at this intersection to meet the purpose and need of the project. During construction these movements will be detoured.

**SB US 41 At Dixie Bee:**

**SB to EB**

SB to EB movements at Dixie Bee are being eliminated at this intersection to meet the purpose and need of the project. During construction these movements will be detoured.

**SB to WB & EB to SB**

Traffic will be shifted west 4 feet to allow room for positive protection. The existing SB lanes and shoulder will be utilized to allow for two 12' lanes with existing shoulder to remain open. This would allow the SB through, SB to WB and EB to SB movements to remain open during construction.

MOT DESIGN SPEED - 40 MPH

**Maintenance of Traffic Legend**

- Construction Area
- TTB, Type 2, Anchored
- Construction Sign
- Channelizing Device
- Road Closure Sign Assembly
- Direction of Traffic
- Energy Absorbing Terminal
- Arrow Board
- Shadow Vehicle w/ Truck Mounted Attenuator

**Temporary Pavement Marking Legend**

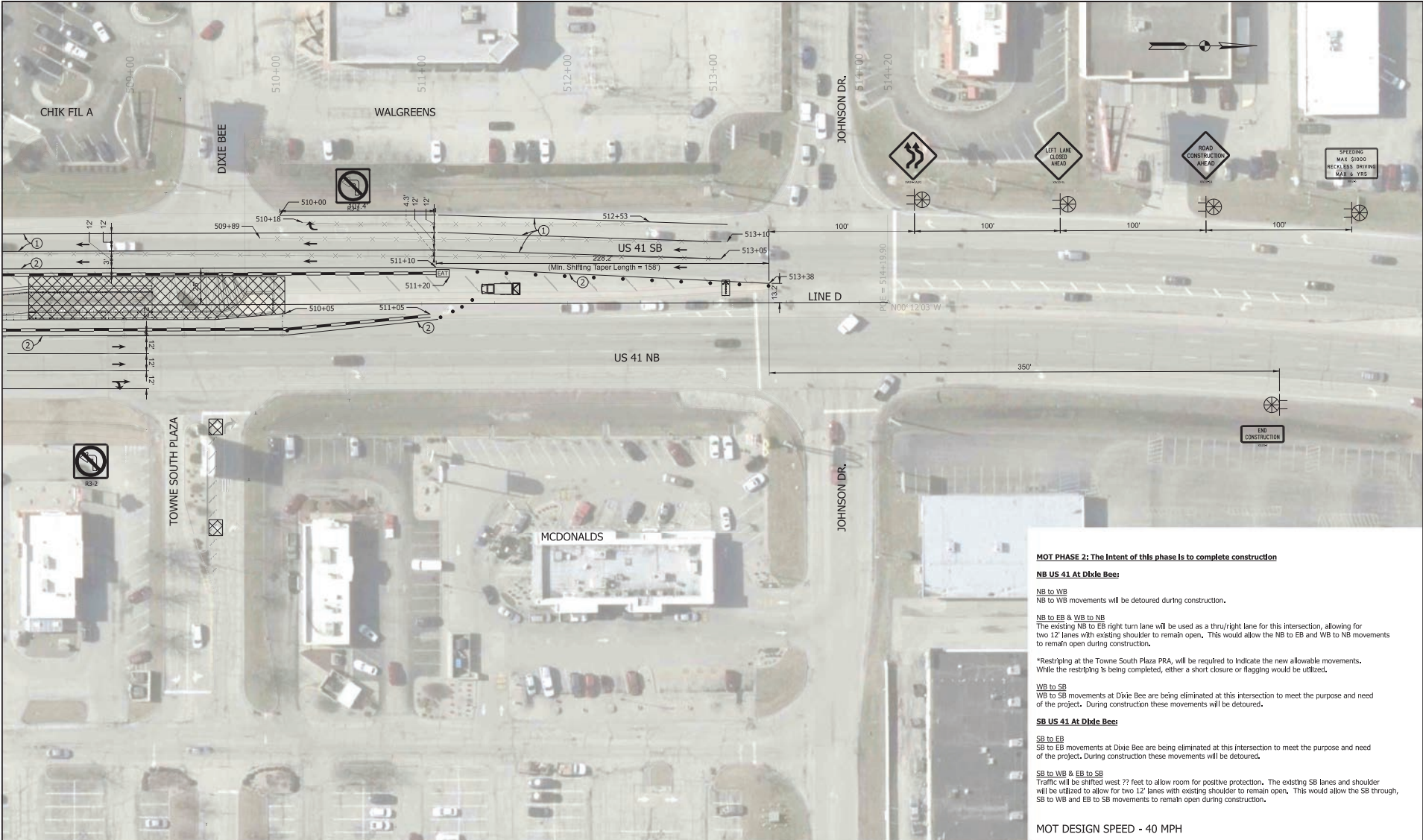
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- Temporary Pavement Marking, 5 in (Black)

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNER: RRC	3/10/25	DRAWN: RRC
CHECKED:	3/10/25	CHECKED:

INDIANA  
DEPARTMENT OF TRANSPORTATION  
  
MAINTENANCE OF TRAFFIC -  
LAYOUT PHASE 2

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	2400088
	SHEETS
	12 of 30
CONTRACT	PROJECT
R-15478	240088U01

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Model: SHI MOT Layout\_PHT\_02



**MOT PHASE 2: The Intent of this phase is to complete construction**

**NB US 41 At Dixie Bee:**

NB to WB  
NB to WB movements will be detoured during construction.

NB to EB & WB to NB  
The existing NB to EB right turn lane will be used as a thru/right lane for this intersection, allowing for two 12' lanes with existing shoulder to remain open. This would allow the NB to EB and WB to NB movements to remain open during construction.

\*Restriping at the Towne South Plaza PRA, will be required to indicate the new allowable movements. While the restriping is being completed, either a short closure or flagging would be utilized.

WB to SB  
WB to SB movements at Dixie Bee are being eliminated at this intersection to meet the purpose and need of the project. During construction these movements will be detoured.

**SB US 41 At Dixie Bee:**

SB to EB  
SB to EB movements at Dixie Bee are being eliminated at this intersection to meet the purpose and need of the project. During construction these movements will be detoured.

SB to WB & EB to SB  
Traffic will be shifted west ?? feet to allow room for positive protection. The existing SB lanes and shoulder will be utilized to allow for two 12' lanes with existing shoulder to remain open. This would allow the SB through, SB to WB and EB to SB movements to remain open during construction.

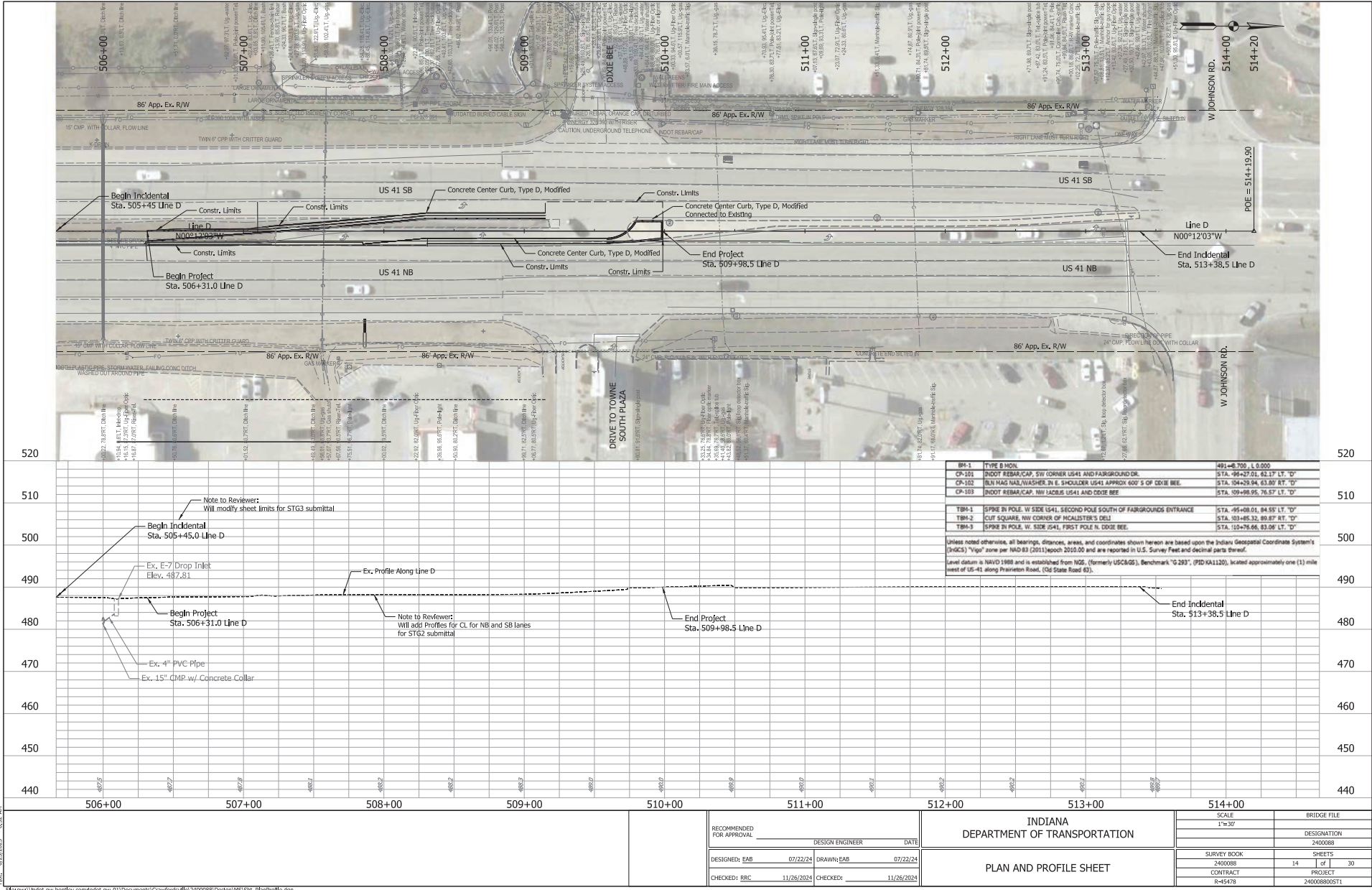
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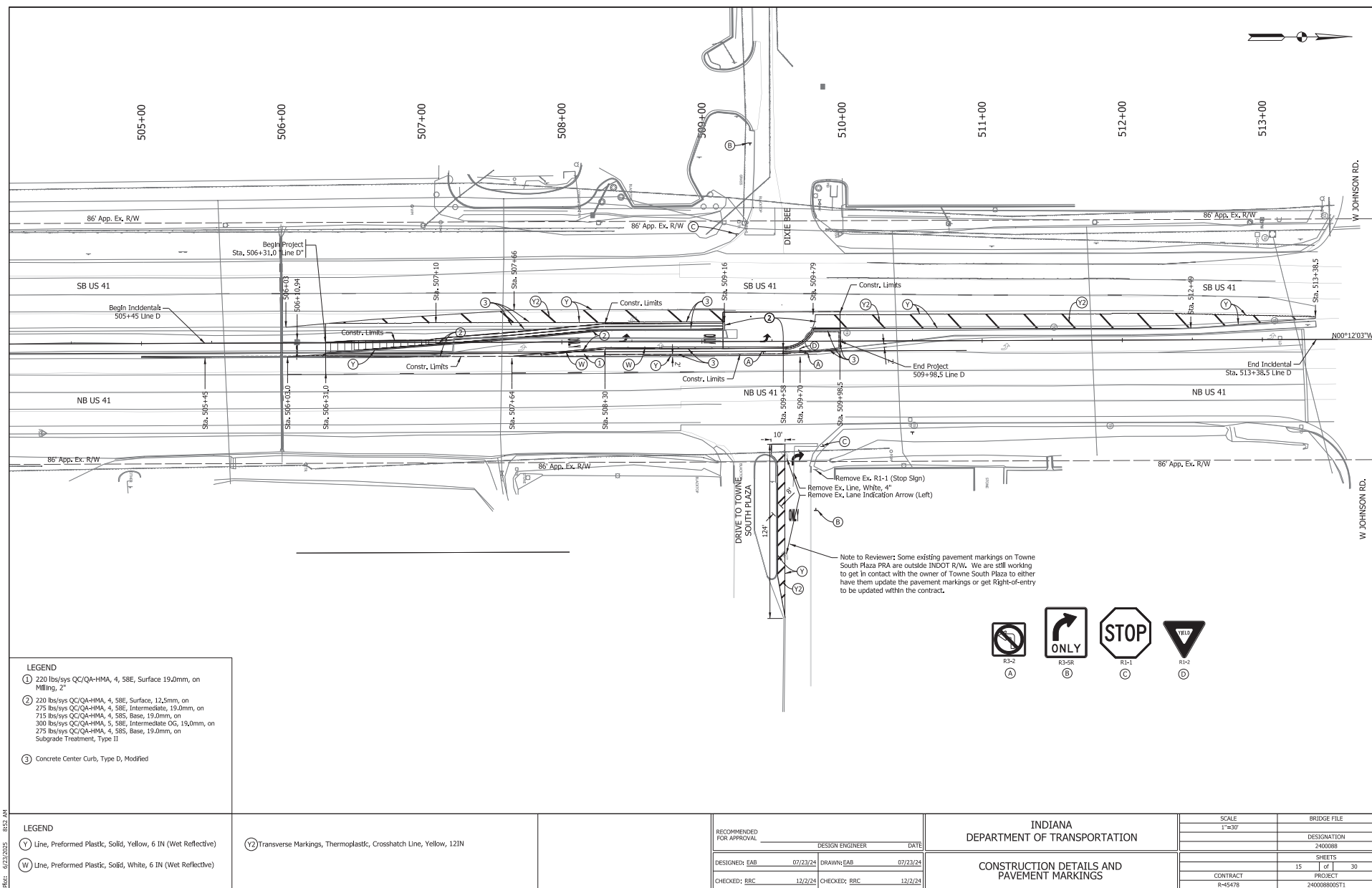
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MAINTENANCE OF TRAFFIC - LAYOUT PHASE 2		DESIGNATION 2400088	SHEETS 13 of 30
		CONTRACT R-15478	PROJECT 240088U011

<b>Maintenance of Traffic Legend</b>		<b>Temporary Pavement Marking Legend</b>	
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	TTB, Type 2, Anchored		② Temporary Pavement Marking, 6 in. (Yellow)
	Construction Sign		--- Temporary Pavement Marking, 5 in (Black)
	Channelizing Device		
	Road Closure Sign Assembly		
	Direction of Traffic		
	Energy Absorbing Terminal		
	Arrow Board		
	Shadow Vehicle w/ Truck Mounted Attenuator		

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**Categorical Exclusion**

**Appendix C**

**Early Coordination**



# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

**Eric Holcomb, Governor**  
**Michael Smith, Commissioner**

Date: December 23, 2024

Re: Early Coordination Letter  
Des. No. 2400088  
Access Control Project, State Project  
U.S. 41, 0.57 Mile South of I-70 Interchange, at Dixie Bee Drive  
Vigo County, Indiana

Sample Early Coordination Letter

To whom it may concern:

The Indiana Department of Transportation (INDOT) Crawfordsville District, with funding from the Federal Highway Administration (FHWA), intends to proceed with the following roadway project along United States Highway (U.S.) 41 in Vigo County, Indiana (Des. No. 2400088).

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. 41, from 0.49 mile south of I-70 to 0.64 mile south of I-70 in Vigo County, Indiana. Specifically, the project is located in Section 4, Township 11 North, Range 9 West in Honey Creek Township as depicted on the Terre Haute Quadrangle of the U.S. Geological Survey (USGS) 1:24,000 scale map. Adjacent land use is urban and primarily consists of recreational facilities and commercial facilities.

U.S. 41 is a north/south route, which is functionally classified as an urban principal arterial roadway. The typical cross section of U.S. 41 consists of five through lanes, three northbound and two southbound. The northbound lanes consist of three through lanes, a right-turn lane, and a left-turn lane. The southbound lanes consist of two through lanes and a left-turn lane. Currently the intersection allows all turning movements from and to U.S. 41 and crossing movements between Dixie Bee Drive and the Towne South Plaza entrance. The travel lanes are 12 feet wide and separated by an approximately 6.7-foot mowed grass median. Outside shoulders are paved and vary from approximately 6 to 12 feet in width. Inside shoulders are paved and vary from absent to 5 feet in width. The posted speed limit along U.S. 41 throughout the project area is 40 miles per hour.

Dixie Bee Road is an east/west route, which is functionally classified as a local road. The typical cross section of Dixie Bee Road west of U.S. 41 consists of two lanes, one in each direction.

The Towne South Plaza entrance is located east of U.S. 41 at the intersection. The typical section consists of four lanes, two eastbound and two westbound. The eastbound lanes consist of one right-turn lane and one through/left-turn lane. The westbound lanes consist of one right-turn lane and one left-turn lane.

### *Purpose and Need*

The need for the project stems from an increase in crash frequency 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. Additionally, the need for the project stems from the increased traffic due to traffic queuing from Johnson Avenue. Increased traffic also stems from the development of the surrounding land and in support of nearby commercial developments such as the shopping area of Towne South Plaza and the proximity to the County Fairgrounds. The purpose of the project is to improve traffic flow through the intersection and reduce crash frequency at the intersection.

### *Proposed Project*

The proposed project will install a concrete center curb to be connected to the existing median curb, eliminating the left turn out movement for Dixie Bee Drive. It will also eliminate the crossing movements between Dixie Bee Drive and the Towne South Plaza entrance along U.S. 41. The northbound left turn lane will be extended to a length of approximately 250 ft, with a short taper to avoid the existing median drain. An approximately 14-ft wide lane will be paved for the left turn movement into Dixie Bee Drive. Additionally, the project will install a minor structural hot mix asphalt (HMA) overlay along the mainline and shoulder of U.S. 41. Some drainage structure work may occur and will be determined as the project design progresses. Pavement markings will be updated as a part of the project.

The MOT plan has not been fully developed; however, it is anticipated phased construction will be utilized that incorporates restriping, lane closures, and/or the use of flaggers. Access to all properties will be maintained during construction; however, there are turning movements between U.S. 41 and Dixie Bee Drive that will be restricted during construction and ultimately made permanent to address the need and purpose for the project. Where these restrictions occur, traffic will be detoured. The MOT will be implemented per the *Manual of Uniform Traffic Control Devices (MUTCD)*. Construction is anticipated to begin in spring of 2026.

The project is not anticipated to require additional permanent or temporary ROW. Tree clearing is not anticipated for this project.

### *Environmental Resources*

A Limited Red Flag Investigation (LRFI) was performed within a 0.5-mile radius around the project area. Some “Red Flag” resources of concern were identified, including hazardous material concerns; however, not all will impact the proposed project. These resources will be monitored throughout project development.

### *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. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence as appropriate.

### *Range-wide Informal Programmatic Consultation*

Vigo 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.

### *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](mailto:SBeaupre@lochgroup.com). Additionally, should you want to contact the sponsor of this project, INDOT Crawfordville District, please contact Jessica Massing at (765) 978-1345 or at [JMassing@indot.in.gov](mailto:JMassing@indot.in.gov). Thank you in advance for your input.

Sincerely,

Samantha Beaupre  
Environmental Specialist  
Lochmueller Group, Inc.

### Attachments:

- General Location Map
  - USGS Topographic Map (1:24,000)
  - Aerial Map (2023)
  - Red Flag Investigation Maps
  - Photo Location Map and Project Photographs
- Removed to avoid duplication; see Appendices B & E

### Distribution List

- Federal Highway Administration, Indiana Division
- U.S. Department of Housing and Urban Development, Chicago Regional Office
- National Park Service, Midwest Regional Office
- Indiana Dept. of Natural Resources, Division of Fish and Wildlife
- INDOT Crawfordsville District Office, Environmental Section Manager
- INDOT Crawfordsville District Office, Project Manager
- INDOT Environmental Services Division
- Indiana Department of Environmental Management, Institutional Controls Department
- Indiana Geological and Water Survey
- Terre Haute Area Metropolitan Planning Organization (THAMPO)
- MS4 Coordinator
- Vigo County Highway Department
- Vigo County Board of Commissioners
- Vigo County Council
- Vigo County Surveyor's Office
- Vigo County Board of Health
- Vigo County Sheriff's Office
- Vigo County School Corporation
- Vigo County Engineer

- Vigo County Emergency Management
- Vigo County Fairgrounds
- Honey Creek Township Trustee
- City of Terre Haute Mayor
- City of Terre Haute City Council
- City of Terre Haute Fire Department
- City of Terre Haute Police Department
- City of Terre Haute Street Department

Additional letters were sent to the Vigo County Floodplain Administrator on February 26, 2025 and the Honey Creek Fire Department on March 14, 2025.



**THIS IS NOT A PERMIT**

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

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**DNR#:** ER-27082

**Request Received:** December 23, 2024

**Requestor:**

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

**Project:**

US 41 concrete center curb installation and minor structural HMA overlay; Crawfordsville District, Des #2400088

**County/Site Info:** Vigo 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:**

Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

**Natural Heritage Database:**

The Natural Heritage Program's data have been checked. The State special concern Common Nighthawk (*Chordeiles minor*) has been documented within .5 mile of the project area. The Division of Fish and Wildlife does not anticipate any significant impacts to the Common Nighthawk due to this project.

**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:

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses (excluding all varieties of tall fescue) and legumes 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.
2. Minimize and contain within the project limits all brush clearing.
3. 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.



