

## APPENDIX F: PUBLIC INVOLVEMENT

July 13, 2020

Re: Vanderburgh County

## NOTICE OF SURVEY

Dear Property Owner:

HNTB, on behalf of The Indiana Department of Transportation (INDOT), will perform a survey for the proposed pedestrian bridge over US 41 near Washington Avenue, located 1.00 mile south of the intersection of US 41 and SR 66/SR 62, located in Vanderburgh County, Indiana, Des No. 1902709. A portion of this survey work may be performed on your property in order to provide design engineers information for project design. The survey work will include mapping the location of features such as trees, buildings, fences, drives, ground elevations, etc. The survey is needed for the proper planning and design of this highway project.

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

Indiana Code 8-23-7-26 allows HNTB, as the authorized employees of INDOT, *Right of Entry* to the project site (including private property) upon proper notification. A copy of a Notice of Survey discussion sheet, as found on INDOT's website (<http://www.in.gov/indot/2888.htm>), is attached to this letter. Pursuant to Indiana Code 8-23-7-27, this letter serves as written notification that we will be performing the above noted survey in the vicinity of your property on or after July 14, 2020.

HNTB employees will show you their identification, if you are available, before coming onto your property.

If you own but are not the tenant of this property (i.e. rental, sharecrop), please inform us so that we may also contact the actual tenant of the property prior to commencement of our work. If you have any questions or concerns regarding our proposed survey work or schedule, please contact the HNTB Project Manager. This contact information is as follows:

Chris Buergelin, PS  
111 Monument Circle, Suite 1200  
Indianapolis, IN 46204  
(317) 903-4852

Under Indiana Code 8-23-7-28, you have a right to compensation for any damage that occurs to your land or water as a result of the entry or work performed during the entry. To obtain such compensation, you should contact the Vincennes District Real Estate Manager; contact information is below. The District Real Estate Manager can provide you with a form to request compensation for damages. Once you fill out this form, you can return it to the District Real Estate Manager for consideration. If you are not satisfied with the compensation that INDOT determines is owed to you, Indiana Code 8-23-7-28 provides the following:

The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located.

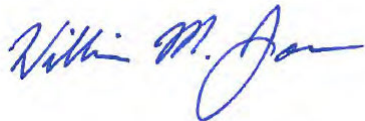
If you have questions regarding the rights and procedures outlined in this letter, please contact the Indiana Department of Transportation Central Office. This contact information is as follows:

1-855-INDOT4U (463-6848)  
www.INDOT4U.com

Thank you in advance for your cooperation in this matter.

Sincerely,

HNTB Corporation

A handwritten signature in blue ink that reads "William M. Jones". The signature is written in a cursive style with a large, looping "J" at the end.

William M. Jones  
Supervisory Survey Technician



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

Eric J. Holcomb, Governor  
Joe McGuinness, Commissioner

## Meeting Minutes

**Meeting Description: US 41 Pedestrian Grade Separation – Evansville – Stakeholder Meeting**  
**Meeting Date: Wednesday November 18, 2020 – 11 am Eastern Time/10 am Central Time**  
**Location: Virtual Meeting Via Microsoft Teams**

### Meeting Attendees:

Todd Robertson, City of Evansville Department of Transportation  
Brian Holtz, City of Evansville Parks and Recreation  
Pam Drach, Evansville MPO  
Seyed Shokouhzade, Evansville MPO  
Aaron Huff, Bosse High School  
Steve Schaefer, City of Evansville  
Troy Arnold, INDOT Project Manager  
Rusty Fowler, INDOT  
Chris Gentry, INDOT  
Brandon Miller, INDOT  
Dan Thatcher, HNTB Project Manager  
Erica Hass, HNTB Design Lead  
Christine Meador, HNTB Environmental Lead


### Topics:

- Introduction
  - Troy Arnold provided introduction to project and introduced HNTB as the design lead
  - All project participants introduced themselves
- Purpose of the Meeting
  - Overview of the purpose of the meeting. The intent of the meeting was to provide key stakeholders with a project update and review of the proposed public information meeting presentation prior to the public information meeting which is to occur that night.
- Project Update
  - To date we have prepared an Alternative Analysis Report which evaluates four different crossing locations and two crossing types.
  - Purpose of the project is to reduce the potential for pedestrian conflicts
  - Need for the project is due to the high potential for conflict, previous study support for grade separation and strong local support
- Alternatives Report
  - Five Key Decision factors utilized in Alternative Analysis
    - Safety – Safety for both pedestrians and vehicular safety
    - Convenience and Frequency of Use
    - Right-of-way Impacts – minimize the amount of right-of-way to be required
    - Utility Impacts – minimize impacts to utilities to the extent possible

- Impacts to future intersection improvements – INDOT is anticipating a reduced conflict intersection (RCI) improvement at this location in the future. Alternatives were evaluated for impacts with this future project.
- Two structure types
  - Bridge – ramps to a single or two span crossing.
  - Tunnel – ramps leading down to a structure under US 41 with lighting and drainage
- Four project crossing locations
  - Chandler Avenue –
    - Significant distance and existing facilities to return to Washington Ave. are not well lit
    - Bridge would conflict with future RCI project
    - Tunnel would have difficulty tying back to High Rail Trail
    - Location eliminated from further consideration
  - Powell Avenue –
    - Significant distance
    - Right-of-way acquisition would be required from Bosse High School
    - Safety issues with tying into sidewalk near the north end of the High School football field (not well lit)
    - Bridge would conflict with future RCI project
    - Tunnel would have difficulty tying back to High Rail Trail
    - Location eliminated from further consideration
  - Blackford Avenue
    - Further evaluated for both bridge and tunnel
  - Washington
    - Tunnel option could block business
    - Bridge option was further evaluated
- Alternates Examined Further
  - Tunnel at Blackford Avenue
    - Most expensive
    - Pump system for drainage
    - Most difficult construction due to closure of US 41
    - Conflict with utilities
    - Safety concerns with tunnel crossing
  - Bridge at Blackford Avenue
    - Slightly more expensive than Washington due to increased sidewalk and infrastructure
    - Farther from existing pedestrian travel patterns
- Recommended Alternative
  - Bridge Washington Ave.
    - Least expensive
    - Most convenient and most closely matches existing pedestrian travel patterns
- Project Schedule
  - 2020
    - Preliminary Alternative Analysis Report
    - Public Information Meeting (NOW)
    - Abbreviate Engineers Report
  - 2021
    - Preliminary Design & Public Information Meeting #2
    - Environmental Studies and analysis
    - Final Design and Public Hearing

- 2022
  - Complete final design
  - Property acquisition
- 2023
  - Project Letting
- Public Information Meeting
  - First Public Information Meeting is tonight
  - Stakeholders and neighborhood associations received invitation
  - Comment will be accepted through December 4, 2020 seeking public input into the project
- Project Timeline and Next Steps
  - What is next - Review feedback from the meeting
  - Complete Abbreviated Engineers Report and Design
- Questions
  - No questions from Stakeholders
  - Discussion of meeting logistics

Welcome to the US 41 Pedestrian Grade Separation



**Public Information Meeting**




1

Introductions and Project Participants

-  Indiana Department of Transportation
-  Federal Highway Administration
-  City of Evansville
-  Stakeholders
-  Study Team

2

Why are We Here?

-  Provide a project update
-  Present Preliminary Alternatives Report
-  Solicit your feedback

3

Purpose and Need

**Purpose**


- Reduce the potential for pedestrian conflicts

**Need**

- High pedestrian use combined with busy existing intersection has increasing potential for conflicts
- Grade Separation is warranted based on previous Engineering Review for Traffic Safety
- Strong local support for project

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Existing Conditions



- US 41
  - Four through lanes
  - Two turning lanes
- Washington Avenue
  - Four through lanes
  - One turning lane
- Bosse High School
- High-Rail Trail

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Highlighting Key Decision Factors

-  Safety
-  Convenience/Frequency of Use
-  Right-of-Way Impacts
-  Utility Impacts
-  Impacts to future intersection improvements

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Structure Types

- Bridge
- Tunnel



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Locations Investigated



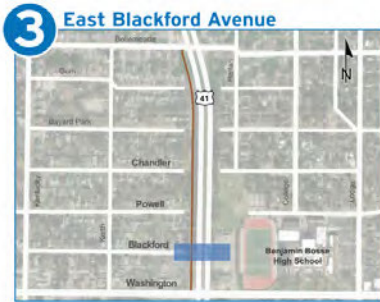
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Locations Investigated



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Locations Investigated



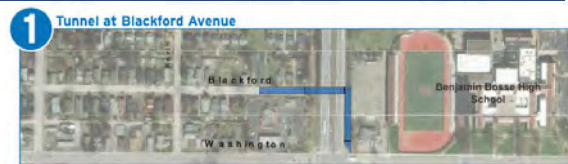
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Locations Investigated



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Alternate 1

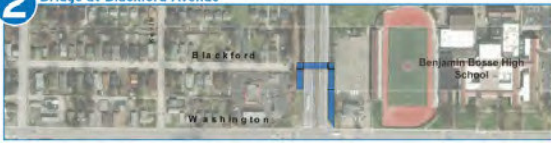


- Most expensive
- Pump system for drainage
- More difficult construction
- Safety concerns from the public

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### Alternate 2

#### 2 Bridge at Blackford Avenue



- Slightly higher cost compared to Alternate 3
- Farther from existing pedestrian crossing