4. If erosion control blankets are used, they shall be heavy-duty, biodegradable, and net free or 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](mailto: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:** January 17, 2025



## Organization and Project Information

Organization Name: Lochmueller Group

Last Name: Beaupre

Email: sbeaupre@lochgroup.com

Address Line 2: Suite 150

State: IN

Destination Id: 2400088

First Name: Samantha

Phone: (317) 334-6828

Address Line 1: 3502 Woodview Trace

City: Indianapolis

Zip: 46268

Project Title: US 41 Intersection Improvement Project

Project Description: The proposed project will install a concrete center curb to be connected to the existing median curb, eliminating the left turn out movement for Dixie Bee Drive. It will also eliminate the crossing movements between Dixie Bee Drive and the Towne South Plaza entrance along U.S. 41. The northbound left turn lane will be extended to a length of approximately 250 ft, with a short taper to avoid the ex

## Environmental Assessment Report

### Geological Hazards:

1. Floodway
2. Moderate liquefaction potential

### Mineral Resources:

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

### Active or abandoned mineral resources extraction sites:

1. Petroleum Exploration Wells

### 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.

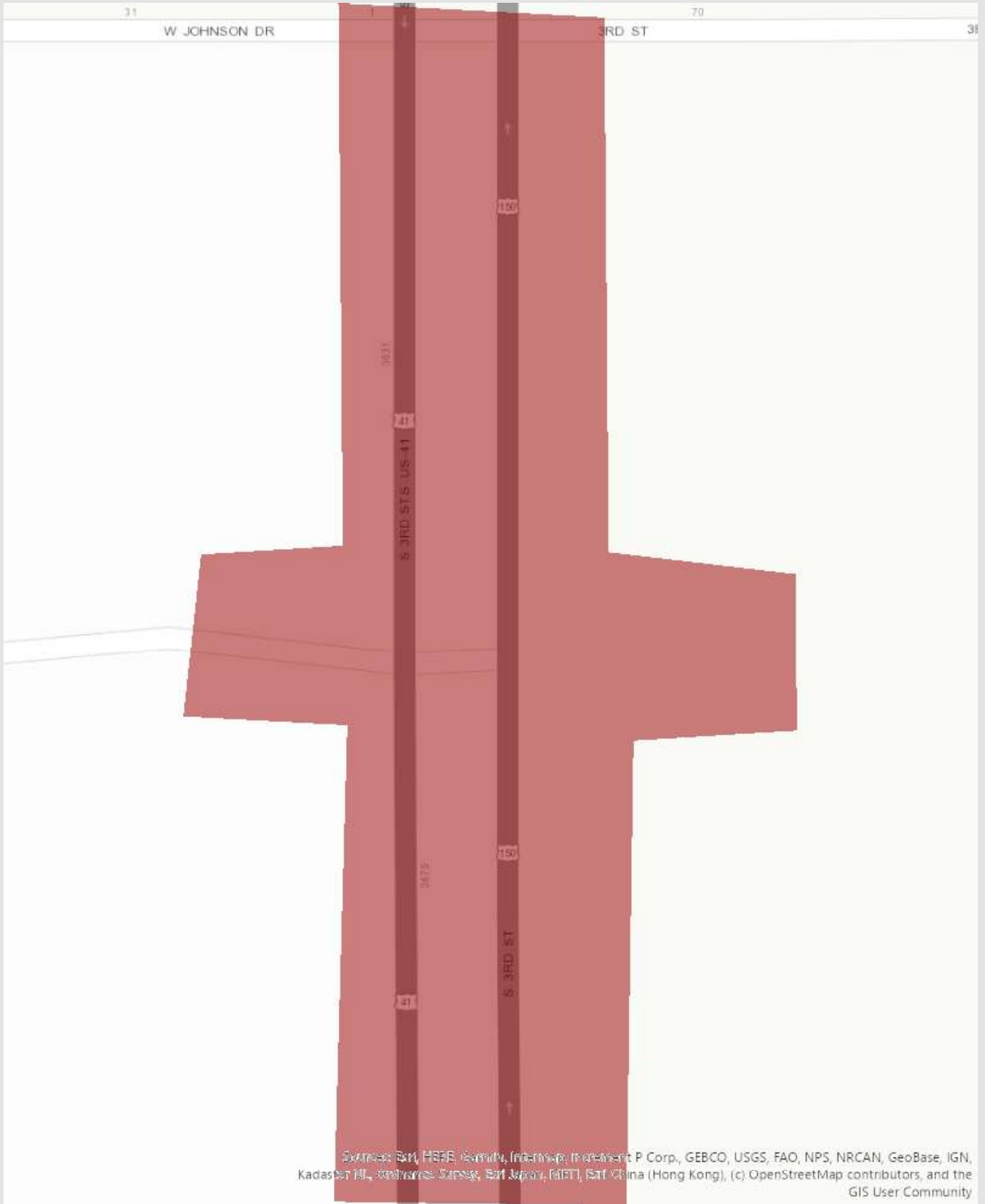
This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: (812) 855-7428







**From:** [Haulter, Crystal](#)  
**To:** [Samantha Beaupre](#)  
**Cc:** [Chad Costa](#)  
**Subject:** FW: US 41 Intersection Improvement Project (Des. No. 2400088) Early Coordination Letter  
**Date:** Thursday, December 26, 2024 7:56:17 AM  
**Attachments:** [image539091.png](#)  
[image869891.png](#)  
[image057537.png](#)  
[image623482.png](#)  
[image960057.png](#)  
[image481510.png](#)  
[image457693.png](#)  
[image971566.png](#)  
[image570883.png](#)  
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[image008.png](#)  
[image009.png](#)  
[image010.png](#)  
[US41IntersectionProject \(Des2400088\) EarlyCoordinationLetter.pdf](#)

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EXTERNAL

Good morning Samantha,

Thank you for your Early Coordination Letter regarding Des. No. 2400088 Access Control Project, U.S. 41, 0.57 Mile South of I-70 Interchange, at Dixie Bee Drive, Vigo County, Indiana.

No institutional controls were identified in the immediate vicinity of the project area; therefore, further coordination is not anticipated.

Please contact me directly if you have any questions regarding this matter.

Thank you,  
Crystal Haulter



Crystal Haulter  
(She/Her/Hers)  
Technical Environmental Specialist  
Institutional Controls Group, Remediation Services Branch

(317) 234-1957 • [chaulter@idem.IN.gov](mailto:chaulter@idem.IN.gov)

     | [www.idem.IN.gov](http://www.idem.IN.gov)

Scan the QR code to leave your feedback.

We appreciate your input!



**From:** Samantha Beaupre <SBeaupre@lochgroup.com>

**Sent:** Monday, December 23, 2024 3:26 PM

**To:** IDEM Institutional Controls <InstitutionalControls@idem.IN.gov>

**Cc:** Chad Costa <ccosta@lochgroup.com>

**Subject:** US 41 Intersection Improvement Project (Des. No. 2400088) Early Coordination Letter

**EXTERNAL EMAIL:** This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Good Afternoon,

Please see the attached early coordination letter for a proposed intersection improvement along US 41 in Terre Haute, Indiana (Des. No. 2400088). The following site was identified in the limited Red Flag Investigation:

**Brownfields:** One (1) Brownfield site is located within the 0.5 mile search radius. Chik-fil-A 4120803, 3675 South US 41, AI ID #105241, is incorrectly mapped as adjacent to the north end of the project area. The site is actually located adjacent to the project area in the southwest quadrant of the intersection. A Phase I Environmental Site Assessment (ESA) dated April 27, 2012, determined that multiple Recognized Environmental Conditions (RECs) related to historic land uses were present and recommended additional investigation. According to the Limited Site Assessment Report dated June 1, 2012, the soil and groundwater samples showed detections of VOCs or SVOCs below residential exposure. Soil samples did contain levels of RCRA metals detected at concentrations below Residential Closure Guide (RCG) residential screening levels. Groundwater samples did show concentrations of barium, arsenic, cadmium, chromium, lead and selenium that were above their respective RCG Res Tap Groundwater Screening Levels (GWSLs). A Comfort Letter was issued to all parties on October 10, 2012. If excavation occurs in the area, it is possible that contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary.

Please contact me with any comments or concerns.

Thank you!




 **Web:** <http://lochgroup.com>




**Samantha Beaupre**

Environmental Specialist II

**Lochmueller Group**

 3502 Woodview Trace, Suite 150, Indianapolis, IN 46268

 **Email:** [SBeaupre@lochgroup.com](mailto:SBeaupre@lochgroup.com)



## 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:

05/30/2025 23:16:52 UTC

Project Code: 2025-0058120

Project Name: Des. No. 2400088, United States Highway (U.S.) 41, Access Control Project,  
Vigo 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:

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/or 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 Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

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 feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. 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. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act 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.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/>



[s7process/index.html](https://www.fws.gov/s7process/index.html). This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both

migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to 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.**

Attachment(s):

- Official Species List
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

## 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: 2025-0058120

Project Name: Des. No. 2400088, United States Highway (U.S.) 41, Access Control Project, Vigo County

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The INDOT Crawfordsville District is proposing a roadway project along U.S. 41 in Honey Creek Township, Vigo County, Indiana. The project is located along U.S. 41 from 0.49 mile south of I-70 to 0.64 mile south of I-70, within Section 4, Township 11 North, Range 9 West. The length of the project is 0.15 mi. The project will install a concrete center curb to be connected to the existing median curb, eliminating the left turn out movement for Dixie Bee Dr. It will also eliminate the crossing movements between Dixie Bee Dr. and the Towne South Plaza entrance along U.S. 41. The northbound left turn lane will be extended to a length of approximately 250 ft. An approximately 14-ft wide lane will be paved for the left turn movement into Dixie Bee Dr. The project will install a minor structural HMA overlay along the mainline and shoulder of U.S. 41. The project will not require permanent or temporary ROW. Suitable summer bat habitat is not present within or adjacent to the project area. Other species included in the species list include the Gray Bat (*Myotis grisescens*), which will receive a "No Effect" finding due to no suitable bat habitat. Tree clearing is not anticipated. No new permanent lighting will be installed. Use of temporary lighting may be necessary. Construction is anticipated to begin in spring of 2026. A review of the USFWS database on November 22, 2024, by INDOT Crawfordsville District did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.42259025,-87.4160307592835,14z>



Counties: Vigo County, Indiana



## ENDANGERED SPECIES ACT SPECIES

There is a total of 5 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 Fisheries<sup>1</sup>, 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
Gray Bat <i>Myotis grisescens</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/6329">https://ecos.fws.gov/ecp/species/6329</a>	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Endangered
Tricolored Bat <i>Perimyotis subflavus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/10515">https://ecos.fws.gov/ecp/species/10515</a>	Proposed 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: <a href="https://ecos.fws.gov/ecp/species/758">https://ecos.fws.gov/ecp/species/758</a>	Experimental Population, Non- Essential

## INSECTS

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

## BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act <sup>2</sup> and the Migratory Bird Treaty Act (MBTA) <sup>1</sup>. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

1. The [Bald and Golden Eagle Protection Act](#) of 1940.
2. The [Migratory Birds Treaty Act](#) of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

### Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

### Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	Breeds Sep 1 to Jul 31

## PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project

activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

### Breeding Season (■)

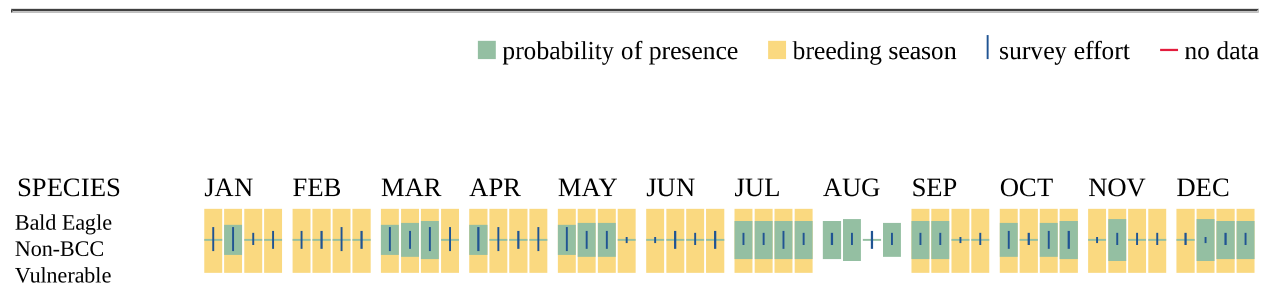
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

### Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

### No Data (—)

A week is marked as having no data if there were no survey events for that week.



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

## MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) <sup>1</sup> prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service). The incidental take of migratory



birds is the injury or death of birds that results from, but is not the purpose, of an activity. The Service interprets the MBTA to prohibit incidental take.

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
<b>Bald Eagle <i>Haliaeetus leucocephalus</i></b> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <a href="https://ecos.fws.gov/ecp/species/1626">https://ecos.fws.gov/ecp/species/1626</a>	Breeds Sep 1 to Jul 31
<b>Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9399">https://ecos.fws.gov/ecp/species/9399</a>	Breeds May 15 to Oct 10
<b>Bobolink <i>Dolichonyx oryzivorus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9454">https://ecos.fws.gov/ecp/species/9454</a>	Breeds May 20 to Jul 31
<b>Chimney Swift <i>Chaetura pelagica</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9406">https://ecos.fws.gov/ecp/species/9406</a>	Breeds Mar 15 to Aug 25
<b>Field Sparrow <i>Spizella pusilla</i></b> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/9446">https://ecos.fws.gov/ecp/species/9446</a>	Breeds Mar 1 to Aug 15
<b>Grasshopper Sparrow <i>Ammodramus savannarum perpallidus</i></b> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/8329">https://ecos.fws.gov/ecp/species/8329</a>	Breeds Jun 1 to Aug 20
<b>Kentucky Warbler <i>Geothlypis formosa</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9443">https://ecos.fws.gov/ecp/species/9443</a>	Breeds Apr 20 to Aug 20

NAME	BREEDING SEASON
<b>Least Tern <i>Sternula antillarum antillarum</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/11919">https://ecos.fws.gov/ecp/species/11919</a>	Breeds Apr 25 to Sep 5
<b>Lesser Yellowlegs <i>Tringa flavipes</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9679">https://ecos.fws.gov/ecp/species/9679</a>	Breeds elsewhere
<b>Prairie Warbler <i>Setophaga discolor</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9513">https://ecos.fws.gov/ecp/species/9513</a>	Breeds May 1 to Jul 31
<b>Prothonotary Warbler <i>Protonotaria citrea</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9439">https://ecos.fws.gov/ecp/species/9439</a>	Breeds Apr 1 to Jul 31
<b>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9398">https://ecos.fws.gov/ecp/species/9398</a>	Breeds May 10 to Sep 10
<b>Rusty Blackbird <i>Euphagus carolinus</i></b> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/9478">https://ecos.fws.gov/ecp/species/9478</a>	Breeds elsewhere
<b>Semipalmated Sandpiper <i>Calidris pusilla</i></b> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/9603">https://ecos.fws.gov/ecp/species/9603</a>	Breeds elsewhere
<b>Wood Thrush <i>Hylocichla mustelina</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9431">https://ecos.fws.gov/ecp/species/9431</a>	Breeds May 10 to Aug 31

## PROBABILITY OF PRESENCE SUMMARY

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

### Breeding Season (■)

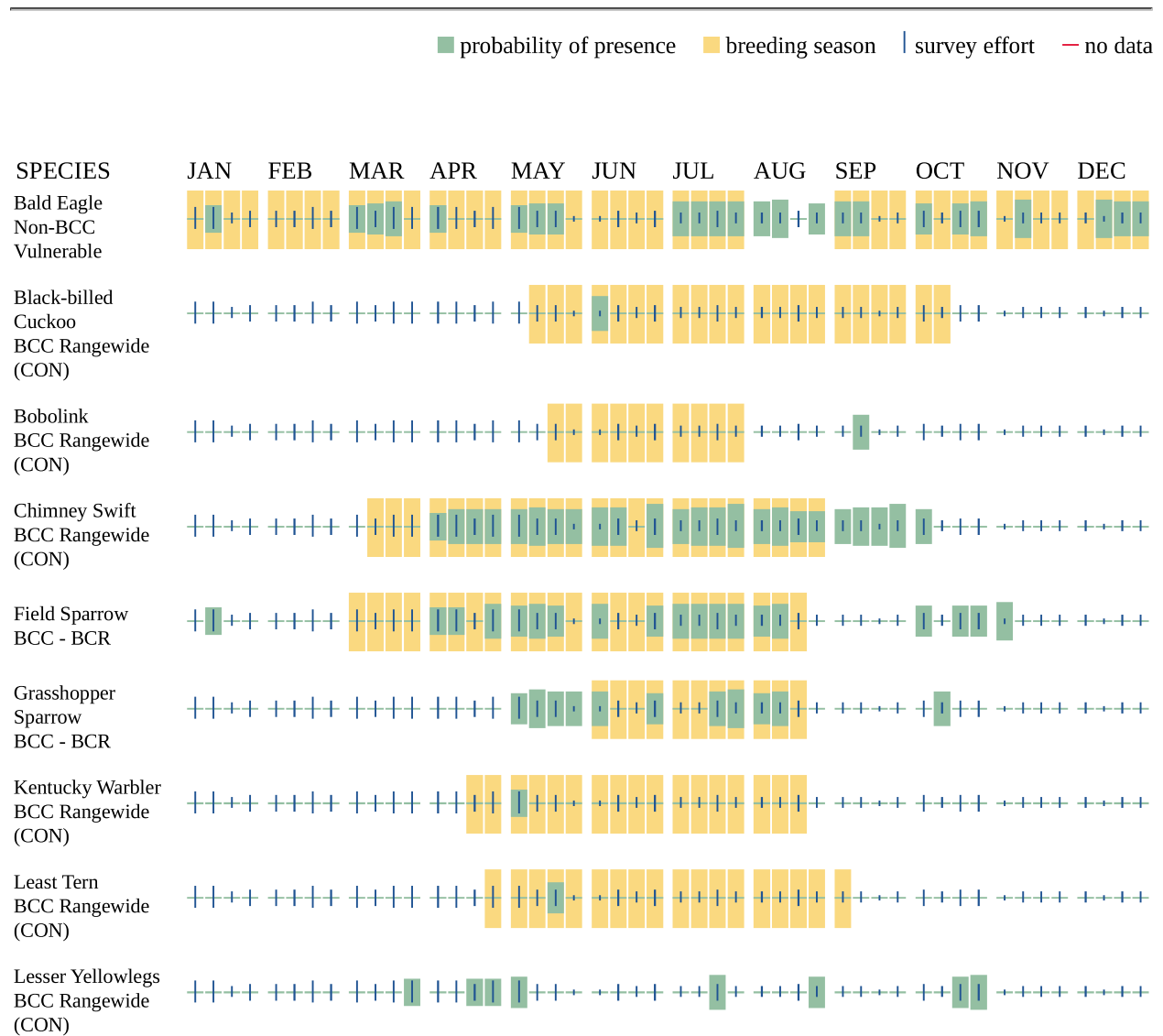
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

### Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

### No Data (—)

A week is marked as having no data if there were no survey events for that week.





Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

## WETLANDS

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.



## **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

Federal Highway Administration (FHWA), Federal Railroad  
Administration (FRA), and Federal Transit Administration (FTA)

Programmatic Biological Opinion/Conference Opinion for  
Transportation Projects in the Range of the Indiana Bat, Northern  
Long-Eared Bat, and Tricolored Bat

**Appendix B: Project Submittal Form**

Updated December 2024

The use of the Assisted Determination Key in the U.S. Fish and Wildlife Service (Service) Information for Planning and Conservation (IPaC) System is strongly recommended for submitting project-level information to the Service for use of the range-wide programmatic consultation covering actions that may affect the Indiana bat, northern long-eared bat (NLEB), or tricolored bat (TCB). However, if not using the assisted determination key, transportation agencies must provide this submittal form (or a comparable Service approved form) with project-level information to the Service. The completed form should be submitted to the appropriate Service Field Office prior to project commencement. For more information, see the Standard Operating Procedure for Site Specific Project(s) Submission in the User's Guide (Section 3).

By submitting this form, the transportation agency ensures that each component of the proposed project(s) adheres to the criteria and conditions of the 2024 range-wide programmatic biological opinion (PBO). Upon submittal of this form, the appropriate Service Field Office may review the project-specific information provided and request additional information. For projects that may affect but are not likely to adversely affect (NLAA) the Indiana bat, NLEB, or TCB, if the applying transportation agency is not contacted by the Service with any questions or concerns within 14 calendar days of form submittal, it may proceed under the range-wide programmatic consultation and assume concurrence of the NLAA determination made by the Service in the PBO. For projects that may affect and are likely to adversely affect (LAA) the Indiana bat, NLEB, or TCB, the appropriate Service Field Office will respond<sup>1</sup> within 30 calendar days of receiving a complete project-level submission, which includes, but may not be limited to this completed form.

1. Date: 2/20/25

2. Lead agency: FHWA

*This refers to the **Federal** governmental lead action agency initiating consultation; select **FHWA, FRA, FTA, or FHWA/FRA Program Assignment State or Categorical Exclusion Assignment State** as appropriate.*

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<sup>1</sup> Service Field Offices should use the LAA verification letter template for projects that may affect, and are likely to adversely affect the Indiana bat, NLEB, or TCB.

3. Requesting agency: Lochmueller Group

*This refers to the transportation agency completing the form (it may or may not be the same as the Lead Agency).*

- Name: Kaylee Kloer
- Title: Environmental Specialist
- Phone: 260-750-8050
- Email: kaylee.kloer@lochgroup.com



4. Project code:<sup>2</sup> 2025-0058120

5. Project name(s): Des. No. 2400088, U.S. 41, Roadway Project, Vigo County

6. Project description:

*Please attach additional documentation or explanatory text if necessary.*

The INDOT Crawfordsville District is proposing a roadway project along U.S. 41 in Honey Creek Township, Vigo County, Indiana. The project is located along U.S. 41 from 0.49 mile south of I-70 to 0.64 mile south of I-70, within Section 4, Township 11 North, Range 9 West. The length of the project is 0.15 mi. The project will install a concrete center curb to be connected to the existing median curb, eliminating the left turn out movement for Dixie Bee Dr. It will also eliminate the crossing movements between Dixie Bee Dr. and the Towne South Plaza entrance along U.S. 41. The northbound left turn lane will be extended to a length of approximately 250 ft. An approximately 14-ft wide lane will be paved for the left turn movement into Dixie Bee Dr. The project will install a minor structural HMA overlay along the mainline and shoulder of U.S. 41. The project will not require permanent or temporary ROW. Suitable summer bat habitat is not present within or adjacent to the project area. Other species included in the species list include the Gray Bat (*Myotis grisescens*), which will receive a "No Effect" finding due to no suitable bat habitat. Tree clearing is not anticipated. No new permanent lighting will be installed. Use of temporary lighting may be necessary. Construction is anticipated to begin in spring of 2026. A review of the USFWS database on November 22, 2024, by INDOT Crawfordsville District did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

7. Project location (county, state): Vigo County, Indiana

*If not delineated in IPaC, attach shape files.*

8. For species **other than** Indiana bat, NLEB, and TCB (from IPaC official species list):

- ☒ No effect – project(s) are inside the species range, but no suitable habitat (see additional information attached).
- ☐ May affect – see additional information provided for those species (see attached or forthcoming).

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<sup>2</sup> Available through IPaC System Official Species List: <https://ipac.ecosphere.fws.gov/>

Please confirm and identify how each component of the proposed project(s) adheres to the criteria of the PBO by completing the following (see User Guide Section 2.0):

#### NO EFFECT

9. For Indiana bat/NLEB/TCB, if applicable, select your no effect determination:

- ☒ No effect – project(s) are outside the species' range.
- ☐ No effect – project(s) are inside the species range with no suitable habitat<sup>3</sup> within the project action area<sup>4</sup>; project(s) must also be greater than 0.5 miles from any hibernaculum.
- ☐ No effect – project(s) do not cause any stressors<sup>5</sup> to the covered bat species, such as those that do not involve ground disturbance, vibrations, noise above background levels (including general traffic), temporary or new/additional permanent lighting, tree removal/trimming, nor bridge, culvert, and structure activities.
- ☐ No effect – project(s) includes percussive activities in suitable habitat (not related to tree removal and/or bridge, culvert, or structure work) that involve noise/vibration above existing background levels and are conducted greater than 0.5 miles (0.8 km) of a hibernaculum during the inactive season.
- ☐ No effect – project(s) includes the removal, replacement, or alteration of bridge, culvert, or structure that does not meet the minimum culvert dimensions (see the Service's current survey guidance).

Proceed with this form to identify how other components of the proposed project adhere to the criteria of the PBO.

#### MAY AFFECT, NOT LIKELY TO ADVERSELY EFFECT – W/O AMMS

10. For Indiana bat/NLEB/TCB, if applicable, select your may affect, NLAA determination (without implementation of AMMs):

- ☐ NLAA – project(s) are inside the species range and within suitable bat habitat, but have **negative** bat presence/absence (P/A) surveys; must also

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<sup>3</sup> Refer to the Service's Range-wide Bat Survey Guidelines at <https://www.fws.gov/library/collections/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines>.

<sup>4</sup> The "action area" is defined as "all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action." Further clarification is provided by the national consultation FAQs at: <https://www.fws.gov/glossary/action-area>.

<sup>5</sup> Examples of activities that **do not cause stressors** may include striping roadways, unlighted road signage, railroad crossing signals, signal lighting, minor road repair such as asphalt fill of potholes, among others.



be greater than 0.5 miles from any hibernaculum.

- ☐ NLAA – project(s) include percussive activities within suitable habitat (not related to tree removal and/or bridge, culvert, structure work) that cause noise/vibration above existing background levels; and are conducted greater than 0.5 miles (0.8 km) of a hibernaculum; no further than 100 ft (30.5 m) of the road/rail surface during the pup season; and not carried out between December 15 and February 15 in Zone 1 of the NLEB and TCB YR active ranges.
- ☐ NLAA – project(s) includes the removal, replacement, or alteration of bridges, culverts, or structures with no signs of bat use [e.g., bats, guano], and does not impact suitable habitat within the project action area.

Proceed with this form to identify how other components of the proposed project adhere to the criteria of the PBO.

#### **MAY EFFECT, NOT LIKELY TO ADVERSELY AFFECT – WITH AMMs**

11. For Indiana bat/NLEB/TCB, if applicable, document your may affect, NLAA determination (**with implementation of AMMs**) by completing the following section; use #13 to document AMMs):

a. Tree Removal/Trimming Activities

- ☐ NLAA – project(s) includes the removal/trimming of trees outside documented habitat<sup>6</sup> within 100 ft (30.5m) from the road/rail surface during the inactive season; and all applicable lighting minimization measures will be implemented.

b. Bridge/Culvert/Structure Activities

Projects Proposed work:

Timing of work:

- ☐ NLAA – project(s) includes the removal, replacement, or alteration of bridges, culverts, or structures with a large number of bats (>5) observed or assuming bat use when conducted during the inactive season, so long as no hibernating bats are using the bridge, culvert, or structure.

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<sup>6</sup> See glossary in Appendix A for definition of documented habitat.

- ☐ NLAA – project(s) includes the removal, replacement, or alteration of bridges, culverts, or structures with a large number of bats (>5) observed or assuming bat use when conducted during the active season, so long as the covered bats species are **not likely to be disturbed/killed** and suitable roosting habitat is still available within the bridge, culvert, or structure.
- ☐ NLAA – project(s) includes the removal, replacement, or alteration of bridges, culverts, or structures with a small number of bats ( $\leq 5$ ) observed when conducted during the inactive season, so long as no hibernating bats are using the bridge, culvert, or structure.
- ☐ NLAA – project(s) includes the removal, replacement, or alteration of bridges, culverts, or structures with a small number of bats ( $\leq 5$ ) observed when conducted during the active season, so long as the covered bats species are **not likely to be disturbed/killed**.

c. Lighting

- ☐ Verify that all applicable lighting minimization measures will be implemented.

Proceed with this form to identify how other components of the proposed project adhere to the criteria of the PBO.

**MAY AFFECT, LIKELY TO ADVERSELY AFFECT**

12. For Indiana bat/NLEB/TCB, if applicable, document your may affect, LAA determination (**with implementation of AMMs**) by completing the following section (use #13 to document AMMs):

a. Tree Removal/Trimming Activities

Tree Removal/Trimming Activities in the Hibernating Range of the Indiana bat, NLEB, and TCB.

- ☐ LAA – project(s) includes the removal/trimming of trees **outside documented habitat** for the Indiana bat or NLEB or TCB within 100 ft (30.5m) from the road/rail surface during the pup season; all cleared/trimmed trees must be <9 in DBH.
- ☐ LAA – project(s) includes the removal/trimming of trees **outside documented habitat** for the Indiana bat or NLEB or TCB during the active season; excluding the pup season.
- ☐ LAA – project(s) includes the removal/trimming of trees **outside documented habitat** for the Indiana bat or NLEB or TCB beyond 100 ft (30.5m) from the road/rail surface during the inactive season.
- ☐ LAA – project(s) includes the removal/trimming of trees **within documented habitat** for the Indiana bat or NLEB or TCB during the inactive season.
- ☐ LAA – project(s) includes the removal/trimming of trees **within documented habitat** for the Indiana bat or NLEB or TCB during the active season; excluding the pup season.

Tree Removal/Trimming Activities in the YR Active Ranges of the NLEB and TCB.

- ☐ LAA – project(s) includes the removal/trimming of trees **outside documented habitat** for the NLEB or TCB within 100 ft (30.5m) from the road/rail surface during the pup season; all cleared/trimmed trees must be <9 in DBH.
- ☐ LAA – project(s) includes the removal/trimming of trees **outside documented habitat** for the NLEB or TCB anytime, excluding the pup season and Dec 15 – Feb 15\*.
- ☐ LAA – project(s) includes the removal/trimming of trees **within documented habitat** for the NLEB or TCB anytime, excluding the pup season and Dec 15 – Feb 15\*.

\*For the YR active ranges of the NLEB and TCB, winter tree clearing restrictions from Dec. 15 – Feb. 15 do not apply in areas where the mean minimum temperature is above 40° F throughout the winter months (depicted as Zone 2 in Figure 9 of the PBO):

- ☐ Number of acres of trees 0-100 feet of existing road/rail surface proposed for removal/trimming: [Click or tap here to enter text.](#)
- ☐ Number of acres of trees 100-300 feet from edge of existing road/rail surface proposed for removal/trimming. [Click or tap here to enter text.](#)
- ☐ Number of acres of trees beyond 300 feet from edge of existing road/rail surface proposed for removal/trimming. [Click or tap here to enter text.](#)
- ☐ Verify that all tree removal/trimming occurs greater than 0.5 mile from any hibernaculum
- ☐ Verify trees removed/trimmed outside documented habitat for the Indiana bat or NLEB or TCB within 100 feet of the road/rail surface during the pup season are <9 in DBH,
- ☐ Verify no tree removal/trimming outside documented habitat for the Indiana bat, NLEB, or TCB beyond 100 feet of the road/rail surface during the pup season,
- ☐ Verify no tree removal/trimming of documented habitat for the Indiana bat, NLEB, or TCB during the pup season,
- ☐ Verify no tree removal/trimming of suitable habitat for the NLEB and/or TCB in Zone 1 of their YR active ranges between December 15 – February 15.

b. Bridge/Culvert/Structure Activities  
Projects Proposed work:

Timing of work:

Date of Bridge/Culvert/Structure Assessment (if completed):

- ☐ Verify a small number of bats were observed ( $\leq 5$ ).
- ☐ LAA – project(s) includes the removal, replacement, or alteration of bridges, culverts, or structures with a small number of bats ( $\leq 5$ ) observed when conducted during the active season and the covered bats species are **likely to be disturbed/killed**.

c. Lighting

- ☐ Verify that all applicable lighting minimization measures will be implemented.

13. For Indiana bat/NLEB/TCB, if applicable to the action type, the following AMMs<sup>7</sup> will be implemented:

- ☐ General AMM 1 (required for all projects)
- ☐ Tree Removal AMM 1 (required for all projects)
- ☐ Tree Removal AMM 2 (required for all projects)
- ☐ Tree Removal AMM 3 (required for NLAA)
- ☐ Tree Removal AMM 4 (required for LAA)
- ☐ Tree Removal AMM 5 (required for LAA)
- ☐ Tree Removal AMM 6 (required for LAA)
- ☐ Tree Removal AMM 7 (required for LAA)
- ☐ Bridge/Culvert/Structure AMM 1a (required for NLAA)
- ☐ Bridge/Culvert/Structure AMM 1b (required for NLAA)
- ☐ Bridge/Culvert/Structure AMM 2 (required for NLAA)
- ☐ Bridge/Culvert/Structure AMM 3a (required for NLAA)
- ☐ Bridge/Culvert/Structure AMM 3b (required for NLAA)
- ☐ Bridge/Culvert/Structure AMM 4 (required for NLAA)
- ☐ Bridge/Culvert/Structure AMM 5 (required for all projects)
- ☐ Bridge/Culvert/Structure AMM 6 (required for NLAA)
- ☐ Lighting AMM 1 (required for all projects during the active season)
- ☐ Lighting AMM 2 (required for all projects)

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<sup>7</sup> See AMMs (Appendix C) for more information on AMMs.

☐ Hibernacula AMM 1 (required for all projects)

14. If applicable, compensatory mitigation measures will also be required to offset adverse effects to the Indiana bat and/or NLEB. Select what type of program will be used to mitigate for the Indiana bat and/or NLEB:

☐ In-Lieu Fee Program, The Conservation Fund

☐ State, Regional, Recovery Unit-Specific In-Lieu Fee Program:

Program Name:

☐ Conservation Bank:

Bank Name:

Location:

☐ Local Conservation Site:

Site(s) Name:

Location:

Description:



## Kaylee Kloer

---

**From:** Gaines, Ravin <RGaines@indot.IN.gov>  
**Sent:** Monday, March 17, 2025 11:25 AM  
**To:** Kaylee Kloer  
**Cc:** Brock Ervin  
**Subject:** RE: Des. No. 2400088 - U.S. 41 Access Control - IPaC Review Request

EXTERNAL

Hello, Kaylee,

No problem at all. Glad we can work together on this.

### **NE for Indiana northern long eared bats:**

Thank you for preparing the Appendix B Submittal Form submission for Des. 2400088. I have reviewed the project description and determination key. The project is eligible for Range-Wide Programmatic Consultation for Indiana bats and northern long eared bats. A determination of No Effect (NE) was reached for the Indiana bat and/or the northern long eared bat. USFWS has approved the Appendix B Submittal Letter and the NE determination.

### **NE for other species:**

As was indicated in the IPaC project description, The USFWS species list identified one or more other federally endangered or threatened species. We concur that, based on the scope of work and lack of impacts to trees or other bat habitat, a No Effect (NE) determination is appropriate for “other species”, as was indicated in the IPaC submission. This information has been appropriately indicated in the IPaC submission, and no further coordination is needed for “other species”. Pending the 14-day review, this concludes the coordination requirements under Section 7 of the Endangered Species Act. If the scope of work changes, this information may need to be reevaluated.

The USFWS official species list also identified other species that are not currently listed as endangered or threatened as potentially occurring in the project area:

- The project is in the range of the monarch butterfly (*Danaus plexippus*), which is a candidate species, but it is not considered a protected species.
- The project is in the range of a “non-essential experimental population” of the whooping crane (*Grus americana*), but this population is not covered by protections provided for the natural endangered population of whooping crane.

Based on this information, no further coordination is required for any of these other species.

If the scope of work changes and/or if new endangered or threatened species are listed by USFWS, a revision to this determination may be necessary and recoordination will be needed with the district.

Warm regards,

**Ravin Gaines**

*Environmental Manager*

*Capital Program Management Division*

*Crawfordsville District, INDOT*

41 West 300 North

Crawfordsville, IN 47933

**Office:** (765)366-7074

**Email:** [RGaines@indot.IN.gov](mailto:RGaines@indot.IN.gov)

[Find us on social media!](#)



---

**From:** Kaylee Kloer <[Kaylee.Kloer@lochgroup.com](mailto:Kaylee.Kloer@lochgroup.com)>

**Sent:** Monday, March 17, 2025 11:02 AM

**To:** Gaines, Ravin <[RGaines@indot.IN.gov](mailto:RGaines@indot.IN.gov)>

**Subject:** FW: Des. No. 2400088 - U.S. 41 Access Control - IPaC Review Request

**EXTERNAL EMAIL:** This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.


Good morning Ravin,

No worries 😊 I completely understand and apologies for all the confusion along the way for this project. I have never had any projects that didn't have bat habitat present.

Nevertheless, I have revised the Appendix B submittal form for this project (U.S. 41 Access Control, Des. 2400088) and have it attached for your review. Additionally, the official species list and USFWS database check email are attached. Please let me know if you have any questions,

Thanks again,  
Kaylee



 **Web:** <http://lochgroup.com>



**Kaylee Kloer**

Environmental Specialist I



**Lochmueller Group**

1690 Broadway, Building 19, Suite 410, Fort Wayne, IN 46802



**Email:** [Kaylee.Kloer@lochgroup.com](mailto:Kaylee.Kloer@lochgroup.com)



**Direct:** 260.399.3622

**Mobile:** 260.750.8050

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---

**From:** Kaylee Kloer <[Kaylee.Kloer@lochgroup.com](mailto:Kaylee.Kloer@lochgroup.com)>

**Sent:** Wednesday, March 5, 2025 11:54 AM

**To:** Gaines, Ravin <[RGaines@indot.IN.gov](mailto:RGaines@indot.IN.gov)>

**Categorical Exclusion**

# **Appendix D**

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

**Category A consists of projects that, by their nature, have no effect on properties listed in or eligible for inclusion in the National Register of Historic Places (hereinafter referred to as the “National Register”) and do not require review by INDOT Cultural Resources Office. All of the work under this Category must occur in previously disturbed soils, which are defined as soils that have been completely altered or displaced by earthmoving or other modern manipulation.**

1. Any work on bridges limited to substructure or superstructure elements without replacing, widening, or elevating the superstructure under the conditions listed below (***BOTH Conditions A and B must be met***). This category **does not** include bridge replacement projects (when both superstructure and substructure are removed):
  - A. The project takes place in previously disturbed soils; *AND*
  - B. With regard to the bridges, at least one of the conditions (i, ii or iii) listed below must be satisfied:
    - i. The latest Historic Bridge Inventory identified the bridge as non-historic (see <http://www.in.gov/indot/2531.htm>);
    - ii. The bridge was built after 1945, and is a common type as defined in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
    - iii. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.
2. All work within interchanges and within medians of divided highways in previously disturbed soils.
3. Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone or brick structures or parts therein and are in previously disturbed soils.
4. Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.
5. Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.
6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.
7. Repair or in-kind replacement of fencing and hardscape landscaping elements and/or replacement of existing plant materials in previously disturbed soils and installation of new fencing and hardscape landscaping elements and plant materials limited to locations within interstate right-of way within previously disturbed soils.
8. Installation of new or modification of existing traffic control devices and systems, including signs, signals, markings, illumination, other warning devices and their supports, to improve safety at railway crossings in previously disturbed soils.
9. Installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils.

10. Routine roadside maintenance activities necessary to preserve existing infrastructure or maintain roadway safety in previously disturbed soils.
11. Rehabilitation of existing rest areas and truck weigh stations within previously disturbed soils.
12. Removal and disposal of hazardous waste.
13. Work on concrete and asphalt decks of bridges identified in the Historic Bridge Inventory as National Register-listed or National Register-eligible (see <http://www.in.gov/indot/2531.htm>), which is limited to pavement resurfacing, overlay, pavement repair, pavement grinding, pavement marking, seal coating, joint repair, and in-kind replacement or repair of existing concrete curbs, curb ramps or sidewalks in previously disturbed soils, provided none of these actions impact structural members of the bridge.
14. Repair and/or replace existing MSE walls, retaining walls and noise walls in previously disturbed soils, using similar design, dimensions and materials.



**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: February 14, 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: Kaylee Kloer  
Lochmueller Group, Inc.  
7223 Engle Road, Suite 105  
Fort Wayne, IN 46804  
Kaylee.Kloer@lochgroup.com

Re: RED FLAG INVESTIGATION  
DES # 2400088, State Project  
Access Control Project  
US 41, 0.57 Mile South of Interstate-70 (I-70) at Dixie Bee Drive.  
Vigo County, Indiana

## PROJECT DETAILS

The Indiana Department of Transportation (INDOT) Crawfordsville District, with funding from the Federal Highway Administration (FHWA), intends to proceed with the following roadway project located along U.S. 41, 0.57 mile south of I-70 at Dixie Bee Drive, in Vigo County, Indiana. The US 41 and Dixie Bee Drive intersection currently allows all turning movements from and to US 41 and crossing movements between Dixie Bee Drive & the Towne South Plaza entrance. The allowance of all movements at this intersection results in a large number of conflict points between vehicles traveling at an intersection. The proposed project will eliminate the left turn out movement for traffic on Dixie Bee Drive. The project will also eliminate the thru movements between Dixie Bee Drive and the Towne South Plaza entrance. The project will install a center curb that allows only three movements pertaining to Dixie Bee Drive and only two movements pertaining to Towne South Plaza. A 14-ft wide left turn lane will be constructed along US 41 northbound for traffic to access westbound Dixie Bee Drive. The northbound left turn lane will be extended by a length of approximately 250 feet, with a short taper to avoid the existing median drain. Left turns from southbound US 41 to the Towne South Plaza entrance will be restricted. Additional work includes the possible replacement of structures in the median and the existing drop inlet to connect to the existing storm water collection system. Work is not anticipated to extend beyond the outside shoulders on any approach. Approval for a Limited Red Flag Investigation (LRFI) was confirmed on September 10, 2024.

**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) \_\_\_\_\_

**Proposed right of way:** Temporary ☐ # Acres \_\_\_\_\_ Permanent ☐ # Acres \_\_\_\_\_, Not Applicable ☒

1 | Page

Red Flag Investigation, DES # 2400088

**Type and proposed depth of excavation:** The depth of excavation will be no greater than 8 feet below ground surface (bgs) for work on the existing drop inlet and the median structures.

**Maintenance of traffic (MOT):** The MOT plan has not been fully developed; however, it is anticipated phased construction will be utilized that incorporates restriping, lane closures, and/or the use of flaggers. Access to all properties will be maintained during construction; however, there are turning movements between US 41 and Dixie Bee Drive that will be restricted during construction and ultimately made permanent to address the need and purpose for the project. Where these restrictions occur, traffic will be detoured. The MOT will be implemented per the *Manual of Uniform Traffic Control Devices (MUTCD)*.