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### Alternate 3

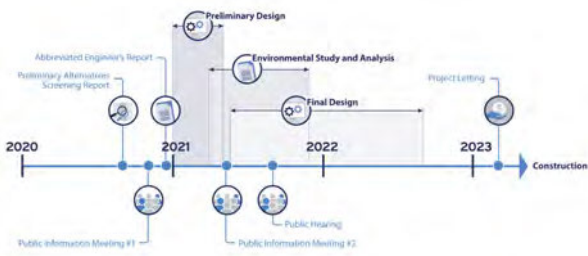
#### 3 Bridge at Washington Avenue



- Recommended

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### Schedule



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### Ways to Comment



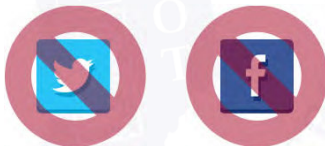
**Due by December 4, 2020**

- Public statement session
- Comment form
- Email
- Mail

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### Ways to Comment

**NOTE:** Comments posted on Twitter and Facebook **will not** be recorded as official project comments



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### Comments

- Statements recorded at public hearing.
- Written Statements – Comment Sheet, U.S. Postal Service or E-mail

Christine Meador  
HNTB  
111 Monument Circle  
Suite 1200  
Indianapolis IN 46204  
[cmeador@HNTB.com](mailto:cmeador@HNTB.com)  
317-636-4682  
FAX 317-917-5211

Troy Arnold  
Indiana Department of Transportation  
Vincennes District  
3650 South US Highway 41  
Vincennes, IN 47591  
[TArnold1@indot.IN.gov](mailto:TArnold1@indot.IN.gov)  
812-895-7348

- Comments will be accepted through December 4, 2020.

*All comments will be reviewed and evaluated and given full consideration before final design decisions*

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## What's Next?

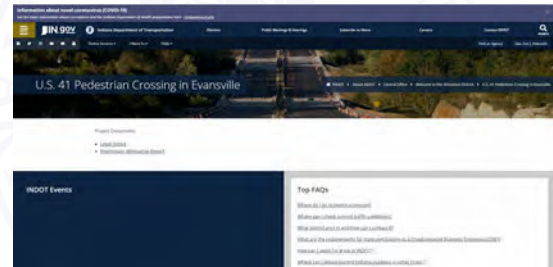
- Review feedback
- Develop Abbreviated Engineer's Report for selected structure and location
- Preliminary Design
- Additional Public Information
- Final Design
- Real estate acquisition
- Construction



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## Website

[www.in.gov/indot/4099.htm](http://www.in.gov/indot/4099.htm)



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## Thank You

- **Please visit with project representatives following the public comment session**
  - View displays and preliminary plans
  - Informal questions and answers
  - Informal comments are always welcome; however, please note general conversations are not part of the official record

*Thank you for your attendance this evening.  
Formal public meeting is adjourned.*

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100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

855-INDOT4U  
(855-463-6848)

**Eric J. Holcomb, Governor**  
**Joe McGuinness, Commissioner**

DES# 1902709

## NOTICE OF PUBLIC MEETING

The Indiana Department of Transportation (INDOT) will hold a public meeting beginning at 6:00 p.m. on Wednesday November 18, 2020, at the Benjamin Bosse High School Cafeteria located at 1300 Washington Avenue, Evansville IN 47714. The public meeting presentation and comment period will also be broadcast via the INDOT: Southwest (@INDOTVincennesDistrict) Facebook page located at <https://www.facebook.com/INDOTVincennesDistrict/>, the INDOT Southwest (@INDOTSouthwest) Twitter page, or virtually via meeting invite. The purpose of the public meeting is to offer all interested persons an opportunity to comment on the recommended pedestrian crossing of US 41 location and type. The doors will be open at 5:00 p.m. to give meeting participants time to view displays and talk to project representatives prior to the start of the meeting. The intent of the project is to improve pedestrian safety for individuals trying to cross US 41.

This project is located on US 41 at the intersection of Washington Avenue in Knight Township, Vanderburgh County, within INDOT's Vincennes District. The High-Rail Pedestrian Trail runs along the west side of US 41 within the project limits and connects to the sidewalks on the north and south side of Washington Avenue. Benjamin Bosse High School is located in the northeast corner of this intersection. A grade separated crossing is warranted at this location based on the safety concerns for pedestrian and bicycle traffic at the intersection. Two alternative structure configurations were considered, a below ground tunnel and a pedestrian bridge. Both options were considered at four locations within the project area; at East Chandler Avenue, at East Powell Avenue, at East Blackford Avenue, and the north side of the intersection of US 41 and Washington Avenue. Based on the preliminary Alternative Report and considering the project key factors and the comparative cost, a pedestrian bridge at Washington Avenue, is the recommended alternate. INDOT is seeking stakeholder and public input on this recommendation prior to proceeding with detailed design. A more detailed analysis of structure characteristics including structure type, span arrangement, and ramp layout will be evaluated as the next steps in early 2021.

At present, both state and federal funds are available for construction of the project. A Categorical Exclusion Level 2 or 4 document will be prepared for this project to fully evaluate the project impacts. Project materials are available to view at <https://www.in.gov/indot/2707.htm> or upon request.

Persons with limited internet access may request project information be mailed to them. Please contact Christine Meador, HNTB, 111 Monument Circle, Suite 1200, Indianapolis IN 46204 or [cmeador@HNTB.com](mailto:cmeador@HNTB.com) or 317-636-4682 for information.

The in-person public meeting will include appropriate social distancing measures. Meeting attendees and the project team are required to wear masks per local ordinance and will practice

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



social distancing. Attendees who do not have a mask will be provided one, and hand sanitation stations will be available. The public meeting presentation and formal comment period will also be broadcast live INDOT Southwest Facebook Live (@INDOTVincennesDistrict) and INDOT Southwest Twitter (@INDOTSouthwest), or virtually via WebEx, so that people may participate virtually. To request a link to the WebEx Meeting, email Christine Meador at [cmeador@hntb.com](mailto:cmeador@hntb.com).

In accordance with the “Americans with Disabilities Act”, if you have a disability or need assistance with accessibility to the above documents such as interpreters or readers, please contact Christine Meador, HNTB, 111 Monument Circle, Suite 1200, Indianapolis IN 46204 or [cmeador@HNTB.com](mailto:cmeador@HNTB.com) or 317-636-4682 who can provide accommodations.

Comments will be accepted in writing via a comment form or verbally at the public meeting or via U.S. Postal Service or E-mail. Comments can be submitted to Christine Meador, HNTB, 111 Monument Circle, Suite 1200, Indianapolis IN 46204 or [cmeador@HNTB.com](mailto:cmeador@HNTB.com) or INDOT’s Project Manager, Troy Arnold, Indiana Department of Transportation Vincennes District, 3650 South U.S. Highway 41, Vincennes, IN 47591 or [TArnold1@indot.IN.gov](mailto:TArnold1@indot.IN.gov). Comments will be accepted through Friday December 4, 2020.

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



To: Evansville Courier & Press

\_\_\_\_\_  
(Governmental Unit)

\_\_\_\_\_  
County, Indiana

**Evansville, IN**

**PUBLISHER'S CLAIM**

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Website Publication \$0

Charge for proof(s) of publication \$0.00

TOTAL AMOUNT OF CLAIM \$99.66

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Ad #: 0004458950

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Size of type 7 point

Pursuant to the provisions and penalties of IC 5-11-10-1, I here by certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Claim No. \_\_\_\_\_ Warrant No. \_\_\_\_\_  
IN FAVOR OF  
**Evansville Courier & Press**  
Evansville, IN  
Vanderburgh County, IN  
PO Box 268, Evansville IN 47702

I have examined the within claim and hereby certify as follows:

That it is in proper form.

This it is duly authenticated as required by law.

That it is based upon statutory authority.

That it is apparently (correct)  
(incorrect)

\$ \_\_\_\_\_  
On Account of Appropriation For

FED. ID  
#06-1032273

Allowed \_\_\_\_\_, 20\_\_\_\_

In the sum of \$ \_\_\_\_\_

I certify that the within claim is true and correct; that the services there-in itemized and for which charge is made were ordered by me and were necessary to the public business.

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Courier and Press. Run Dates: November 11, 16, 2020 HSPA/KLP

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Welcome to the US 41 Pedestrian Grade Separation



## **Public Information Meeting**

# Introductions and Project Participants

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Indiana Department of Transportation



Federal Highway Administration



City of Evansville



Stakeholders



Study Team

# Tonight's Meeting

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**5:00 p.m.** Doors open

**5:00-6:00 p.m.** Stations open!  
Speak with project representatives

**6:00-6:30 p.m.** Presentation

**6:30 p.m.** Public comment session / visit  
stations

# Why are We Here?

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Provide a project update



Present Preliminary Alternatives Report



Solicit your feedback

# Purpose and Need

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## Purpose

- Reduce the potential for pedestrian conflicts

## Need

- High pedestrian use combined with busy existing intersection has increasing potential for conflicts
- Grade Separation is warranted based on previous Engineering Review for Traffic Safety
- Strong local support for project

# Existing Conditions



- US 41
  - Four through lanes
  - Two turning lanes
- Washington Avenue
  - Four through lanes
  - One turning lane
- Bosse High School
- High-Rail Trail