**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

#### **HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY**

<b>Hazardous Material Concerns</b>			
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	1	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	2	Landfill Boundaries	N/A
Voluntary Remediation Program	N/A	Confined Feeding Operations (CFO)	N/A
Construction Demolition Waste	N/A	Brownfields	1
Solid Waste Landfill	N/A	Notice of Contamination Sites	N/A
Infectious/Medical Waste Sites	N/A	Institutional Controls	2
Leaking Underground Storage (LUST) Sites	6	NPDES Facilities	5
		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:

State Cleanup Sites: One (1) State Cleanup Site is located within the 0.5 mile search radius. The site, Sears Roebuck & Company 2600, 3401 South US 41, Agency Interest Identification Number (AI ID #) 55196, is mapped 0.3 mile southeast of the project area. However, the site is actually located approximately 0.22 mile north of the project area. One (1) 1,000 gallon waste oil tank was removed on Jan 29, 1991. In December of 1998, a leak occurred involving hydraulic lifts containing petroleum-based hydraulic fluid. According to the *Hydraulic Lift Removal Report*, dated September 10, 1999, the lift was pumped of remaining hydraulic fluid and transported off site for disposal on March 30, 1999. Based on soil Total Petroleum Hydrocarbon (TPH) concentrations, additional soil was excavated and disposed of on April 6, 1999. Following the additional soil excavation, soil and groundwater samples were taken. Although some of the soil analytical results indicated TPH concentrations in the soil, those concentrations were below the requirements of the time.

Groundwater samples indicated <1.0 mg/L TPH in the groundwater. IDEM issued an NFA approval on December 11, 1998. No impact is expected.

Underground Storage Tank (UST) Sites: Two (2) UST sites are located within the 0.5 mile search radius.

- One (1) UST site, Vigo Dodge, 4120 Dixie Bee Road, AI ID #57278 is mapped 0.30 mile south of the project area. However, the site is actually located approximately 0.08 mile west of the project area. The site features two (2) 1,000 gallon USTs containing used oil and gasoline. The site received an IDEM Inspection Summary/Violation letter on February 7, 2005, stating that releases of used oil were observed and documented. A cleanup of contaminated soils six (6) inches beyond visible contamination was ordered. No information was available on the VFC on when the cleanup occurred. On May 5, 2005, the site received a Return to Compliance Letter. It is possible that petroleum contamination and/or lead may remain on site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- One (1) UST site, Godsey's Great American Carwash, 3333 US 41, AI ID #53954, is located approximately 0.34 mile north of the project area. The site was previously the site of a gas station and car wash and currently exists as a gas station. The site featured three (3) gasoline tanks in 1996, and according to the *IDEM Notification for Underground Storage Tanks* those (3) tanks were permanently closed in 1999. Currently five (5) USTs exist on the site, consisting of one (1) 8,000 gallon diesel UST and four (4) 12,000 gallon gasoline USTs. According to an *IDEM Violation Letter*, dated May 19, 2021, the site not compliant but is in the process of receiving compliance. No impact is expected.

Leaking Underground Storage Tank (LUST) Sites: Six (6) LUST sites are located within the 0.5 mile search radius. Two (2) LUST sites are located 0.22 mile and 0.23 mile north of the project area.

- One (1) LUST site, Honey Creek Square Mall JC Penny, 3401 US 41 S, LUST Incident # 9805533, is mapped 0.22 mile north of the project area. However, the site is actually located approximately 0.30 mile northwest of the project area. The site contained a 250-gallon diesel UST located adjacent to the west side of the JC Penny department store within the Honey Creek Mall. The UST was removed from the site on May 12, 1998, and no leaks were observed. No evidence of absorbed or dissolved petroleum hydrocarbons in the soil and groundwater was observed. Groundwater samples indicated dissolved petroleum hydrocarbons found were below the IDEM maximum concentration levels for benzene, toluene, ethylbenzene, and xylenes BTEX and semi-volatile organic compounds (SVOCs). IDEM issued a No Further Action (NFA) approval on December 2, 1998, stating that soil and groundwater sample levels pose no threat to human health or the environment. According to the NFA letter, future land use should be restricted to non-residential use and special precautions should be taken if excavation activities occur in the area of the UST system. Excavation is not anticipated in the area of the UST system. Therefore, no impact is expected.
- One (1) LUST site, Speedway 5173, 3388 South US 41, AI ID #55078, is located approximately 0.23 mile north of the project area. According to IDEM correspondence dated October 26, 2011, a petroleum leak occurred on the property in 2011 and was recorded as LUST Incident #201110507. A Corrective Action Plan (CAP) was requested for the site by IDEM on July 8, 2014. An Environmental Restrictive Covenant (ERC) was recorded for the property on April 11, 2017, stating that contaminants of concern (COCs) remain in the groundwater and soil of the site following the completion of the CAP. The ERC specifically restricts the use of the site for residential purposes and restricts the use or extraction of groundwater. An NFA request was submitted on May 4, 2017. IDEM issued an NFA approval on June 29, 2017. No impact is expected.

Brownfields: One (1) Brownfield site is located within the 0.5 mile search radius. Chik-fil-A 4120803, 3675 South US 41, AI ID #105241, is incorrectly mapped as adjacent to the north end of the project area. The site is actually located adjacent to the project area in the southwest quadrant of the intersection. A Phase I Environmental Site Assessment (ESA) dated April 27, 2012, determined that multiple Recognized Environmental Conditions (RECs) related to historic land uses were present and recommended additional investigation. According to the *Limited Site Assessment Report* dated June 1, 2012, the soil and groundwater samples showed detections of VOCs or SVOCs below residential exposure. Soil samples did

contain levels of RCRA metals detected at concentrations below Residential Closure Guide (RCG) residential screening levels. Groundwater samples did show concentrations of barium, arsenic, cadmium, chromium, lead and selenium that were above their respective RCG Res Tap Groundwater Screening Levels (GWSLs). A Comfort Letter was issued to all parties on October 10, 2012. If excavation occurs in the area, it is possible that contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section ([institutionalcontrols@idem.IN.gov](mailto:institutionalcontrols@idem.IN.gov)) before RFC.

Institutional Controls: Two (2) institutional control polygons are located within the 0.5 mile search radius.

- One (1) institutional control polygon associated with Speedway 5173, 3388 US 41, AI ID #55078, is located approximately 0.23 mile north of the project area. See the *LUST* section for further details.
- One (1) institutional control polygon associated with Fusion Pontiac Buick Cadillac & GMC, 4325 South US 41, AI ID # 56780, is located approximately 0.5 mile south of the project area. According to the *IDEM NFA Determination letter* dated September 30, 2021, groundwater contamination consisting of naphthalene might exist at the site. Residual soil contamination is at a depth greater than 14 feet below ground surface and is covered by paved asphalt and commercial building. An ERC was recorded for the property on September 27, 2021. The ERC specifically prohibits the use or extraction of groundwater, and any activity that may interfere with ongoing response activities or groundwater monitoring. No impact is expected.

NPDES Facilities: Five (5) NPDES facilities are located within the 0.5 mile search radius. The nearest facility, Honey Creek Collision, 60 West Johnson Drive, Permit No. INRA01688, is located 0.01 mile west of the project area. The permit expired in September of 2023. No impact is expected.

### **ECOLOGICAL INFORMATION SUMMARY**

The Vigo County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided a. 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. Due to the nature of project activities, this project will fall under the guidelines set forth under USFWS Interim Policy for the Review of Highway Transportation Projects in Indiana dated May 29, 2013. No further coordination is necessary.

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 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:

#### **HAZARDOUS MATERIAL CONCERNS:**

UST Sites: The nearest UST site, Vigo Dodge, 4120 Dixie Bee Road, AI ID #57278 is mapped 0.30 mile south of the project area. However, the site is actually located approximately 0.08 mile west of the project area. The site features two (2) 1,000 gallon USTs containing used oil and gasoline. The site received an IDEM Inspection Summary/Violation letter on February 7, 2005, stating that releases of used oil were observed and documented. A cleanup of contaminated soils six (6) inches beyond visible contamination was ordered. No information was available on the VFC on when the cleanup occurred. On May 5, 2005, the site received a Return to Compliance Letter. No UST closure documentation was found in the VFC. It is possible that petroleum contamination and/or lead may remain on site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.



Brownfields: Chick-fil-A 4120803, 3675 South US 41, AI ID #105241, is incorrectly mapped as adjacent to the north end of the project area. The site is actually located adjacent to the project area in the southwest quadrant of the intersection. A Phase I ESA dated April 27, 2012, determined that multiple RECs related to historic land uses were present and recommended additional investigation. According to the *Limited Site Assessment Report* dated June 1, 2012, the soil and groundwater samples showed detections of VOCs or SVOCs below residential exposure. Soil samples did contain levels of RCRA metals detected at concentrations below RCG residential screening levels. Groundwater samples showed concentrations of barium, arsenic, cadmium, chromium, lead and selenium that were above their respective RCG Res Tap GWSLs. A Comfort Letter was issued to all parties on October 10, 2012. If excavation occurs in the area, it is possible that contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section ([institutionalcontrols@idem.IN.gov](mailto:institutionalcontrols@idem.IN.gov)) before RFC.

**ECOLOGICAL INFORMATION:** 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 for INDOT Projects".

Prepared by: Kaylee Kloer (Signature)  
Kaylee Kloer  
Environmental Specialist  
Lochmueller Group

QA/QC Completed by: Samantha Beaupre (Signature)  
Samantha Beaupre  
Environmental Specialist  
Lochmueller Group

INDOT ESD concurrence: Shelby O'Neal Digitally signed by Shelby O'Neal  
Date: 2025.02.14 13:25:24 -05'00' (Signature)

#### 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

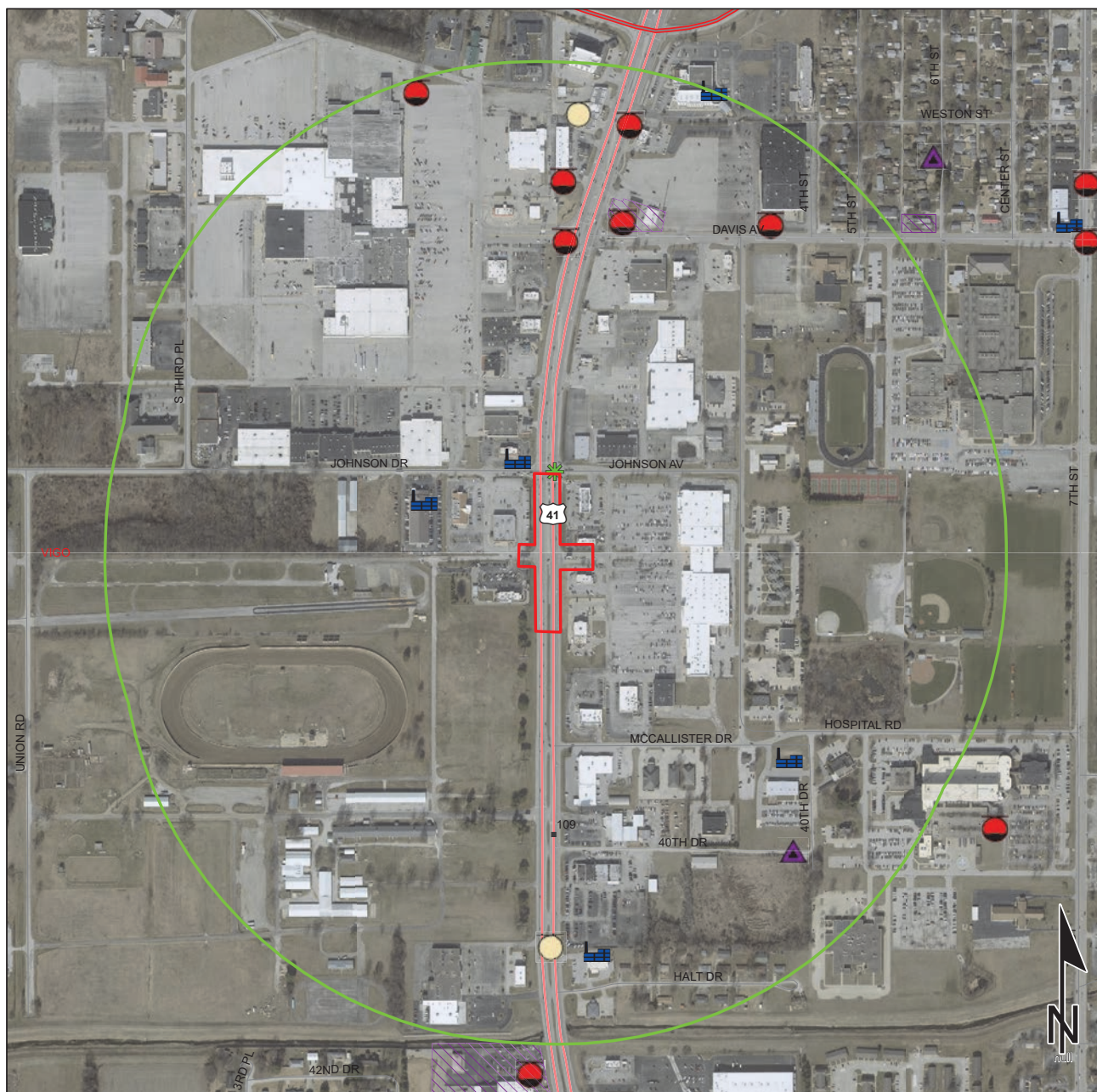
**HAZARDOUS MATERIAL CONCERNS:** YES

# Limited Red Flag Investigation - Hazardous Materials Concerns

## US 41/Dixie Bee Road Intersection

### Des. No. 2400088, Access Control Project

### Vigo 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				

0.1 0.05 0 0.1 Miles

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

#### Sources:

#### Non Orthophotography

**Data** - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

**Categorical Exclusion**

# **Appendix F**

**Water Resources**





- Point of Interest
- Base Flood Elevation Point
- POI
- FEMA Zone AE
- Not Mapped
- FPA Jurisdictions
- RGB**
- Red: Band\_1
- Green: Band\_2
- Blue: Band\_3

Long: -87.4167055086933

Lat: 39.42261426151029

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

County: **Vigo**

Stream Name:

**Thompson Ditch**

Approximate Ground Elevation: **484.6 feet (NAVD88)**

Base Flood Elevation: **485.5 Feet (NAVD88)**

Drainage Area: **Not Available**

Best Available Flood Hazard Zone: **FEMA Zone AE**

National Flood Hazard Zone: **FEMA Zone AE**

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? **yes-**

Floodplain Administrator: **Sydney Shahar, Assistant Director of Vigo County Area Planning**

Community Jurisdiction: **Vigo County, County proper**

Phone: **(812) 462-3354**

Email: **sydney.shahar@vigocounty.in.gov**

US Army Corps of Engineers District: **Louisville**

Date Generated: 2/12/2025

From: [Burskey, Jacob L](#)  
To: [Ervin, Brock](#); [Rehder, Crystal](#)  
Cc: [Asadpour, Robabeh](#); [Conkright, Jessica](#); [Neild, Benjamin](#)  
Subject: RE: Waters Review - No Waters Present - Des 2400088 US 41 Access Control Project - Terre Haute Dixie Bee Drive  
Date: Wednesday, August 21, 2024 8:51:14 AM  
Attachments: [Image001.png](#)

Hi Brock,

Crystal is in the field today, so I'll answer. Based on your documentation, no WOTUS report is necessary for this project and as long as <1ac of disturbance occurs, no permits will be required.

Thanks

**Jacob Burskey**

**Team Lead**

**Ecology, Waterway Permitting, & Stormwater Office**

Indiana Department of Transportation

Central Office

Cell: 317-646-2266

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**From:** Ervin, Brock <BErvin@indot.IN.gov>  
**Sent:** Tuesday, August 20, 2024 3:27 PM  
**To:** Rehder, Crystal <CRehder@indot.IN.gov>; Burskey, Jacob L <JBurskey@indot.IN.gov>  
**Cc:** Asadpour, Robabeh <RAsadpour@indot.IN.gov>; Conkright, Jessica <JConkright@indot.IN.gov>; Neild, Benjamin <BNeild@indot.IN.gov>  
**Subject:** Waters Review - No Waters Present - Des 2400088 US 41 Access Control Project - Terre Haute Dixie Bee Drive

Hi, Crystal and Jacob.

Jacob, as Crystal is away, I've included you as well.

We have a last-minute project that was programmed on an expedited turn-around timeline, and I'd like to request concurrence that no water resources are present so as to avoid any further need for a waters investigation.

The project is in an urban area in Terre Haute, and it will extend a concrete raised median along US 41 for roughly 400 feet so that traffic can no longer cross over from the mall marking area to the east over to the drive to the west. It's referred to as Dixie Bee Drive, though it's not an official public roadway. It will create a left-in/left-out intersection (see below). While the primary work is located along the median, as shown, there is a potential need to modify drainage to accommodate the median. All work will occur within existing right-of-way.

Design is behind on this and we are awaiting a decision and further details. Robabeh and Ben reviewed the project area last week, reviewing about 800 feet of the roadway, 400 feet north and 400 feet south, to ensure that the whole project area is reviewed – whatever design comes up with. No surface water features were identified.

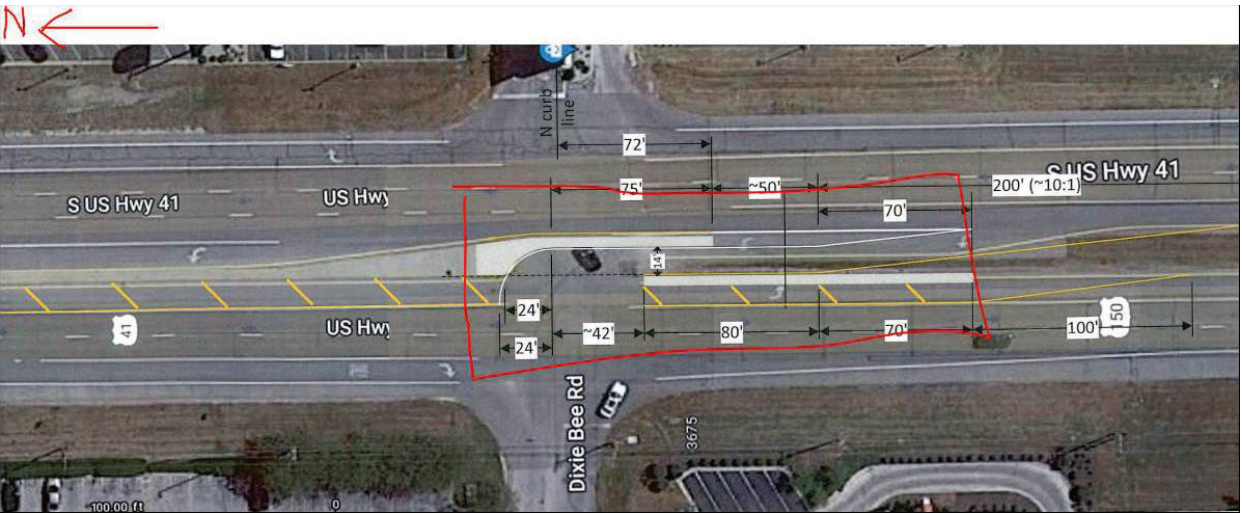
I've prepared several maps, along with uncaptioned site photos. GIS RFI mapping for waters does not identify any features within a quarter mile or more. No NHD mapped features in or near the project area. NRCS soils in and near the project area are all mapped as 0% hydric. Photos from the 8/15/24 field visit are also attached. All of this is on PW here: [2400088 Waters Review 8-15-24.pdf](#).

Based on this information and the field review, we've determined that no surface water features are present in or near the project area and no permits will be required. We do not think that a WOUS report is warranted to document this beyond what can be provided here. Would you please review this information and provide your concurrence for the project file?

Please let us know if you have any questions or need additional information.

Thanks.