# Highlighting Key Decision Factors

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Safety



Convenience/Frequency of Use



Right-of-Way Impacts



Utility Impacts



Impacts to future intersection improvements

# Structure Types

- Bridge

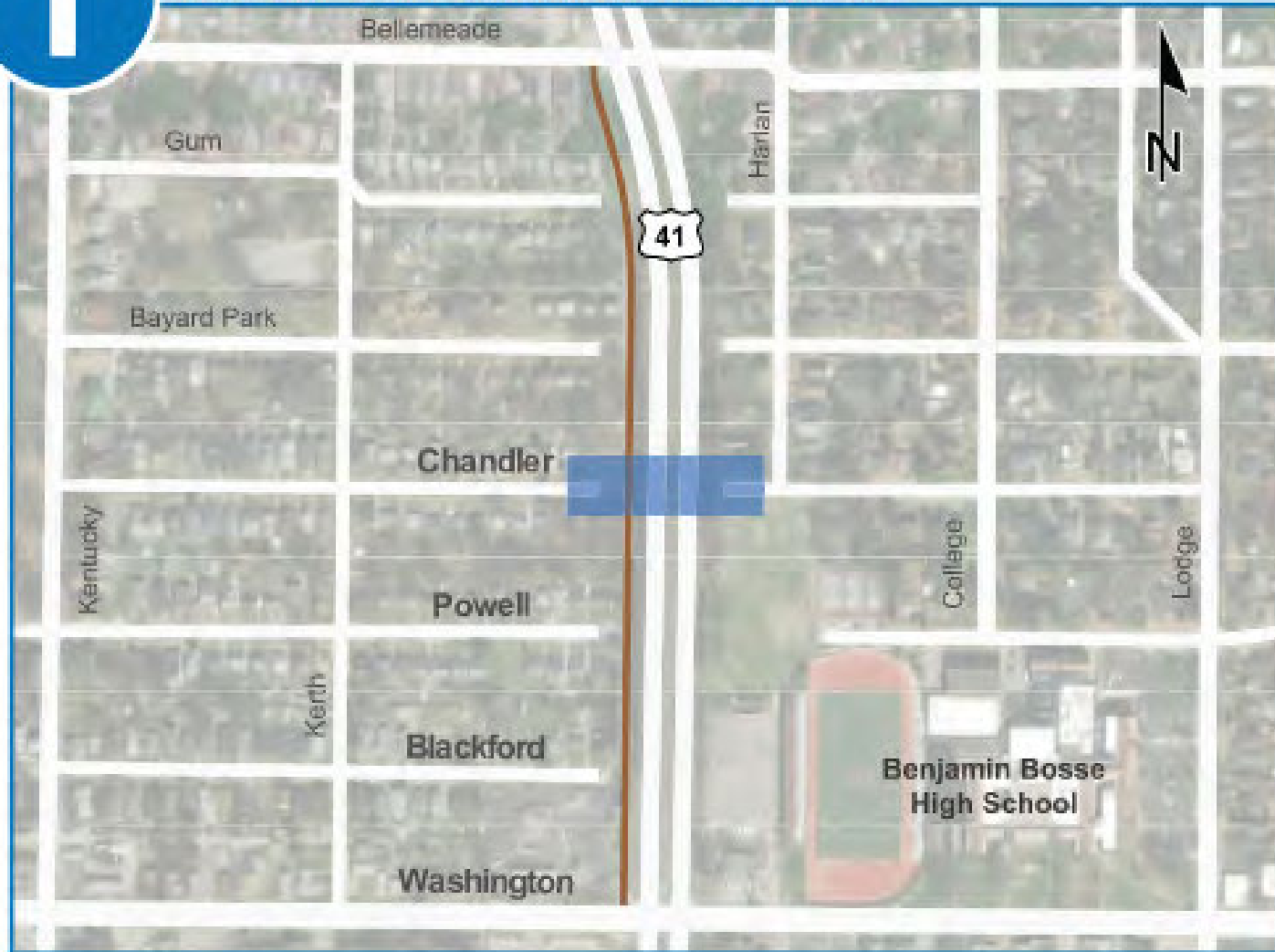


- Tunnel



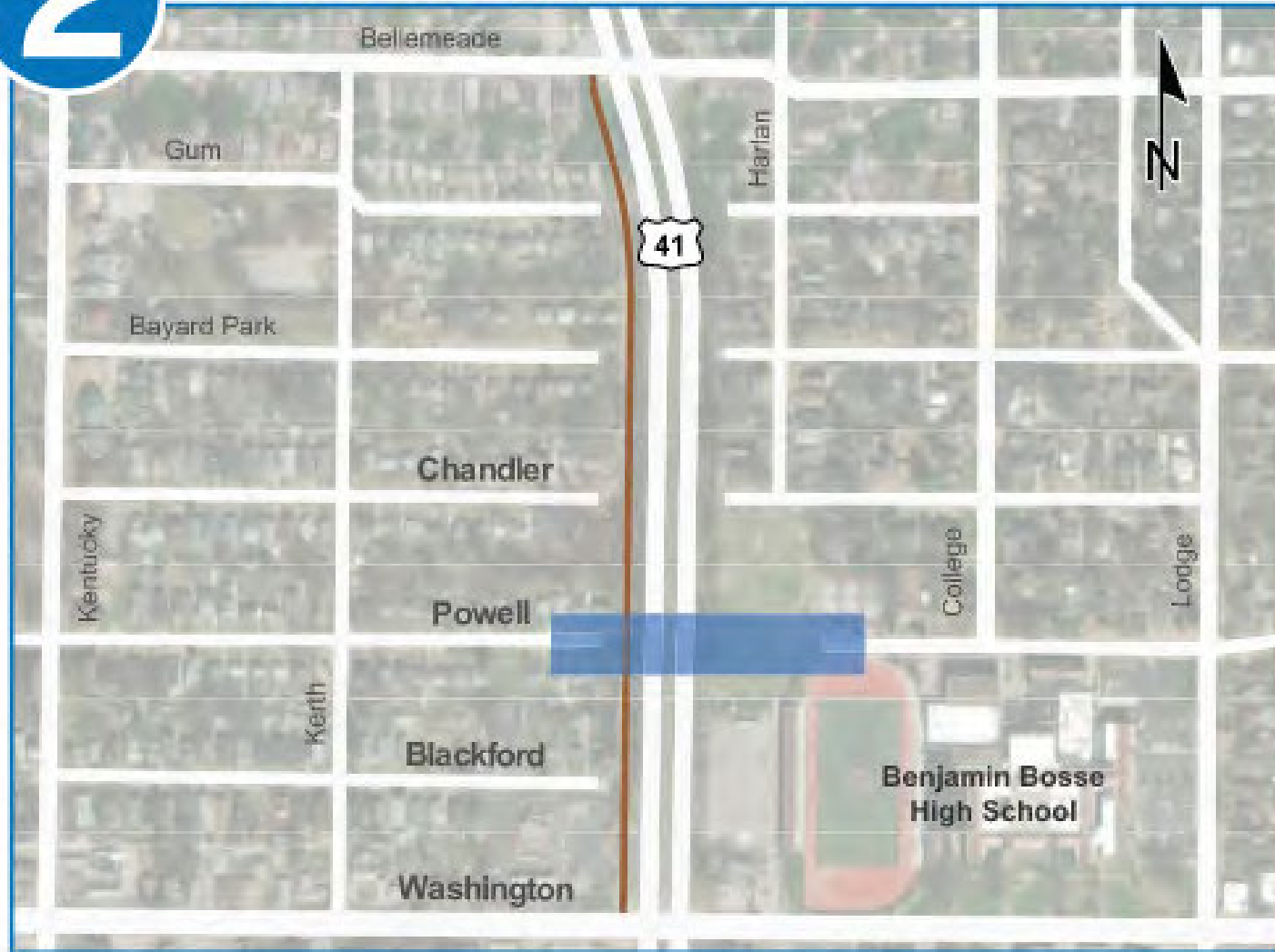
# Locations Investigated

## 1 East Chandler Avenue



# Locations Investigated

## 2 East Powell Avenue



# Locations Investigated

## 3 East Blackford Avenue



# Locations Investigated



# Alternate 1

## 1 Tunnel at Blackford Avenue



- Most expensive
- Pump system for drainage
- More difficult construction
- Safety concerns from the public

# Alternate 2

## 2 Bridge at Blackford Avenue



- Slightly higher cost compared to Alternate 3
- Farther from existing pedestrian crossing

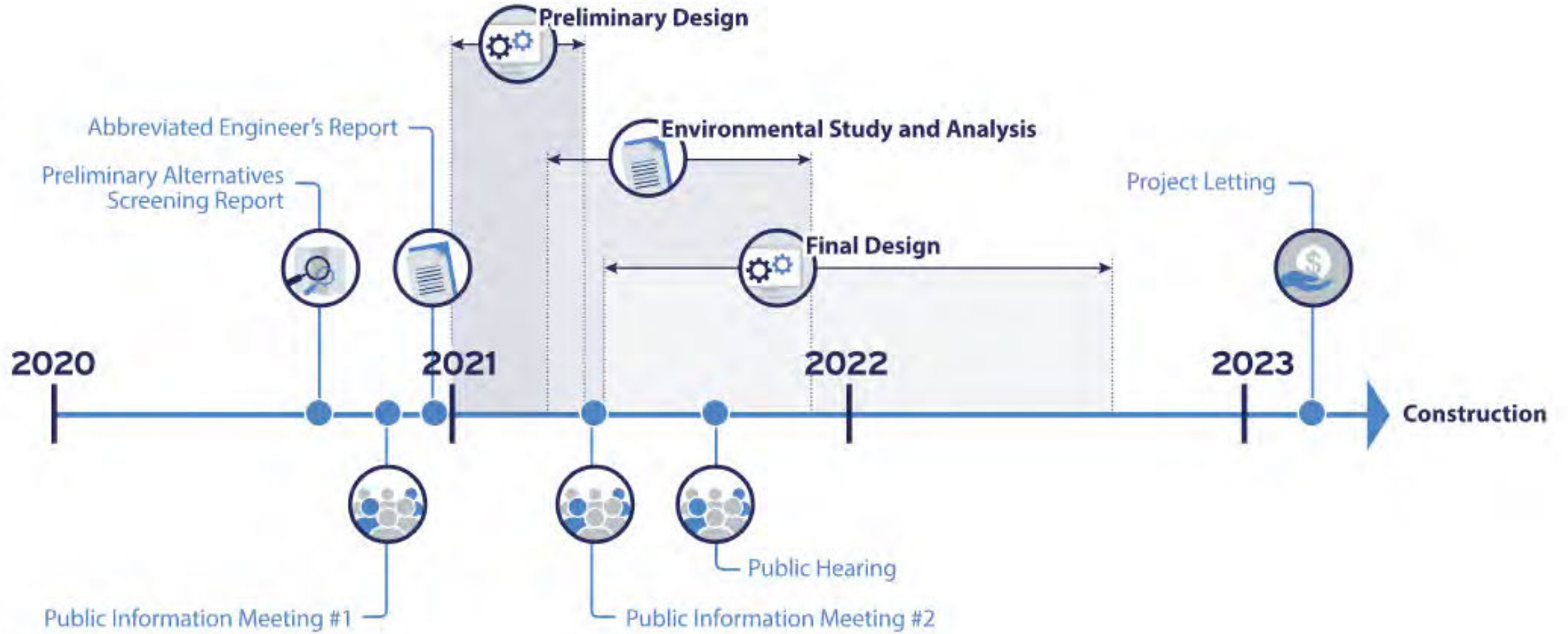
# Alternate 3

## 3 Bridge at Washington Avenue



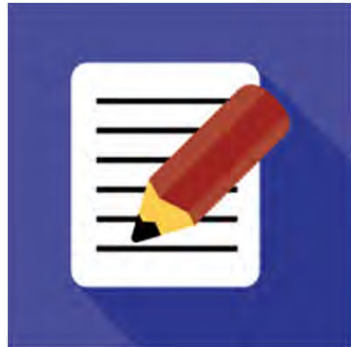
- Recommended

# Schedule



# Ways to Comment

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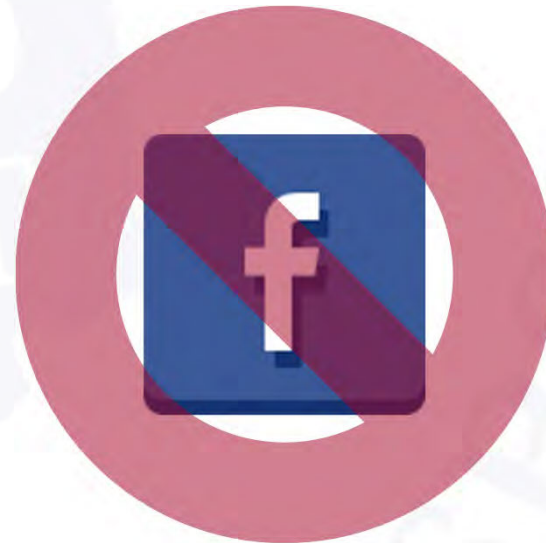
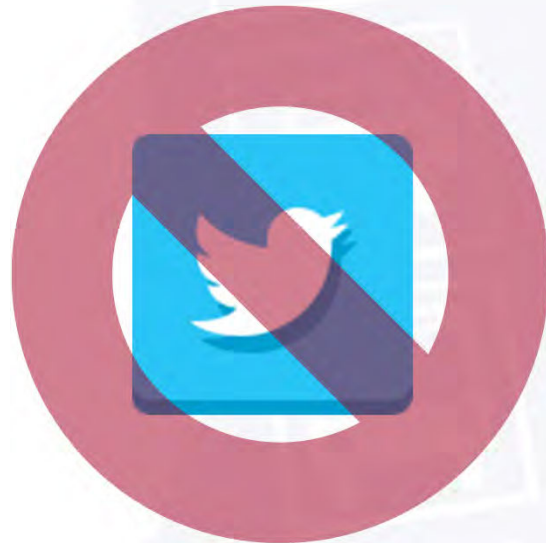
Due by December 4, 2020

- Public statement session
- Comment form
- Email
- Mail

# Ways to Comment

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NOTE: Comments posted on Twitter and Facebook **will not** be recorded as official project comments



# Comments

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- Statements recorded at public hearing.
- Written Statements – Comment Sheet, U.S. Postal Service or E-mail

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HNTB  
111 Monument Circle  
Suite 1200  
Indianapolis IN 46204  
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Troy Arnold  
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- Comments will be accepted through December 4, 2020.