Brock



**Brock Ervin (He/Him/His)**  
**Environmental Manager**  
**Capital Program Management Division**  
**Crawfordsville District, INDOT**  
41 West 300 North



**Categorical Exclusion**

# **Appendix G**

**Public Involvement**



# STAKEHOLDER MEETING SIGN-IN

Date of Meeting: 03/11/25

Re: Des. No. 2400088; US 41 & Dixie Bee Road  
Access Control Project, Vigo County

Time: ☒ 10:00-11:00 AM [ ] 11:00 AM-1:00 PM [ ] 1:00-2:00 PM [ ] 2:30-3:30 PM

Location: Vigo County Fairgrounds, Banquet Room

Stakeholder(s): Vigo County Fairgrounds

NAME	REPRESENTING	PHONE #	EMAIL
Doug MacFarland	WVPA		
Mork Blyen	WVFA		
Scott J. Chandler	INDOT		
Bill Smith	INDOT		
Jessica Massing	INDOT		
Calvin Rizzo	INDOT		
Rebecca Camarate	INDOT		
Bradley Meekins	WVFA		

3502 Woodview Trace, Suite 150  
Indianapolis, Indiana 46268  
PHONE: 317.222.3880 • TOLL FREE: 888.830.6977



# STAKEHOLDER MEETING SIGN-IN

**Date of Meeting:** 03/11/25

**Re:** Des. No. 2400088; US 41 & Dixie Bee Road  
Access Control Project, Vigo County

**Time:** [ ] 10:00-11:00 AM ☒ 11:00 AM-1:00 PM [ ] 1:00-2:00 PM [ ] 2:30-3:30 PM

**Location:** Vigo County Fairgrounds, Banquet Room

**Stakeholder(s):** Emergency

NAME	REPRESENTING	PHONE #	EMAIL
Tom High	HCFD		

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Indianapolis, Indiana 46268  
PHONE: 317.222.3880 • TOLL FREE: 888.830.6977



# STAKEHOLDER MEETING SIGN-IN

Date of Meeting: 03/11/25

Re: Des. No. 2400088; US 41 & Dixie Bee Road  
Access Control Project, Vigo County

Time: [ ] 10:00-11:00 AM [ ] 11:00 AM-1:00 PM ☒ 1:00-2:00 PM [ ] 2:30-3:30 PM

Location: Vigo County Fairgrounds, Banquet Room

Stakeholder(s):

Outback Steakhouse

NAME	REPRESENTING	PHONE #	EMAIL
HILARY HARRIS	OUTBACK	[REDACTED]	

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Indianapolis, Indiana 46268  
PHONE: 317.222.3880 • TOLL FREE: 888.830.6977





# STAKEHOLDER MEETING SIGN-IN

**Date of Meeting:** 03/11/25

**Re:** Des. No. 2400088; US 41 & Dixie Bee Road  
Access Control Project, Vigo County

**Time:** ☐ 10:00-11:00 AM ☐ 11:00 AM-1:00 PM ☐ 1:00-2:00 PM ☒ 2:30-3:30 PM

**Location:** Vigo County Fairgrounds, Banquet Room

**Stakeholder(s):** Chik-fil-a

NAME	REPRESENTING	PHONE #	EMAIL
Kathy McCloy	Chick-fil-A		
Bob Murphy	Chick-fil-A		

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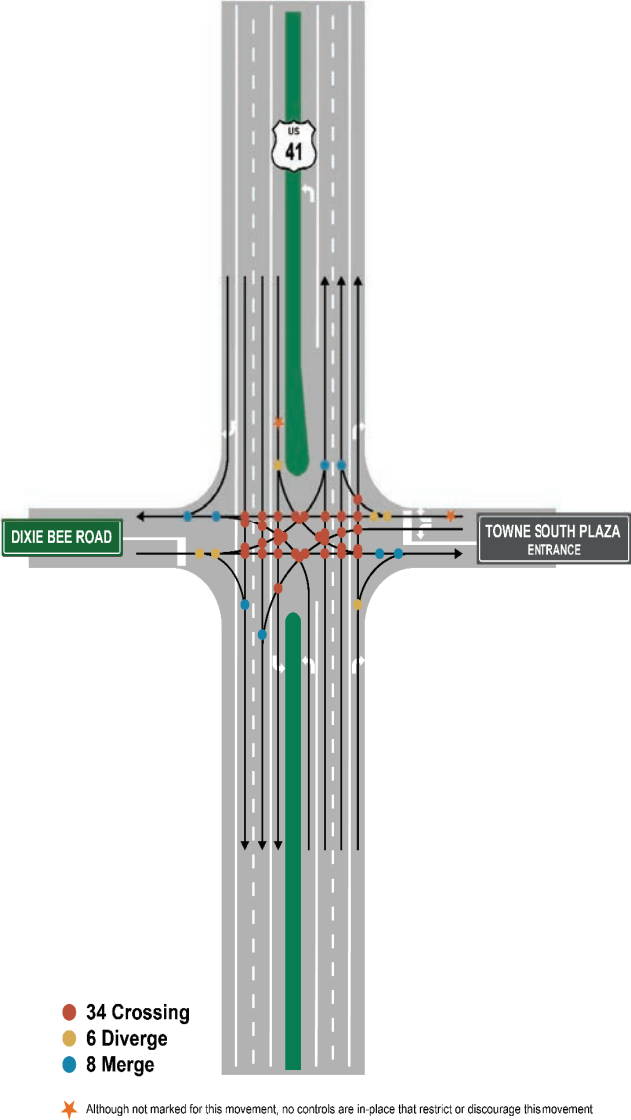
# US 41 Access Project



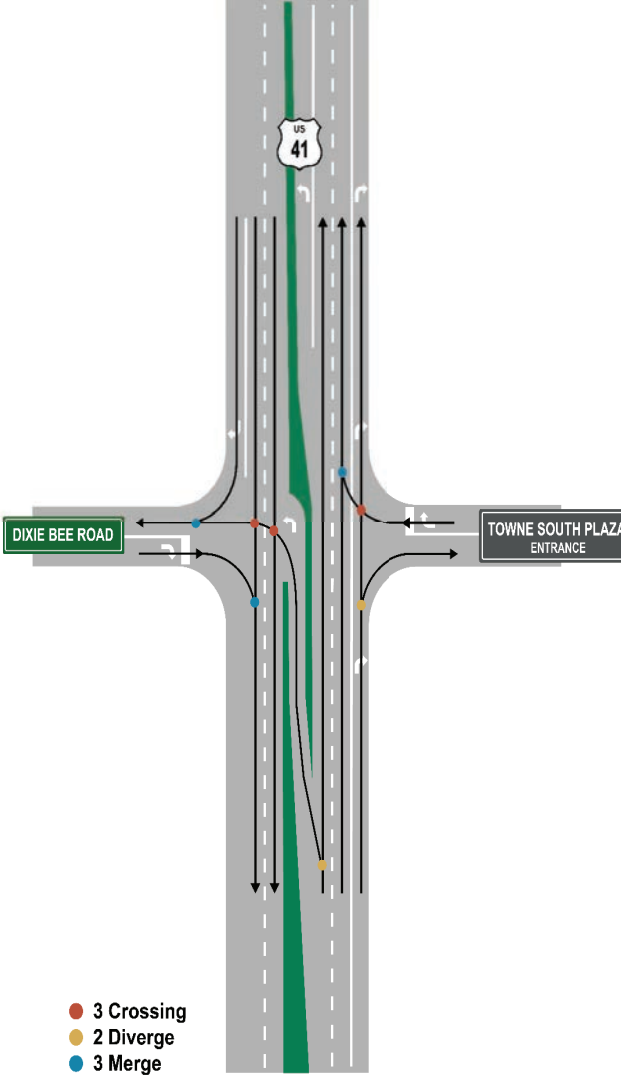
# Purpose and Need

The need for the project stems from an increase in opportunities for crashes at this intersection, given the unrestricted movements that are allowed and potential conflicts with the high-volume of traffic using US 41, which was at 33,469 vehicles per day (vpd) in 2022 and forecasted to grow to 36,192 vpd by 2046. Giving users the ability to make any vehicular maneuver results in 48 conflict points for drivers at the intersection. The high number of conflict points creates an elevated exposure risk for crashes with other vehicles entering or exiting the intersection. Additionally, the need for the project stems from the decreased traffic operations due to increased queueing from the Johnson Drive intersection, which is approximately 420 feet to the north. Increased traffic also stems from the development of the surrounding land and in support of nearby commercial developments such as Towne South Plaza and Chick-fil-A and the proximity to the Vigo County Fairgrounds / Terre Haute Motor Sports. The purpose of the project is to improve traffic operations through the intersection and reduce the exposure risk for crashes at the intersection.

Existing Intersection Conflict Points



Proposed Intersection Reduced Conflict



SEND QUESTIONS OR COMMENTS TO:

**Lochmueller Group**  
**Nicole Minton, Public Outreach Manager**  
6200 Vogel Road | Evansville, IN 47715  
812-759-4179 | Nicole.Minton@lochgroup.com



# MEETING MINUTES

**Date of Meeting:** 3/11

**Re:** US 41 Stakeholder Meeting

**Location:** Vigo County Fair Grounds

**Submitted By:** Sam Smith

## ITEMS DISCUSSED:

### **Stakeholder Input**

#### **Fairgrounds Access & Roadway Adjustments**

- The fairgrounds need to accommodate a 53-foot trailer with a low deck (e.g., lowboy).
- The current entrance at Johnson is too steep; trailers bottom out.
- **Traffic Flow Adjustments:**
  - Right-turn only when exiting southbound; no right turns at Johnson light.
  - Most southbound traffic uses Towne South Plaza entrance instead of turning left at Johnson.
  - 2025 Plan: Redesigning the entrance with help from RH students to reroute the road while preserving fields.
- **Event Management:**
  - Website lists large events in advance.
  - Gates close during ticketed events.
  - No paid traffic management at events.
  - Chick-fil-A shoulder is frequently used as a merging lane.
- **Construction Schedule Considerations:**
  - Potential Sunday through Thursday work schedule.

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April 23, 2025

Page 2

- Sundays are quiet, while Saturdays are very busy.
- Naming Preferences of proposed Realignment of their entrance: The road should be referred to as McCallister.
- Connectivity Improvements: Have a long-term desire to connect Union Road to Springhill Drive.

### **Honey Creek Fire Department**

Intersections along US 41 are problematic because of the unrestricted turning movements that are allowed. Appreciation was expressed for closing some of turning movements at this intersection.

- Name Clarification: It's not called Dixie Bee Road. (Consider Drag Strip Access)
- Need to confirm if the City of Terre Haute Fire Department has been contacted.
- Turning Movements: Discussion on county vs. city jurisdiction.
- City of Terre Haute Fire Chief Derek Scott should be contacted regarding turning movements.
- At US 41 and Dallas Drive (outside the project area), aerial devices do not have enough space to maneuver.
- Emergency services have requested changes for years but see no red flags with the current project.
- If designed for semi-trucks, emergency vehicles should fit.

### **Outback Steakhouse**

- No major concerns.
- Receives deliveries 6 times per week, primarily from the north via Johnson.

### **Chick-fil-A**

- Handles 1,600 cars per day and employs 70 staff members.
- Peak season: Summer.
- Late-night deliveries at 11 PM.

April 23, 2025

Page 3

- Planned 6-week closure in the summer of 2025 for a planned expansion to widen drive-thru lane.
- Refers to the road between Chick-fil-A and Walgreens as the "Drag Strip Access Road."
- Strong concerns about the current intersection—deems it unsafe.
- Will not allow her teen drivers to use the intersection except for right turns.

---

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.

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### **Public Information Meeting Scheduled for U.S. 41 Intersection & Dixie Bee (near Chick-fil-A and Towne South Plaza)**

**Des. No. 2400088**

INDOT will hold a public information meeting on April 22, 2025 regarding an access control project on U.S. 41 and Dixie Bee in Terre Haute, Vigo County. Dixie Bee is more commonly known as the access drive to the Wabash Valley Dragway and Chick-fil-A. The meeting will provide an opportunity for the public to learn more about the project, ask questions, and view project materials.

The project aims to address safety and traffic concerns at the U.S. 41 and Dixie Bee intersection relating to unrestricted movements (turns) allowed too close to a signalized intersection also with unrestricted movements (Johnson Drive). Improvements are needed to increase safety by reducing the number of conflicting right angle turns and crossing movements. The improvements are also anticipated to improve operational efficiency between the intersection and Johnson Drive.

The project will construct a 14-foot-wide slotted left turn lane along northbound U.S. 41 for continued left turns from Northbound U.S. 41 to Dixie Bee (Chick-fil-A and Wabash Valley Dragway). The slotted left turn lane will restrict all other left turns between U.S. 41 and Dixie Bee / Towne South Plaza. In addition, no through travel between Dixie Bee and Towne South Plaza will be permitted. Pavement markings will be updated as part of the project to reflect the new turning movements that will be permitted. The acquisition of new right-of-way will not be needed for the project.

During construction, traffic will remain open in both directions with rotating lane closures. Northbound left turns will be permitted onto the westbound access road (Dixie Bee at Chick-fil-A) for the majority of construction. All other crossing and turning movements will be restricted at all times and replicate the final configuration.

The meeting will take place at **Wabash Valley Fairgrounds (Banquet Room)**, located at **3901 S U.S. 41, Terre Haute, IN 47802**, Terre Haute, IN 47802. Doors will open at **5:30 p.m. (ESDT)**. The public will be invited to view displays, talk with project personnel, and view a presentation. A handout and comment form will be available. The meeting will end at **7:30 p.m. (ESDT)**.

If you are unable to attend, the presentation, handout and comment form will be available on the project website following the meeting. Visit [www.in.gov/indot/about-indot/central-office/welcome-to-the-crawfordsville-district/crawfordsville-district-projects/us-41access-control-at-dixie-bee/](http://www.in.gov/indot/about-indot/central-office/welcome-to-the-crawfordsville-district/crawfordsville-district-projects/us-41access-control-at-dixie-bee/) to learn more. You can access this website by scanning the QR code on the back.



With advanced notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the public involvement 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. Any accommodation requests should be directed to Nicole Minton at [nicole.minton@lochgroup.com](mailto:nicole.minton@lochgroup.com) or at 812-759-4179.

[www.in.gov/dot/](http://www.in.gov/dot/)

***An Equal Opportunity Employer***

Agency/Company	Name	Email	Adress	City	State	Zip
<b>PROPERTY OWNERS/STAKEHOLDERS</b>						
Tenant	Vigo County Fair Grounds	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Tenant	Terre Haute Motorsports	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Tenant	Chick-fil-A	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Tenant	Walgreens		[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Tenant	Taco Bell	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Tenant	Arbys		[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Tenant	Golen Corral	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Tenant	Outback Steakhouse	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Owner	Wabash Valley Fair Association		[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Owner	Wabash Valley Fair Association		[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Owner	Chick-Fil-A Inc.		[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Owner	Watergate Properties LLC		[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Owner	Commercial Net Lease Realty LP		[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Owner	3600 S 41 LLC		[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
Owner	Culp Ventures LLC		[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Owner	Towne South Plaza					
<b>STATE/FEDERAL AGENCIES</b>						
INDOT Crawfordsville District Office		<a href="mailto:bervin@indot.in.gov">bervin@indot.in.gov</a>				
INDOT Crawfordsville District Office		<a href="mailto:JMassing@indot.in.gov">JMassing@indot.in.gov</a>				
INDOT Environmental Services		<a href="mailto:esd.NEPA@indot.in.gov">esd.NEPA@indot.in.gov</a>				
Indiana Dept. of Natural Resources, Division of Fish and Wildlife		<a href="mailto:environmentalreview@dnr.in.gov">environmentalreview@dnr.in.gov</a>				
Indiana Geological & Water Survey			611 North Walnut Grove	Bloomington	IN	47405
IDEM Institutional Controls		<a href="mailto:institutionalcontrols@idem.IN.gov">institutionalcontrols@idem.IN.gov</a>				
Federal Highway Administration		<a href="mailto:k.carmanygeorge@dot.gov">k.carmanygeorge@dot.gov</a>				
National Park Service - Midwest Regional Office		<a href="mailto:Mwro_Compliance@nps.gov">Mwro_Compliance@nps.gov</a>				
US Department of Housing and Urban Development, Chicago Regional Office,		<a href="mailto:Erik.r.Sandstedt@hud.gov">Erik.r.Sandstedt@hud.gov</a>				
<b>LOCAL AGENCIES</b>						
Terre Haute Area Metropolitan Planning Organization (THAMPO)		<a href="mailto:jweir@terrehauteempo.com">jweir@terrehauteempo.com</a>				
MS4 Coordinator		<a href="mailto:Alicia.barnard@terrehaute.in.gov">Alicia.barnard@terrehaute.in.gov</a>				
Vigo County Highway Department			3250 East Haythorne Avenue	Terre Haute	IN	47805
Vigo County Board of Commissioners		<a href="mailto:Mark.clinkenbeard@vigocounty.in.gov">Mark.clinkenbeard@vigocounty.in.gov</a> ; <a href="mailto:mike.morris@vigocounty.in.gov">mike.morris@vigocounty.in.gov</a> ; <a href="mailto:Chris.switzer@vigocounty.in.gov">Chris.switzer@vigocounty.in.gov</a> ;				
Vigo County Council		<a href="mailto:karen.mcmammon@vigocounty.in.gov">karen.mcmammon@vigocounty.in.gov</a>				
Vigo County Surveyor's Office		<a href="mailto:Bruce.allen@vigocounty.in.gov">Bruce.allen@vigocounty.in.gov</a>				
Vigo County Board of Health		<a href="mailto:ambercadick@hotmail.com">ambercadick@hotmail.com</a>				
Vigo County Sheriff's Office		<a href="mailto:john.plasse@vigocounty.in.gov">john.plasse@vigocounty.in.gov</a>				
Vigo County School Corporation		<a href="mailto:Jack.pitts@vigoschools.org">Jack.pitts@vigoschools.org</a>				
Vigo County Engineer			3250 East Haythorne Avenue	Terre Haute	IN	47805
Vigo County Emergency Management		<a href="mailto:VCEMA@vigosheriff.in.gov">VCEMA@vigosheriff.in.gov</a>				

Vigo County Fairgrounds		<a href="mailto:info@vigofair.com">info@vigofair.com</a>				
Honey Creek Township		<a href="mailto:hctownt@gmail.com">hctownt@gmail.com</a>				
Terre Haute Mayor		<a href="mailto:mayor@terrehaute.in.gov">mayor@terrehaute.in.gov</a>				
Terre Haute City Council		<a href="mailto:Michelle.Edwards@Terrehaute.IN.GOV">Michelle.Edwards@Terrehaute.IN.GOV</a>				
Terre Haute Street Department		<a href="mailto:Streets@terrehaute.in.gov">Streets@terrehaute.in.gov</a>				
Honey Creek Fire Department		<a href="mailto:tom.high@honeycreekfire.com">tom.high@honeycreekfire.com</a>				
Terre Haute Police Department		<a href="mailto:Kevin.barrett@terrehaute.in.gov">Kevin.barrett@terrehaute.in.gov</a>				
Vigo County Floodplain Coordinator		<a href="mailto:sydney.shahar@vigocounty.in.gov">sydney.shahar@vigocounty.in.gov</a>				

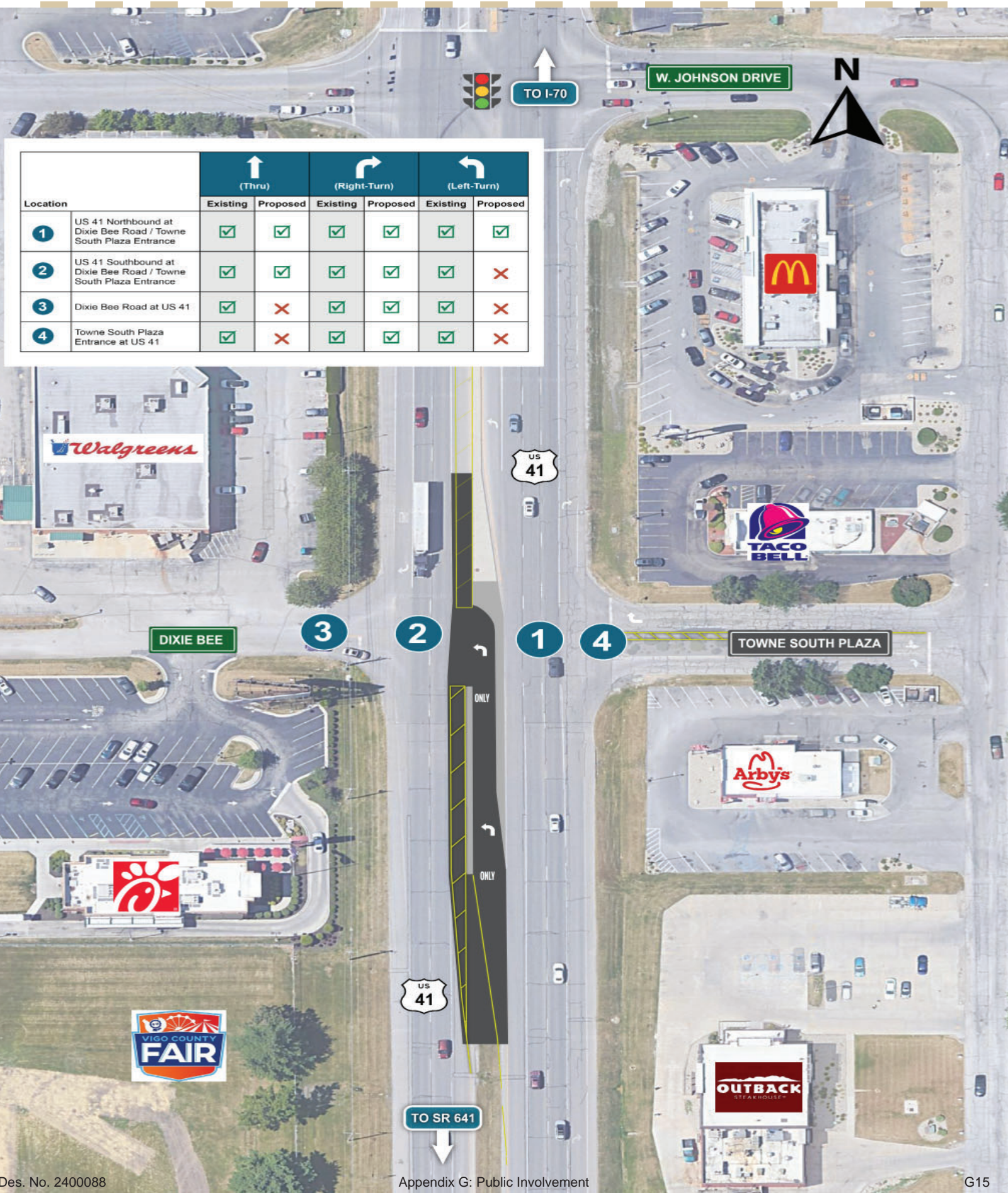
## PUBLIC OFFICIALS

[illegible]



# US 41 Access Control Project

## (Des. No. 2400088)

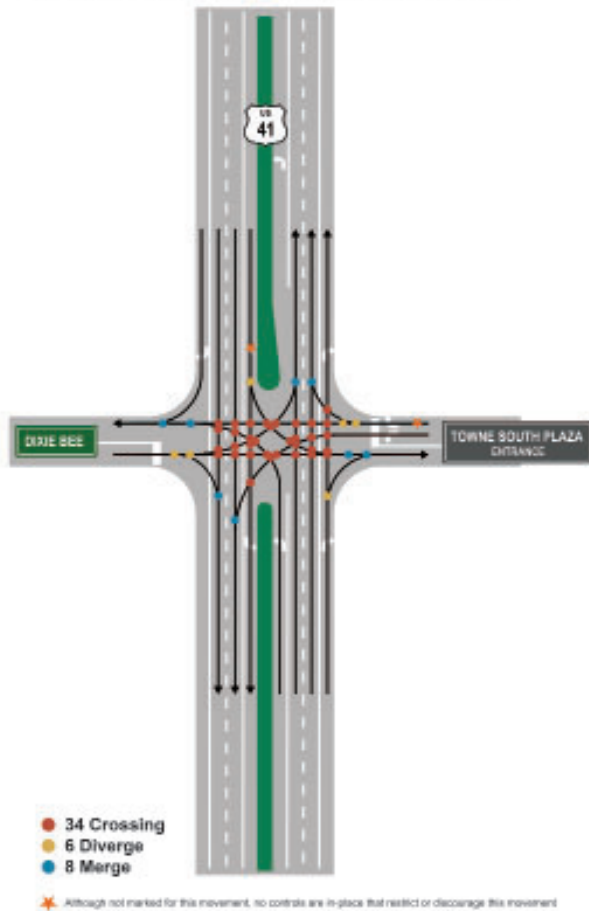




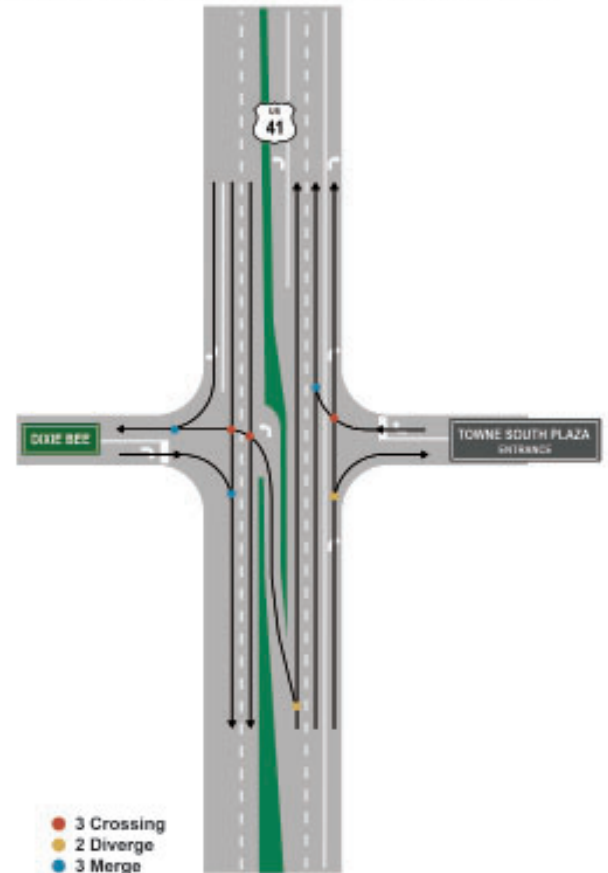
# Purpose and Need

The need for the project stems from an increase in opportunities for crashes at this intersection, given the unrestricted movements that are allowed and potential conflicts with the high-volume of traffic using US 41, which was at 33,469 vehicles per day (vpd) in 2022 and forecasted to grow to 36,192 vpd by 2046. Giving users the ability to make any vehicular maneuver results in 48 conflict points for drivers at the intersection. The high number of conflict points creates an elevated exposure risk for crashes with other vehicles entering or exiting the intersection. Additionally, the need for the project stems from the decreased traffic operations due to increased queueing from the Johnson Drive intersection, which is approximately 420 feet to the north. Increased traffic also stems from the development of the surrounding land and in support of nearby commercial developments such as Towne South Plaza and Chick-fil-A and the proximity to the Vigo County Fairgrounds / Terre Haute Motor Sports. The purpose of the project is to improve traffic operations through the intersection and reduce the exposure risk for crashes at the intersection.

Existing Intersection Conflict Points



Proposed Intersection Reduced Conflict



## SEND QUESTIONS OR COMMENTS TO:

**Lochmueller Group**  
**Nicole Minton, Public Outreach Manager**  
6200 Vogel Road | Evansville, IN 47715  
812-759-4179 | [Nicole.Minton@lochgroup.com](mailto:Nicole.Minton@lochgroup.com)

SUMMER 2025  
**ENVIRONMENTAL  
APPROVAL**

MARCH 2026  
**LETTING**

SUMMER 2026  
**CONSTRUCTION**

Visit [www.in.gov/indot/about-indot/central-office/welcome-to-the-crawfordsville-district/crawfordsville-district-projects/us-41access-control-at-dixie-bee/](http://www.in.gov/indot/about-indot/central-office/welcome-to-the-crawfordsville-district/crawfordsville-district-projects/us-41access-control-at-dixie-bee/) to learn more. You can also access this website by scanning the QR code.





# US 41 & Dixie Bee - Access Control Project

Des. Nos. 2400088

Public Information Meeting | Tuesday, April 22, 2025 | Terre Haute, IN | Wabash Valley Fairgrounds – Banquet Room

## Sign-In Sheet

Name	Address	Email	Check for updates
Bill Smith			Email <input type="checkbox"/>
Thomas High			Email <input checked="" type="checkbox"/>
SveLodoff			Email <input type="checkbox"/>
Rosemarie Scott			Email <input checked="" type="checkbox"/>
James Kmetz			Email <input checked="" type="checkbox"/>
Lisa Cowan			Email <input checked="" type="checkbox"/>
Nate Brown			Email <input type="checkbox"/>
Freda MELECIA			Email <input type="checkbox"/>
Cheryl Giragosian			Email <input type="checkbox"/>
Karen Schneiders			Email <input checked="" type="checkbox"/>
Ryan Wickes			Email <input checked="" type="checkbox"/>

**NOTE** - Before including your address, e-mail address, or other personal identifying information on the meeting Sign-In Sheet or on your comment submittal, be advised that attempts will be made to redact your personal information in documentation developed for this project. While we will try to redact your personal identifying information from public review, we cannot guarantee that we will always be able to do so.

## US 41 & Dixie Bee Access Control Project Des. No. 2400088

### | Public Information Meeting

April 22, 2025  
Wabash Valley Fairgrounds

Slide 1 of 23



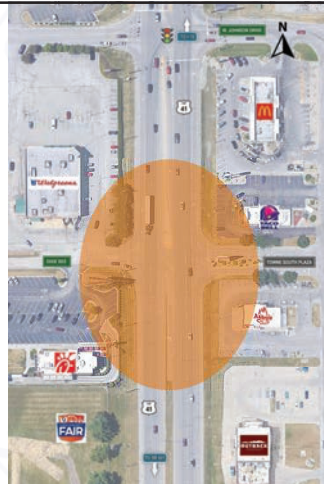
### | Agenda

- Project Overview
- Purpose & Need
- Proposed Improvements
- Impacts from Proposed Improvements
- Maintenance of Traffic
- Project Schedule
- Next Steps
- Opportunities to Learn More
- Project Contacts

Slide 2 of 23

### | Project Overview

- Involves the intersection of US 41 and Dixie Bee (also known as the access road to the Wabash Valley Dragway and Chick-fil-A)
- Intersection is located approximately 355 feet south of the signalized US 41 and Johnson Drive Intersection
- Intersection serves as access drive to Towne South Plaza, the Wabash Valley Fairgrounds / Dragway, and Chick-fil-A



Slide 3 of 23

### | Project Need

The need for this project stems from an increase in opportunities for crashes at the intersection due to following variables:

- Unrestricted turning and through movements allowed –
  - *Does not conform with access management design standards*



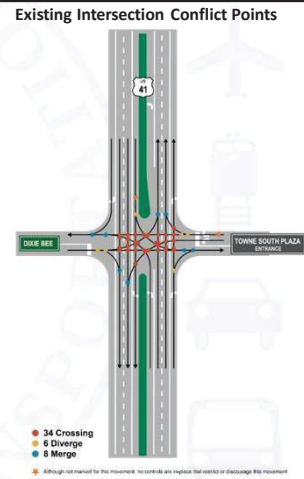
Slide 4 of 23



## | Project Need

The need for this project stems from an increase in opportunities for crashes at the intersection due to following variables:

- Creates 48 conflict points for drivers

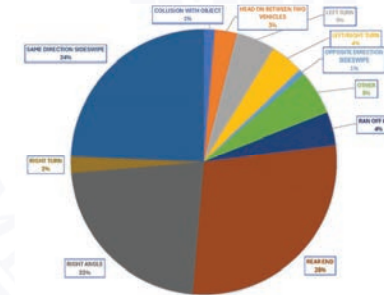


Slide 5 of 23

## | Project Need

Safety:

- 148 Crashes (2018-2024)



Slide 6 of 23



## | Project Need

The need for this project also stems from decreased traffic operations due to backups (queuing) from the Johnson Drive intersection:

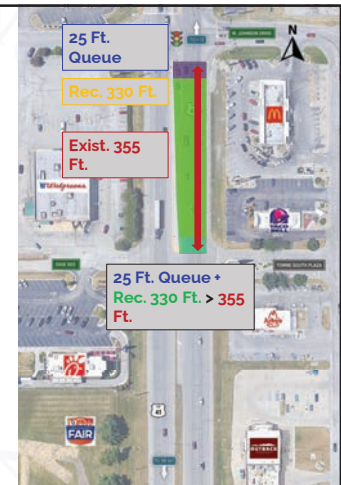
- Increased congestion caused by the closeness to the signalized Johnson Drive intersection
- *INDOT Access Management Guide* recommends a perception reaction + minimum maneuver distance of **330 feet**



Slide 7 of 23

## | Project Need

- This recommended **330 feet** is on top of the queue (backup) from the signalized intersection
- Hypothetical queue of **25 feet** (roughly 2 car lengths), when added to the minimum distance of **330 feet (minimum)** interferes with the existing intersection



Slide 8 of 23

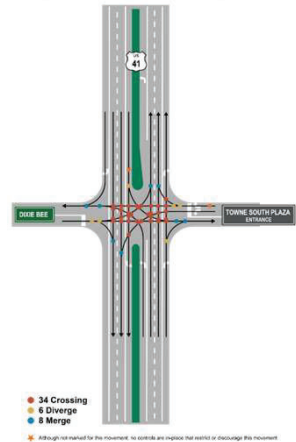


## Project Purpose

The purpose of this project is to improve traffic operations through the intersection and reduce exposure risk for crashes

- Reduce the number of conflict points
- Reduce the impact of congestion from the Johnson Drive intersection
- Bring this access drive with a Statewide Mobility Corridor into conformance with INDOT access management guidelines

Existing Intersection Conflict Points



Slide 9 of 23



Slide 10 of 23



Slide 11 of 23



Slide 12 of 23

## | Proposed Improvements

- Construction of a slotted left turn lane along northbound US 41
  - Accommodates a 53-foot semi-trailer
- Install raised concrete curb
- Extend the northbound left turn lane
- Updating pavement markings for clear lane guidance reflecting the new turning movements allowed



Slide 13 of 23

## | Proposed Improvements

- Restricts crossing movements between Dixie Bee and Towne South Plaza
- Restricts left turns from Dixie Bee onto northbound US 41
- Restricts left turns from southbound US 41 to Towne South Plaza



Slide 14 of 23

## | Proposed Improvements

- Reduces the number of conflict points to 8!

Proposed Intersection Reduced Conflict Points



Slide 15 of 23

## | Impacts from Proposed Improvements

- No new right-of-way required
- No historic properties impacted
- No wetlands or waterways impacted
- Minor impacts associated with how users (drivers) access commercial properties due to restrictions in some movements

Slide 16 of 23



## | Maintenance of Traffic (MOT)

- Construction to last approximately 60 days
- Two phases of MOT are proposed to minimize impacts to adjacent properties
  - *Phase 1 (approximately 30 days):* Maintain traffic in both directions of US 41 with rotating lane closures
    - Maintain left turns onto Dixie Bee from northbound US 41
    - All other left turns and crossing movements restricted



Slide 17 of 23

## | Maintenance of Traffic (MOT)

- *Phase 2 (approximately 30 days):* Maintain traffic in both directions of US 41 with rotating lanes closures
  - All turning and crossing movements will be restricted



Slide 18 of 23

## | Project Schedule



Slide 19 of 23

## | Next Steps

- Public meeting this week
- Review feedback
- Complete preliminary design
- Release draft environmental document and preliminary design plans for public review
- Offer the opportunity for a public hearing in Summer of 2025
- Environmental document approval
- Final design
- Construction

Slide 20 of 23

## | Opportunities to Learn More

**THE PROJECT TEAM IS INTERESTED IN HEARING YOUR FEEDBACK ON THE PROJECT!**

- Open house format
- Visit stations
- Watch the pre-recorded video of this presentation
- View maps and project display boards
- Talk with Project Team Members
- Complete a comment form and return by **May 6, 2025**

email: [nicole.minton@lochgroup.com](mailto:nicole.minton@lochgroup.com)

U.S. Mail: Nicole Minton, 6200 Vogel Road, Evansville, IN 47715



Slide 21 of 23

## | Contacts & Information



[www.INDOT4U.com](http://www.INDOT4U.com)



855-INDOT4U (463-6848)



INDOT@indot.in.gov

project website:



Slide 22 of 23

# THANK YOU!

## We appreciate your input



Slide 23 of 23

**From:** [Chad Costa](#)  
**To:** [Samantha Beaupre](#)  
**Subject:** FW: US 41 & Dixie Bee Rd  
**Date:** Thursday, May 1, 2025 5:22:59 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image463939.png](#)

---

Comment INDOT received through customer service.

## Chad Costa

Environmental Department Manager

## Lochmueller Group



**Direct:** 317.334.6807

**Mobile:** 317.694.7657

---

**From:** Massing, Jessica <JMassing@indot.in.gov>  
**Sent:** Thursday, May 1, 2025 2:04 PM  
**To:** Chad Costa <ccosta@lochgroup.com>  
**Cc:** Camarata, Rebecca <rcamarata@indot.IN.gov>  
**Subject:** FW: US 41 & Dixie Bee Rd

EXTERNAL

## Jessi M. Massing

### *Project Manager*

Indiana Department of Transportation  
Crawfordsville District

**Cell:** 765-978-1345

**Email:** [jmassing@indot.in.gov](mailto:jmassing@indot.in.gov)

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[Book time to meet with me](#)

Monday- Office 6:00-4:00 | Tuesday- Office 6:00-4:00 |

Wednesday-Office 6:00-4:00 | Thursday- Remote 6:00- 3:00 | Friday- Off

---

**From:** Chesterson, Ceres <CChesterson@indot.IN.gov>  
**Sent:** Wednesday, April 23, 2025 1:51 PM  
**To:** Massing, Jessica <JMassing@indot.in.gov>  
**Subject:** RE: US 41 & Dixie Bee Rd



Okay I can do that. Thank you!

Kind Regards,

**Ceres Chesterson**

**Administrative Assistant Stakeholder Services**

Indiana Department of Transportation

Crawfordsville District

**Office:** 765-362-3700

**Email:** [cchesterson@indot.in.gov](mailto:cchesterson@indot.in.gov)

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---

**From:** Massing, Jessica <[JMassing@indot.in.gov](mailto:JMassing@indot.in.gov)>

**Sent:** Wednesday, April 23, 2025 1:47 PM

**To:** Chesterson, Ceres <[CChesterson@indot.IN.gov](mailto:CChesterson@indot.IN.gov)>

**Subject:** Re: US 41 & Dixie Bee Rd

I would forward to Tim and let him know Rebecca is planning to incorporate the new paint markings in her design and ask if he wants to address them before then.

Get [Outlook for iOS](#)

---

**From:** Chesterson, Ceres <[CChesterson@indot.IN.gov](mailto:CChesterson@indot.IN.gov)>

**Sent:** Wednesday, April 23, 2025 1:41:58 PM

**To:** Massing, Jessica <[JMassing@indot.in.gov](mailto:JMassing@indot.in.gov)>

**Subject:** RE: US 41 & Dixie Bee Rd

Do you need me to forward the email chain to Tim or Rebecca in order for me to get a response for the case?

Kind Regards,

**Ceres Chesterson**

**Administrative Assistant Stakeholder Services**

Indiana Department of Transportation

Crawfordsville District

**Office:** 765-362-3700

**Email:** [cchesterson@indot.in.gov](mailto:cchesterson@indot.in.gov)

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**From:** Massing, Jessica <[JMassing@indot.in.gov](mailto:JMassing@indot.in.gov)>  
**Sent:** Wednesday, April 23, 2025 1:39 PM  
**To:** Chesterson, Ceres <[CChesterson@indot.IN.gov](mailto:CChesterson@indot.IN.gov)>; Leege, Benjamin (Ben) <[BLeege@indot.IN.gov](mailto:BLeege@indot.IN.gov)>  
**Cc:** Monts, Deborah <[DMONTS@indot.IN.gov](mailto:DMONTS@indot.IN.gov)>  
**Subject:** Re: US 41 & Dixie Bee Rd

Yes they talked to Rebecca (the designer) on this yesterday and she aware and will be addressing. However in the mean time until we go to construction Tim Watson will be to be informed to decide to change the pavement markings.

Thank you,

Jessi Massing

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---

**From:** Chesterson, Ceres <[CChesterson@indot.IN.gov](mailto:CChesterson@indot.IN.gov)>  
**Sent:** Wednesday, April 23, 2025 1:28:37 PM  
**To:** Leege, Benjamin (Ben) <[BLeege@indot.IN.gov](mailto:BLeege@indot.IN.gov)>; Massing, Jessica <[JMassing@indot.in.gov](mailto:JMassing@indot.in.gov)>  
**Cc:** Monts, Deborah <[DMONTS@indot.IN.gov](mailto:DMONTS@indot.IN.gov)>  
**Subject:** US 41 & Dixie Bee Rd

Good afternoon all,

I have a customer service case we just received. Can one of you help address the customer concern? I attached the picture the customer referenced below.

Case information: I stopped by the INDOT briefing yesterday to ask questions regarding the construction to correct problems at Dixie Bee road and spoke to a young woman there regarding the construction. I didn't stay for the pre recorded presentation because she addressed my concerns, but since there were several people there with questions I just wanted to affirm my concerns and what we discussed.

My concern is, and remains is the solid white line dividing the middle and left lane for northbound traffic. While the lady I spoke to stated that this lane is intended to be a through lane, it's marked with a solid white "stay in your lane" marking, but isn't used as marked, and is frequently used as a through lane for those in a hurry. On the attached map I've highlighted what I'm talking about labeling the lane in question lane 3, and red arrows to show the solid white line and yellow arrows to show the dashed white line.

As I discussed with the INDOT representative I'm concerned because honoring the "stay in your lane" line many people, myself included wait until the line becomes broken to merge left to make a turn at Johnson Street and frequently, I encounter (state police too) a vehicle in this lane proceeding

north on US 41 making it dangerous to merge into the turning lane and these motorists sometime get angry that I, and others attempt to get to this lane. More than once I've seen traffic using this lane to intentionally prevent those who waited for the white line to end from merging left into the turn lane.

I was told that this lane is intended to be a driving lane, but was mis marked with a solid white line instead. As a responsible driver I find myself observing the markings/signs and signals that I'm supposed to observe, and I see many others doing the same. I intend to continue to do that until this is corrected.

Since this is intended to be a lane and construction on this intersection won't even start for a year a quick way for INDOT to avert additional accidents and irate drivers would be to paint out the solid white lane marking and convert it to a dashed white line permitting people to legally merge much sooner than they can if they observe the lane marking which would then make a safer turn onto Johnson between the Walgreens and Poppey's Chicken. This would be a quick and cheap fix to avoid confusion to drivers who know what a white line is for and don't' cross, and those in a hurry who want to rush around to get ahead of others. If nothing else this would speed up traffic northbound through this intersection permitting more people into that third lane and less backup at Johnson Street.

As I said, I was told this is meant to be a traffic lane, but was mismarked, so maybe now is the correct time to fix this and at lease relieve some confusion and/or road rage from this intersection.

Customer information:

James Kmetz

812-299-4591 OR 812-236-4676

[jim@kmetz.com](mailto:jim@kmetz.com)

(CS#516654)

Kind Regards,

**Ceres Chesterson**

***Administrative Assistant Stakeholder Services***

Indiana Department of Transportation

Crawfordsville District

**Office:** 765-362-3700

**Email:** [cchesterson@indot.in.gov](mailto:cchesterson@indot.in.gov)

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**Categorical Exclusion**

# **Appendix H**

**Air Quality**



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Indiana Division**

575 N. Pennsylvania St, Room 254  
Indianapolis, IN 46204  
317-226-7475  
317-226-7341

August 19, 2024

In Reply Refer To:  
HDA-IN

Ms. Lyndsay Quist  
Deputy Commissioner Capital Program Management  
Indiana Department of Transportation (INDOT)  
100 North Senate Avenue  
Indianapolis, IN 46204

Dear Ms. Quist:

We have completed our review of the INDOT's MPO Amendment 23 to the FY 2024-2028 Indiana Statewide Transportation Improvement Program (STIP) dated July 22, 2024, and revised on August 15, 2024 due to FHWA's comments. This amendment is for the inclusion of the following documents by reference:

- Area Plan Commission of Tippecanoe County (APCTC)  
[https://www.in.gov/indot/files/STIP\\_A24-MPO-23-ATCAPC.pdf](https://www.in.gov/indot/files/STIP_A24-MPO-23-ATCAPC.pdf)
- Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO)  
[https://www.in.gov/indot/files/STIP\\_A24-MPO-23-BMCMPO.pdf](https://www.in.gov/indot/files/STIP_A24-MPO-23-BMCMPO.pdf)
- Columbus Area Metropolitan Planning Organization (CAMPO)  
[https://www.in.gov/indot/files/STIP\\_A24-MPO-23-CAMPO.pdf](https://www.in.gov/indot/files/STIP_A24-MPO-23-CAMPO.pdf)
- Evansville Metropolitan Planning Organization (EMPO)  
[https://www.in.gov/indot/files/STIP\\_A24-MPO-23-EMPO.pdf](https://www.in.gov/indot/files/STIP_A24-MPO-23-EMPO.pdf)
- Indianapolis Metropolitan Planning Organization (IMPO)  
[https://www.in.gov/indot/files/STIP\\_A24-MPO-23-IMPO.pdf](https://www.in.gov/indot/files/STIP_A24-MPO-23-IMPO.pdf)
- Kentuckiana Regional Planning and Development Agency (KIPDA)  
[https://www.in.gov/indot/files/STIP\\_A24-MPO-23-KIPDA.pdf](https://www.in.gov/indot/files/STIP_A24-MPO-23-KIPDA.pdf)
- Michiana Area Council of Governments (MACOG)  
[https://www.in.gov/indot/files/STIP\\_A24-MPO-23-MACOG.pdf](https://www.in.gov/indot/files/STIP_A24-MPO-23-MACOG.pdf)
- Northeastern Indiana Regional Coordinating Council (NIRCC)  
[https://www.in.gov/indot/files/STIP\\_A24-MPO-23-NIRCC.pdf](https://www.in.gov/indot/files/STIP_A24-MPO-23-NIRCC.pdf)
- Ohio-Kentucky-Indiana Regional Council of Governments (OKI)  
[https://www.in.gov/indot/files/STIP\\_A24-MPO-23-OKI.pdf](https://www.in.gov/indot/files/STIP_A24-MPO-23-OKI.pdf)



- Terre Haute Metropolitan Planning Organization (THAMPO)  
[https://www.in.gov/indot/files/STIP\\_A24-MPO-23-THAMPO.pdf](https://www.in.gov/indot/files/STIP_A24-MPO-23-THAMPO.pdf)

INDOT, APCTC, BMCMPPO, CAMPO, EMPO, IMPO, KIPDA, MACOG, NIRCC, OKI, AND THAMPO have re-demonstrated fiscal constraint, air quality conformity, and provided opportunity for public comment and involvement, where applicable, regarding the documents identified above. The Federal Highway Administration (FHWA) considers this amendment to be in substantial compliance with the applicable requirements as sufficient to support a consistency finding for the STIP.

FHWA and the Federal Transit Administration (FTA) take formal action, through the development of the Federal Planning Finding (FPF), to evaluate and ensure that the STIP and MPO TIPs are developed according to statewide and metropolitan planning processes consistent with 23 U.S.C. 134 and 135, and 49 U.S.C. 5303 and 5304, as well as 23 CFR part 450, 500, and 49 CFR part 613. FHWA and FTA are required under 23 CFR 450.220 (b) to document and issue an FPF in conjunction with the approval of the STIP, or amended STIP. Based on the recently conducted FPF (dated August 31, 2023), FHWA and FTA find that the amended Indiana FY2024-2028 STIP substantially meets the transportation planning requirements and is approving the amended STIP (as recorded in MPO Amendment 23) subject to the corrective actions outlined in the FPF. FHWA and FTA will continue to partner with the INDOT to ensure the previously developed action plan is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2024-2028 STIP, or adoption of the FY2026-2030 STIP, may not be approved by USDOT.

FHWA only recognizes years 2024-2027 in the STIP. Any projects and/or phases of projects added in years outside of 2024-2027 are considered illustrative, and thus ineligible for federal funding at this time.

Should you have any questions regarding this approval please contact Erica Tait at 317-226-7481 or e-mail at [erica.tait@dot.gov](mailto:erica.tait@dot.gov).

Sincerely,

**Erica  
Tait**

Digitally signed  
by Erica Tait  
Date: 2024.08.19  
16:03:17 -04'00'

For: Jermaine R. Hannon  
Division Administrator

Enclosure

cc: Michael McNeil, INDOT  
 April Leckie, INDOT  
 La'Kesha Stewart, FHWA  
 Paige Story, FHWA



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758  
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

**Eric Holcomb, Governor**  
**Michael Smith, Commissioner**

August 15, 2024

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

Dear Mr. Hannon:

The Indiana Department of Transportation requests the projects listed in amendment STIP A24-MPO-23 to be incorporated into the 2024-2028 Statewide Transportation Improvement Program (STIP). Any projects and/or phases of projects added in years outside of 2024-2027 are considered illustrative, and thus ineligible for federal funding at this time.

The required Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) documents have been included in this request and duly noted in the Amendment. We have determined that the proposed amendments are: 1) consistent with the transportation plan; 2) the TIP remains fiscally constrained in that federal funding resources are sufficient to support the new or modified projects; and 3) conform to state and national air quality standards.

- Lafayette - Area of Tippecanoe County Area Plan Commission (ATCAPC)  
STIP\_A24-MPO-23-[ATCAPC](#)  
The total dollar amount of this amendment is \$3,740,000.00 for fiscal years 2024-2027, has been verified with FHWA.
- Bloomington - Bloomington/Monroe County Metropolitan Planning Organization (BMCMPPO)  
STIP\_A24-MPO-23-[BMCMPPO](#)  
The total dollar amount of this amendment is \$4,764,833.00 for fiscal years 2024-2027, has been verified with FHWA.
- Columbus - Columbus Area Metropolitan Planning Organization (CAMPO)  
STIP\_A24-MPO-23-[CAMPO](#)  
The total dollar amount of this amendment is \$21,605,243.00 for fiscal years 2024-2027, has been verified with FHWA.
- Evansville - Evansville Metropolitan Planning Organization (EMPO)  
STIP\_A24-MPO-23-[EMPO](#)  
The total dollar amount of this amendment is \$10,767,831.00 for fiscal years 2024-2027, has been verified with FHWA.
- Indianapolis - Indianapolis Metropolitan Planning Organization (IMPO)  
STIP\_A24-MPO-23-[IMPO](#)  
The total dollar amount of this amendment is \$10,299,078.00 for fiscal years 2024-2027, has been verified with FHWA.
- Louisville - Kentuckiana Regional Planning and Development Agency (KIPDA)  
STIP\_A24-MPO-23-[KIPDA](#)

[www.in.gov/dot/](http://www.in.gov/dot/)  
*An Equal Opportunity Employer*



The total dollar amount of this amendment is \$9,195,033.00 for fiscal years 2024-2027, has been verified with FHWA.

- South Bend - Michiana Area Council of Governments (MACOG)  
STIP\_A24-MPO-23-[MACOG](#)

The total dollar amount of this amendment is \$3,278,405.00 for fiscal years 2024-2027, has been verified with FHWA.

- Fort Wayne - Northeastern Indiana Regional Coordinating Council (NIRCC)  
STIP\_A24-MPO-23- [NIRCC](#)

The total dollar amount of this amendment is \$6,153,673.00 for fiscal years 2024-2027, has been verified with FHWA.

- Ohio/Kentucky/Indiana Regional Council of Governments (OKI)  
STIP\_A24-MPO-23-[OKI](#)

The total dollar amount of this amendment is \$2,118,330.00 for fiscal years 2024-2027, has been verified with FHWA.

- Terre Haute - Terre Haute Metropolitan Planning Organization (THAMPO)  
STIP\_A24-MPO-23-[THAMPO](#)

The total dollar amount of this amendment is \$49,530,953.00 for fiscal years 2024-2027, has been verified with FHWA.

The grand total dollar amount of this amendment is \$121,453,379.00 for fiscal years 2024-2027, has been verified with FHWA.

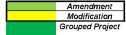
We request your review and approval of the subject amendment. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at (317) 232-0223 or at [mmcneil@indot.in.gov](mailto:mmcneil@indot.in.gov).

Sincerely,

A handwritten signature in blue ink that reads "Michael McNeil" with a small "for" written below the first name.

April Leckie, Planning Manager  
Intermediate Range Planning Division

STIP AMENDMENT and/or MODIFICATION REQUEST



Date: 26-Apr  
Requestor: Marcy Haxelrider to THAMPO

Signed Off? (Month/Year)	Sponsor	DES	Contract #	Route	Work Type	Location	County	District	Miles	Federal Category	Asset Program - (State Projects Only)	Phase	Federal	Match	2024	2025	2026	2027	2028	Total Project Cost	Remarks	Letting Date	MPO	Air Quality information (if applicable)
	INDOT	2400076	T-45471	Various	Access Payment Markings	VA 1019 Various routes in the Crawfordville District	Various	Crawfordsville		HSP	Safety	CN	\$ 225,000	\$ 25,000		\$ 250,000				\$ 250,000	new DES	09/13/25	THAMPO	Asset Management - No Capacity Added
	INDOT	1800213	R-41616	40	Bridge Replacement Concrete	US 40 at the Staunton Rd. intersection, 2.85 mi east of SR 63	Clay	Crawfordsville		HSP	Safety	CN	\$ 405,000	\$ 50,000			\$ 500,000			\$ 900,000	new DES	04/09/26	THAMPO	Safety Improvement - No Capacity Added
	INDOT	1500146	B-42975	41	Bridge Removal	US 41 Bridge over US 41 NB, 6.13 mi N of Middle Jct of SR 63	Vigo	Crawfordsville		STP	Bridge	CN	\$ 40,000	\$ 10,000		\$ 50,000				\$ 10,033,800	added \$25,000	07/09/25	THAMPO	Project previous found to be exempt (8-21-2023), project cost increase and change in scope created need for amendment, scope change is from multiple shop approaches to a roundabout intersection. MPO believes this project is exempt as the new design reduces delay and start/stop traffic.
	INDOT	1500146	B-42975	41	Bridge Removal	US 41 Bridge over US 41 NB, 6.13 mi N of Middle Jct of SR 63	Vigo	Crawfordsville		STP	Bridge	CN	\$ 6,900,000	\$ 1,740,000			\$ 8,700,000			\$ 10,033,800	added \$5,900,000	07/09/25	THAMPO	Asset Management - No Capacity Added
	INDOT	1800193	R-41613	150	Pavement Replacement	US 150 From 0.85 mi W of US 41 to US 41	Vigo	Crawfordsville	0.59	STP	Roadway	CN	\$ 6,400,000	\$ 1,600,000	\$8,000,000					\$ 10,000,000	added \$500,000	12/11/24	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	1900195	B-44788	70	Bridge Replacement Concrete	I-70 over removed CSX RR, 0.57 mi E of US 41 (EB)	Vigo	Crawfordsville		STP	Roadway	PE	\$ 80,000	\$ 20,000		\$ 100,000				\$ 4,500,000	added \$100,000	07/09/25	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	1900195	B-44788	70	Bridge Replacement Concrete	I-70 over removed CSX RR, 0.57 mi E of US 41 (EB)	Vigo	Crawfordsville		STP	Bridge	CN	\$ 3,200,000	\$ 800,000		\$ 4,000,000				\$ 4,500,000	added \$1,800,000	07/09/25	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	1900198	B-44788	70	Bridge Replacement Concrete	I-70 over removed CSX RR, 0.57 mi E of US 41 (WB)	Vigo	Crawfordsville		STP	Bridge	CN	\$ 3,240,000	\$ 810,000		\$ 4,050,000				\$ 4,050,000	added \$1,850,000	07/09/25	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	1900339	B-42240	40	Small Structure Replacement	US 40 0.07 mi S of Wabash Ave	Vigo	Crawfordsville		STP	Bridge	CN	\$ 840,000	\$ 210,000	\$1,050,000					\$ 1,800,000	added \$730,000	12/11/24	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2000377	B-41371	41	Bridge Thin Deck Overlay	US 41 2.21 mi N of S pt SR 63, NB over Indiana RR	Vigo	Crawfordsville		STP	Bridge	CN	\$ 260,000	\$ 70,000			\$ 350,000			\$ 400,500	new DES	09/10/25	THAMPO	Asset Management - No Capacity Added
	INDOT	2000378	B-41371	41	Bridge Thin Deck Overlay	US 41 2.21 mi N of S pt SR 63, SB over Indiana RR	Vigo	Crawfordsville		STP	Bridge	CN	\$ 260,000	\$ 70,000			\$ 350,000			\$ 350,000	new DES	09/10/25	THAMPO	Asset Management - No Capacity Added
	INDOT	2000522	B-42951	41	Scour Protection (Erosion)	US 41 2.79 mi S of I-70, NBL over Honey Creek	Vigo	Crawfordsville		STP	Bridge	CN	\$ 112,000	\$ 28,000			\$ 140,000			\$ 140,000	moved from FY24 to FY26	09/09/25	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2000524	B-42951	41	Scour Protection (Erosion)	US 41 2.79 mi S of I-70, SBL over Honey Creek	Vigo	Crawfordsville		STP	Bridge	CN	\$ 112,000	\$ 28,000			\$ 140,000			\$ 140,000	moved from FY24 to FY27	09/09/25	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2000876	B-42989	150	HMA Overlay	US 150 From 2.13 mi W of US 41 to 0.8 mi W of US 41	Vigo	Crawfordsville	1.51	STP	Roadway	CN	\$ 2,240,000	\$ 560,000	\$2,800,000					\$ 2,800,000	added \$600,000	03/13/25	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2000877	B-44328	40	Small Structure Mark and Repair	US 40 0.83 mi W of SR 340 E Jct	Vigo	Crawfordsville		STP	Bridge	CN	\$ 20,000	\$ 5,000	\$ 25,000					\$ 300,000	moved from FY24 to FY26	07/09/25	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2001722	R-43456	63	Slide Connection	SR 63 3.45 miles north of US 41	Vigo	Crawfordsville		STP	Roadway	PE	\$ 140,000	\$ 35,000		\$ 175,000				\$ 4,500,000	moved from FY24 to FY25	01/15/25	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2001722	R-43456	63	Slide Connection	SR 63 3.45 miles north of US 41	Vigo	Crawfordsville		STP	Roadway	RW	\$ 8,000	\$ 2,000	\$ 10,000					\$ 4,500,000	moved from FY24 to FY26	01/15/25	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2100192	B-44328	40	HMA Overlay Minor Structural	US 40 0.23 mi E of SR 340 W Jct to SR 340 E Jct	Clay	Crawfordsville	5.37	STP	Roadway	CN	\$ 16,000,000	\$ 4,000,000		\$20,000,000				\$ 21,370,000	added \$4,599,000	07/09/25	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2100607	B-43681	70	Bridge Thin Deck Overlay	I-70 EB over SR 641, 4.33 mi E of US 41	Vigo	Crawfordsville		NHS	Bridge	CN	\$ 540,000	\$ 60,000			\$ 600,000			\$ 600,000	moved from FY26 to FY27, released \$952,000	07/09/26	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2101159	T-43931	40	Traffic Signals Modernization	US 40 at Main Street (Steelbriar), 1.56 miles west of SR 340 (WJct)	Vigo	Crawfordsville		HSP	Safety	CN	\$ 695,000	\$ 95,000		\$ 950,000				\$ 1,500,000	moved from FY24 to FY25, added \$80,000	10/09/24	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2101177	R-41613	150	Traffic Signals Modernization	US 150 EB (Ohio St.) at 1st Street (Terre Haute), 14.71 mi E of Illinois/Indiana Stateline	Vigo	Crawfordsville		HSP	Safety	CN	\$360,000	\$40,000	\$ 400,000					\$ 400,000	moved from FY24 to FY26, added \$200,000	12/11/24	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2101178	R-41613	150	Traffic Signals Modernization	US 150 WB (Cherry St.) at 1st Street (Terre Haute), 14.71 mi E of Illinois/Indiana Stateline	Vigo	Crawfordsville		HSP	Safety	CN	\$ 360,000	\$ 40,000	\$ 400,000					\$ 400,000	moved from FY24 to FY26, added \$200,000	12/11/24	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2101658	R-44876	70	Small Structure Pipe Lining	I-70 1.45 mi E of Darvel Road	Vigo	Crawfordsville		NHS	Bridge	RW	\$ 40,000	\$ 10,000	\$ 50,000					\$ 800,000	moved from FY24 to FY25	09/10/25	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2101658	R-44876	70	Small Structure Pipe Lining	I-70 1.45 mi E of Darvel Road	Vigo	Crawfordsville		NHS	Bridge	CN	\$ 585,000.00	\$ 65,000.00		\$ 650,000				\$ 800,000	moved from FY25 to FY26	09/10/25	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2200503	R-44392	40	Small Structures & Drains Construction	US 40 over UNT Snake Creek, 7.40 mi E of I-70	Vigo	Crawfordsville		STP	Bridge	PE	\$ 48,000.00	\$ 12,000.00	\$ 60,000					\$ 1,000,000	moved from FY24 to FY25, released \$135,000	09/02/26	THAMPO	Asset Management - No Capacity Added
	INDOT	2200503	R-44392	40	Small Structures & Drains Construction	US 40 over UNT Snake Creek, 7.40 mi E of I-70	Vigo	Crawfordsville		STP	Bridge	RW	\$ 36,000.00	\$ 9,000.00	\$ 20,000					\$ 1,000,000	added FY25	09/02/26	THAMPO	Asset Management - No Capacity Added
	INDOT	2200503	R-44392	40	Small Structures & Drains Construction	US 40 over UNT Snake Creek, 7.40 mi E of I-70	Vigo	Crawfordsville		STP	Bridge	CN	\$ 640,000.00	\$ 160,000.00		\$ 50,000	\$ 750,000			\$ 1,000,000	added FY26, increased FY27 \$173,000	09/02/26	THAMPO	Asset Management - No Capacity Added
	INDOT	2200792	R-44401	70	HMA Overlay Preventive	I-70 From 0.38 mi E of SR 641 to 0.48 mi W of SR 69	Clay, Vigo	Crawfordsville	10.54	NHS	Roadway	CN	\$19,800,000.00	\$2,200,000.00			\$22,000,000			\$ 24,000,000	added \$5,619,000	07/09/26	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2200868	B-44425	40	Scour Protection (Erosion)	US 40 over Thompson Ditch, 1.06 mi E of SR 42	Vigo	Crawfordsville		STP	Bridge	RW	\$ 8,000.00	\$ 2,000.00	\$ 10,000					\$ 330,000	moved from FY24 to FY26	02/11/26	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2200868	B-44425	40	Scour Protection (Erosion)	US 40 over Thompson Ditch, 1.06 mi E of SR 42	Vigo	Crawfordsville		STP	Bridge	CN	\$ 256,000.00	\$ 64,000.00	\$ 20,000	\$ 300,000				\$ 330,000	moved from FY24 to FY25, moved from FY25 to FY26, added \$100,000	02/11/26	THAMPO	Asset Management - No Capacity Added, Previous Exempt finding (8-21-2023)
	INDOT	2300775	B-45032	40	Bridge Replacement, Concrete	US 40 over LOST CREEK, 01.46 mi E SR 46	Vigo	Crawfordsville		STP	Bridge	PE	\$ 92,000.00	\$ 23,000.00	\$ 115,000					\$ 5,000,000	added FY25	11/15/26	THAMPO	Asset Management - No Capacity Added
	INDOT	2301172	R-45048	246	Small Structures & Drains Construction	SR 246 From SR 63 to US 41	Vigo	Crawfordsville		STP	Bridge	PE	\$ 240,000.00	\$ 60,000.00	\$ 300,000					\$ 1,050,000	new DES	10/14/27	THAMPO	Asset Management - No Capacity Added
	INDOT	2301172	R-45048	246	Small Structures & Drains Construction	SR 246 From SR 63 to US 41	Vigo	Crawfordsville		STP	Bridge	RW	\$ 3,200.00	\$ 800.00		\$ 4,000				\$ 1,050,000	new DES	10/14/27	THAMPO	Asset Management - No Capacity Added
	INDOT	2301172	R-45048	246	Small Structures & Drains Construction	SR 246 From SR 63 to US 41	Vigo	Crawfordsville		STP	Bridge	CN	\$ 600,000.00	\$ 150,000.00			\$ 750,000			\$ 1,050,000	new DES	10/14/27	THAMPO	Asset Management - No Capacity Added
	INDOT	2301173	R-45048	246	Small Structures & Drains Construction	SR 246 From US 41 to SR 159 W Jct	Vigo	Crawfordsville		STP	Bridge	PE	\$ 320,000.00	\$ 80,000.00	\$ 400,000					\$ 1,600,000	new DES	10/14/27	THAMPO	Asset Management - No Capacity Added
	INDOT	2301173	R-45048	246	Small Structures & Drains Construction	SR 246 From US 41 to SR 159 W Jct	Vigo	Crawfordsville		STP	Bridge	RW	\$ 3,200.00	\$ 800.00		\$ 4,000				\$ 1,600,000	new DES	10/14/27	THAMPO	Asset Management - No Capacity Added
	INDOT	2301173	R-45048	246	Small Structures & Drains Construction	SR 246 From US 41 to SR 159 W Jct	Vigo	Crawfordsville		STP	Bridge	CN	\$ 660,000.00	\$ 240,000.00			\$1,200,000			\$ 1,600,000	new DES	10/14/27	THAMPO	Asset Management - No Capacity Added
	INDOT	2301174	R-45048	246	Small Structures & Drains Construction	SR 246 From SR 159 E Jct to SR 59 W Jct	Clay, Vigo	Crawfordsville		STP	Bridge	PE	\$ 160,000.00	\$ 40,000.00	\$ 200,000					\$ 800,000	new DES	10/14/27	THAMPO	Asset Management - No Capacity Added
	INDOT	2301174	R-45048	246	Small Structures & Drains Construction	SR 246 From SR 159 E Jct to SR 59 W Jct	Clay, Vigo	Crawfordsville		STP	Bridge	RW	\$ 6,400.00	\$ 1,600.00		\$ 8,000				\$ 800,000	new DES	10/14/27	THAMPO	Asset Management - No Capacity Added
	INDOT	2301174	R-45048	246	Small Structures & Drains Construction	SR 246 From SR 159 E Jct to SR 59 W Jct	Clay, Vigo	Crawfordsville		STP	Bridge	CN	\$ 480,000.00	\$ 120,000.00			\$ 600,000			\$ 800,000	new DES	10/14/27	THAMPO	Asset Management - No Capacity Added
	INDOT	2301176	R-45046	42	Small Structures & Drains Construction	SR 42 From 2.6 mi E of US 40 to SR 59	Clay, Vigo	Crawfordsville		STP	Bridge	PE	\$ 32,000.00	\$ 8,000.00	\$ 40,000					\$ 520,000	add FY25	09/15/27	THAMPO	Asset Management - No Capacity Added
	INDOT	2400088	R-45478	41	Access Control	US 41 0.57 miles S of I-70 interchange, at Dixie Bee Drive	Vigo	Crawfordsville		HSP	Safety	PE	\$ 112,500.00	\$ 12,500.00	\$ 125,000					\$ 525,000	new DES	07/09/25	THAMPO	Conflict Reduction - No Capacity Added
	INDOT	2400088	R-45478	41	Access Control	US 41 0.57 miles S of I-70 interchange, at Dixie Bee Drive	Vigo	Crawfordsville		HSP	Safety	CN	\$ 380,000.00	\$ 40,000.00		\$ 400,000				\$ 525,000	new DES	07/09/25	THAMPO	Conflict Reduction - No Capacity Added
	INDOT	2201702	T-44794	VAR	Ins Program Equipment	VA VAR1 Crawfordville District CCTV Camera Lowering Arms & Pole Wiring Replacement - FY 26	Various	Crawfordsville		ITS	Statewide	CN	\$ 320,000.00	\$ 80,000.00		\$ 400,000				\$ 600,000	new DES	02/11/26	THAMPO	Asset Management - No Capacity Added
	INDOT	2400075	T-45469	VAR	Access Payment Markings	VA 1019 Various routes in the Crawfordville District	Various	Crawfordsville		HSP	Safety	CN	\$ 270,000.00	\$ 30,000.00		\$ 300,000				\$ 300,000	new DES	03/11/26	THAMPO	Asset Management - No Capacity Added
	INDOT	2106068	B-43681	70	Bridge Thin Deck Overlay	I-70 WB over SR 641, 4.33 mi E of US 41	Vigo	Crawfordsville		NHS	Bridge	CN	\$ 540,000.00	\$ 60,000.00			\$ 600,000			\$ 600,000	new DES	07/09/26	THAMPO	Asset Management - No Capacity Added
	INDOT	2106050	B-43681	70	Bridge Thin Deck Overlay	I-70 EB over US 41 SB/NB, 04.34 mi W of SR 46	Vigo	Crawfordsville		NHS	Bridge	CN	\$ 495,000.00	\$ 55,000.00			\$ 550,000			\$ 550,000	new DES	07/09/26	THAMPO	Asset Management - No Capacity Added
	INDOT	2106051	B-43681	70	Bridge Thin Deck Overlay	I-70 WB over US 41 SB/NB, 4.34 mi W of SR 46	Vigo	Crawfordsville		NHS	Bridge	CN	\$ 495,000.00	\$ 55,000.00			\$ 550,000			\$ 550,000	new DES	07/09/26	THAMPO	Asset Management - No Capacity Added
	INDOT	2301168	R-45047	59	Small Structures & Drains Construction	From 1.30 mi N of US 40 to US 36	Parke, Clay	Crawfordsville		STP	Bridge	PE	\$ 720,000.00	\$ 180,000.00	\$ 900,000									

**Categorical Exclusion**

# **Appendix I**

**Other**



**Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated April 2025)**

ProjectNumber	SubProjectCode	County	Property
1800066	1800066	Vigo	Fowler Park & Wilderness Area
1800112	1800112	Vigo	Prairie Creek Park
1800146	1800146	Vigo	Prairie Creek Park
1800152	1800152	Vigo	Hulman Links Golf Course, Terre Haute Golf Course
1800348	1800348	Vigo	Hawthorn Park & Access Site
1800360	1800360	Vigo	Spencer F. Ball Park
1800387	1800387	Vigo	Voorhees Park
1800394	1800394	Vigo	Hawthorn Access Site
1800406	1800406	Vigo	Fairbanks Park
1800410	1800410	Vigo	Hawthorn Access Site
1800625	1800625	Vigo	Fairbanks Park
1800659	1800659	Vigo	Brittlebank Park

\*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with Indiana State Parks, Community Grants & Trails Section, should occur.



## PROJECT TRAFFIC FORECAST REPORT

**DES No.:** 2400088

US-41 0.57 miles S of I-70 interchange, at Dixie Bee Drive

From RP 109+26 to RP 109+26

Vigo County

**Prepared For**

Calvin Rizzo

**On**

07/24/2024

**By**

INDOT, Office of Traffic Statistics  
Technical Planning Support & Programming Division  
Gregory A. Katter, PE, Supervisor  
100 N. Senate Ave, N955  
Indianapolis, Indiana 46204  
[INDOTTrafficForecasts@indot.IN.gov](mailto:INDOTTrafficForecasts@indot.IN.gov)



## PROJECT TRAFFIC FORECAST REPORT

### Table of Contents

Project Map

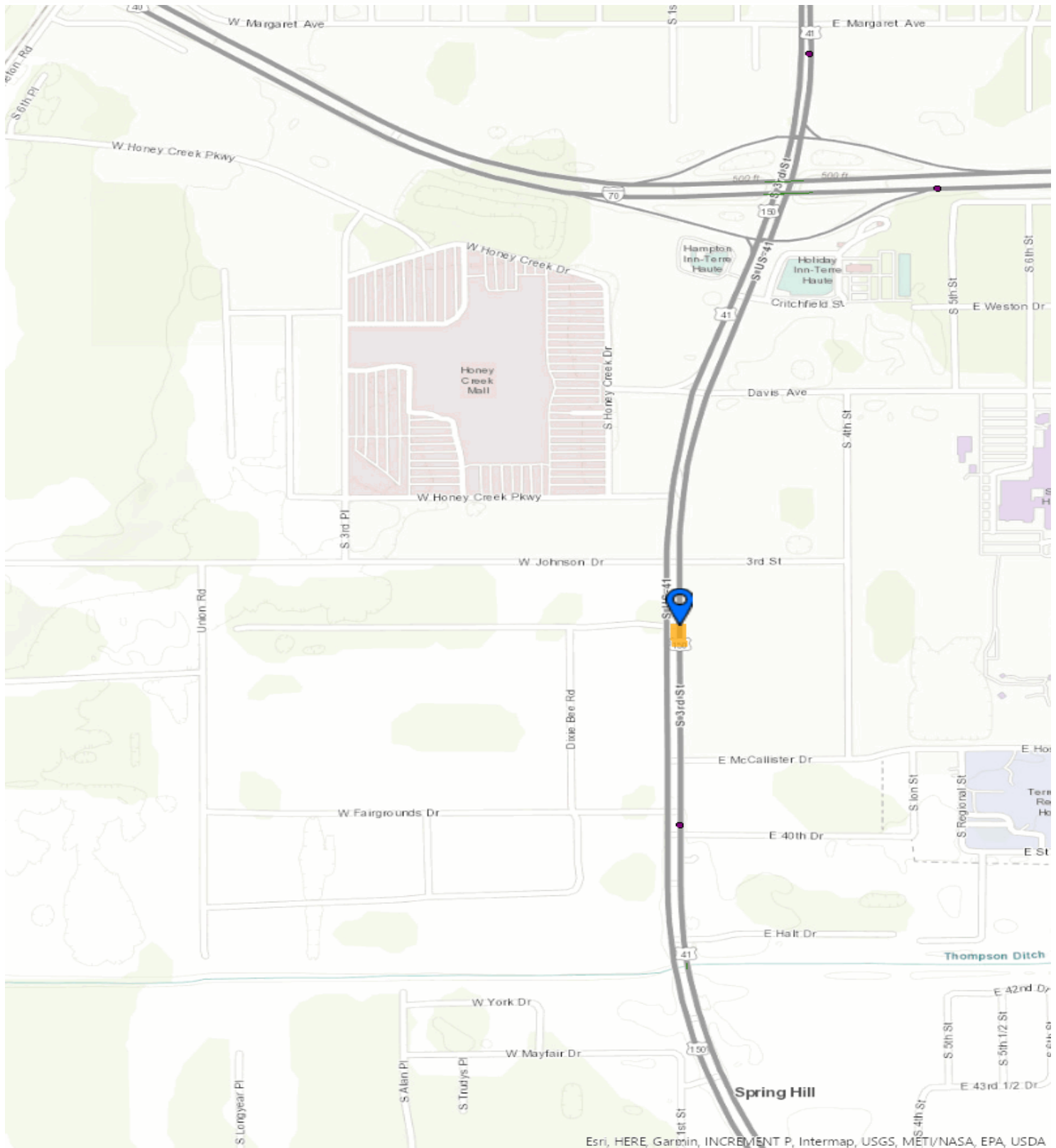
Segment 1 Forecast

Intersection 1 Forecast



September 4, 2024 9:04 am

## PROJECT TRAFFIC FORECAST REPORT



Request: 10600

**PROJECT TRAFFIC FORECAST REPORT****Segment: 1**

Route Name **US 41**  
From Measure **109.160** From RP **109+26**  
To Measure **109.190** To RP **109+26**

Forecast Year	Projected Annual Average Daily Traffic	Negative AADT	Positive AADT
2022	33,469	16,028	17,441
2026	33,923	16,245	17,677
2031	34,490	16,517	17,973
2041	35,625	17,060	18,564
2046	36,192	17,332	18,860

**Design Hourly Volume (DHV) in Design Year as percentage of AADT**

Year	DHV
2046	9.73%

**Peak Hour Forecast**

AM Peak Hour 11:00  
PM Peak Hour 01:00

**Commercial Vehicles (FHWA Scheme F Classes 4 - 13)**

5.06% of AADT  
3.41% of DHV

**Directional Split**

52.11% of AADT Travels in Positive Travel Direction

The per year growth user for this forecast is 0.34% and is applied as a linear growth.

It should be recognized by users of this forecast that the base year AADT has an accuracy of plus or minus 10%. It should also be understood that while this report may include forecasts with up to six apparent significant figures, the accuracy should not be interpreted as being greater than two significant figures. It is the responsibility of designers to exercise professional judgement when using this data to influence decisions.





## PROJECT TRAFFIC FORECAST REPORT

### Intersection: 1

22-007 US 41 and Dixie Bee Rd Terre Haute Vi... - TMC

Mon Feb 21, 2022

Full Length (1 PM-1 PM (+1))

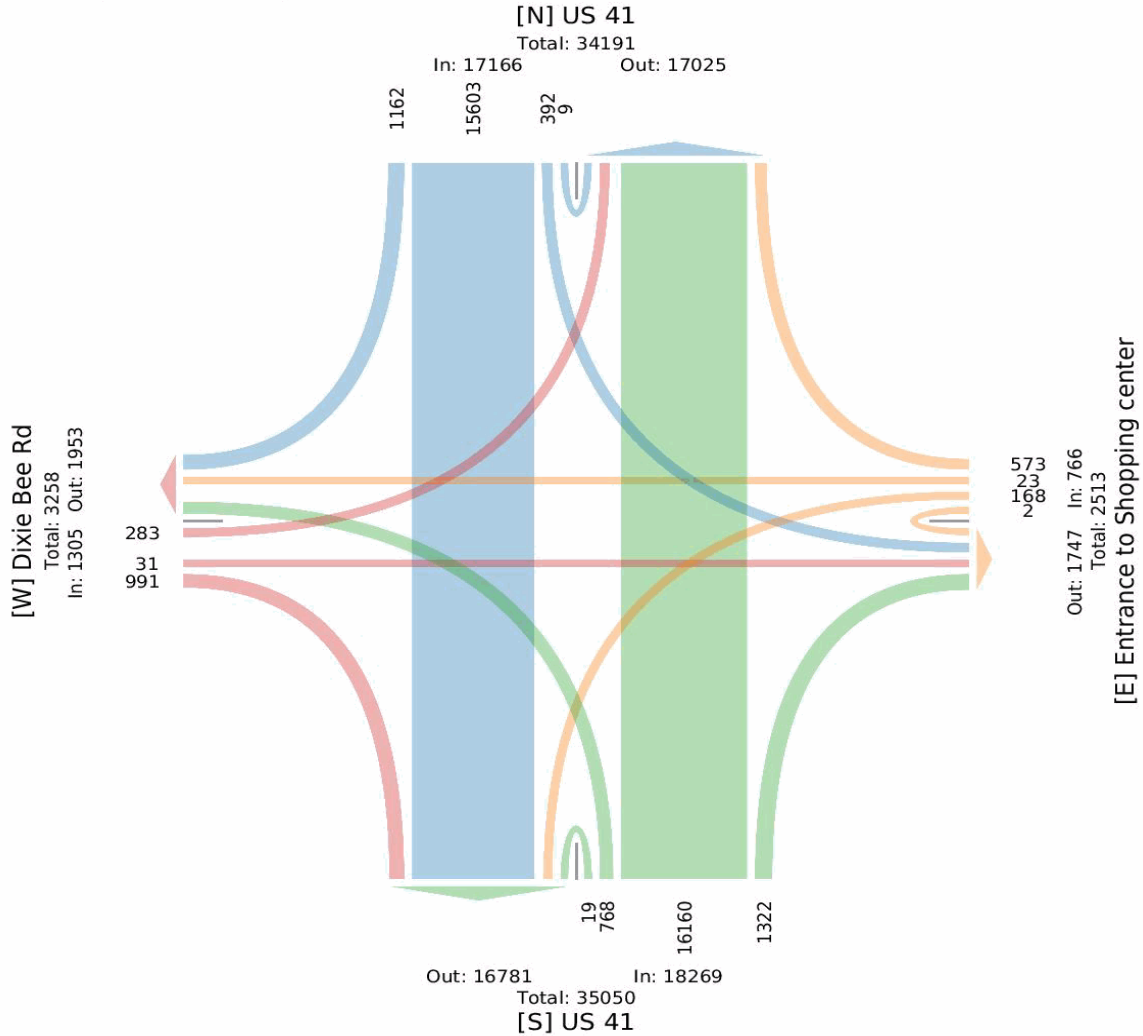
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses)

All Movements

ID: 924533, Location: 39.422566, -87.416168



Provided by: Indiana DOT  
100 N. Senate Ave.,  
Indianapolis, IN, 46204, US





## PROJECT TRAFFIC FORECAST REPORT

**Location:** 0.57 miles S of I-70 interchange, at Dixie Bee Drive

The table below contains the projected Annual Average Daily Traffic (AADT) in each requested year for each approach and movement.

The per year growth rate used for each approach is indicated in the table below. It is applied as a straight line growth.

For the purpose of this report a commercial vehicle would fall into FHWA Scheme F Classes 4 through 13. They are identified by MioVision as either an Articulated Truck, a Bus, or a Single-Unit Truck.

Daily Movement Forecast										
Approach Road Name	Approach Direction	Movement	Total	Count Year AADT	Growth Rate	Construction Year AADT 2026	Intermediate Year 1 AADT 2031	Intermediate Year 2 AADT 2041	Design Year AADT 2046	Commercial Percentage
MCCALLIST ER DR	East	Right	573	573	0.00%	573	573	573	573	1.57%
MCCALLIST ER DR	East	Thru	23	23	0.00%	23	23	23	23	0.00%
MCCALLIST ER DR	East	Left	168	168	0.00%	168	168	168	168	0.60%
MCCALLIST ER DR	East	U-Turn	2	2	0.00%	2	2	2	2	0.00%
MCCALLIST ER DR	East	Total	766	766	0.00%	766	766	766	766	0.00%
US 41	North	Right	1,162	1,162	0.34%	1,178	1,197	1,237	1,257	0.60%
US 41	North	Thru	15,603	15,603	0.34%	15,815	16,079	16,608	16,872	5.61%
US 41	North	Left	392	392	0.34%	397	404	417	424	1.02%
US 41	North	U-Turn	9	9	0.34%	9	9	10	10	0.00%
US 41	North	Total	17,166	17,166	0.34%	17,399	17,690	18,272	18,563	0.00%
US 41	South	Right	1,322	1,322	0.34%	1,340	1,362	1,407	1,430	0.45%
US 41	South	Thru	16,160	16,160	0.34%	16,379	16,653	17,201	17,475	5.46%
US 41	South	Left	768	768	0.34%	778	791	817	830	0.26%
US 41	South	U-Turn	19	19	0.34%	19	20	20	21	0.00%
US 41	South	Total	18,269	18,269	0.34%	18,517	18,826	19,446	19,755	0.00%
JOHNSON DR	West	Right	991	991	0.00%	991	991	991	991	0.50%
JOHNSON DR	West	Thru	31	31	0.00%	31	31	31	31	0.00%
JOHNSON DR	West	Left	283	283	0.00%	283	283	283	283	0.71%
JOHNSON DR	West	U-Turn	0	0	0.00%	0	0	0	0	0.00%
JOHNSON DR	West	Total	1,305	1,305	0.00%	1,305	1,305	1,305	1,305	0.00%

## Growth Rate Notes



## PROJECT TRAFFIC FORECAST REPORT

**Location:** 0.57 miles S of I-70 interchange, at Dixie Bee Drive

The table below contains the projected traffic volumes in each requested year for approach and movement during the morning and afternoon peak hour.

The morning and afternoon peak hours are those 60 minute periods during which the most vehicles pass through the intersection.

AM PM Peak Movement Forecast										
Approach Direction	Growth Rate	Movement	Interval	Total Vehicles	Commercial % AADT	Count Year AADT	Construction Year AADT 2026	Intermediate Year 1 AADT 2031	Intermediate Year 2 AADT 2041	Design Year AADT 2046
East	0.00%	Left	11:45 AM	20	0.00%	20	20	20	20	20
East	0.00%	Thru	11:45 AM	2	0.00%	2	2	2	2	2
East	0.00%	Right	11:45 AM	47	0.00%	47	47	47	47	47
East	0.00%	U-Turn	11:45 AM	0	0.00%	0	0	0	0	0
North	0.34%	Left	11:45 AM	39	0.03%	39	40	40	42	42
North	0.34%	Thru	11:45 AM	1085	0.06%	1,085	1,100	1,118	1,155	1,173
North	0.34%	Right	11:45 AM	114	0.01%	114	116	117	121	123
North	0.34%	U-Turn	11:45 AM	0	0.00%	0	0	0	0	0
South	0.34%	Left	11:45 AM	79	0.00%	79	80	81	84	85
South	0.34%	Thru	11:45 AM	1097	0.06%	1,097	1,112	1,130	1,168	1,186
South	0.34%	Right	11:45 AM	124	0.00%	124	126	128	132	134
South	0.34%	U-Turn	11:45 AM	5	0.00%	5	5	5	5	5
West	0.00%	Left	11:45 AM	28	0.00%	28	28	28	28	28
West	0.00%	Thru	11:45 AM	6	0.00%	6	6	6	6	6
West	0.00%	Right	11:45 AM	99	0.00%	99	99	99	99	99
West	0.00%	U-Turn	11:45 AM	0	0.00%	0	0	0	0	0
East	0.00%	Left	1:00 PM	12	0.00%	12	12	12	12	12
East	0.00%	Thru	1:00 PM	1	0.00%	1	1	1	1	1
East	0.00%	Right	1:00 PM	72	0.01%	72	72	72	72	72
East	0.00%	U-Turn	1:00 PM	0	0.00%	0	0	0	0	0
North	0.34%	Left	1:00 PM	36	0.00%	36	36	37	38	39
North	0.34%	Thru	1:00 PM	1462	0.03%	1,462	1,482	1,507	1,556	1,581
North	0.34%	Right	1:00 PM	130	0.00%	130	132	134	138	141
North	0.34%	U-Turn	1:00 PM	1	0.00%	1	1	1	1	1
South	0.34%	Left	1:00 PM	80	0.00%	80	81	82	85	87
South	0.34%	Thru	1:00 PM	1393	0.04%	1,393	1,412	1,436	1,483	1,506
South	0.34%	Right	1:00 PM	190	0.01%	190	193	196	202	205
South	0.34%	U-Turn	1:00 PM	3	0.00%	3	3	3	3	3
West	0.00%	Left	1:00 PM	21	0.00%	21	21	21	21	21
West	0.00%	Thru	1:00 PM	2	0.00%	2	2	2	2	2
West	0.00%	Right	1:00 PM	115	0.02%	115	115	115	115	115
West	0.00%	U-Turn	1:00 PM	0	0.00%	0	0	0	0	0

It should be recognized by users of this forecast that the base year AADT has an accuracy of plus or minus 10%. It should also be understood that while this report may include forecasts with up to six apparent significant figures, the accuracy should not be interpreted as being greater than two significant figures. It is the responsibility of designers to exercise professional judgement when using this data to influence decisions.

Request: 10600