*All comments will be reviewed and evaluated and given full consideration before final design decisions*

# What's Next?

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- Review feedback
- Develop Abbreviated Engineer's Report for selected structure and location
- Preliminary Design
- Additional Public Information
- Final Design
- Real estate acquisition
- Construction



# Website

www.in.gov/indot/4099.htm

The screenshot shows the Indiana Department of Transportation (INDOT) website. At the top, there is a dark blue navigation bar with the following elements: a 'MENU' icon, the 'IN.gov' logo, the text 'Indiana Department of Transportation', and several menu items: 'Districts', 'Public Meetings & Hearings', 'Subscribe to Alerts', 'Careers', and 'Contact INDOT'. A search icon and the word 'SEARCH' are also present. Below the navigation bar, there are social media icons (Facebook, Twitter, Instagram, YouTube, Email, RSS) and utility links: 'Online Services', 'I Want To', and 'FAQs'. On the right side of this bar, there are buttons for 'Find an Agency' and 'Gov. Eric J. Holcomb'. The main content area features a large aerial photograph of a road construction site. Overlaid on the photo is a dark blue banner with the text 'U.S. 41 Pedestrian Crossing in Evansville'. To the right of the banner is a breadcrumb trail: 'INDOT > About INDOT > Central Office > Welcome to the Vincennes District > U.S. 41 Pedestrian Crossing in Evansville'. Below the banner, the text 'Project Documents:' is followed by a bulleted list of two links: 'Legal Notice' and 'Preliminary Alternative Report'. At the bottom of the page, there are two side-by-side sections. The left section has a dark blue background and is titled 'INDOT Events'. The right section has a white background and is titled 'Top FAQs'. It contains five links: 'Where do I go to report a concern?', 'Where can I check current traffic conditions?', 'What district am I in and how can I contact it?', 'What are the requirements for state certification as a Disadvantaged Business Enterprise (DBE)?', and 'How can I apply for a job at INDOT?'. A final link, 'Where can I obtain current Indiana roadway or other maps?', is located below the main content area.

# Thank You

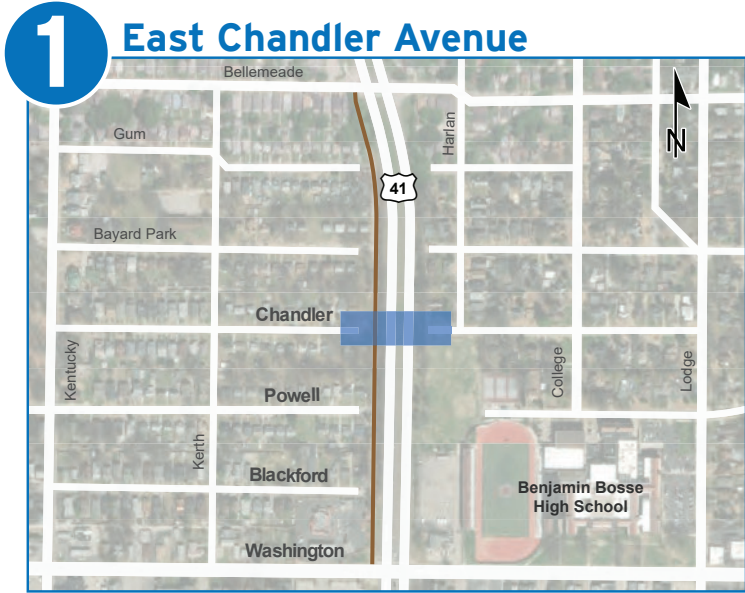
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- Please visit with project representatives following the public comment session
  - View displays and preliminary plans
  - Informal questions and answers
  - Informal comments are always welcome; however, please note general conversations are not part of the official record

*Thank you for your attendance this evening.*

*Formal public meeting is adjourned.*

LOCATIONS



**US 41 Pedestrian Grade Separation - Public Information Meeting #1**



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**1 Tunnel at Blackford Avenue**



- ALTERNATE 1:**  
Pedestrian Tunnel at Blackford Ave.
- Most expensive
  - Pump system for drainage
  - More difficult construction
  - Safety concerns from the public

**2 Bridge at Blackford Avenue**



- ALTERNATE 2:**  
Pedestrian Bridge at Blackford Ave.
- Slightly higher cost compared to Alternate 3
  - Farther from existing pedestrian crossing

**3 Bridge at Washington Avenue**



- ALTERNATE 3:** 
- Pedestrian Bridge at Washington Ave.
- Recommended



**US 41 Pedestrian Grade Separation - Public Information Meeting #1**



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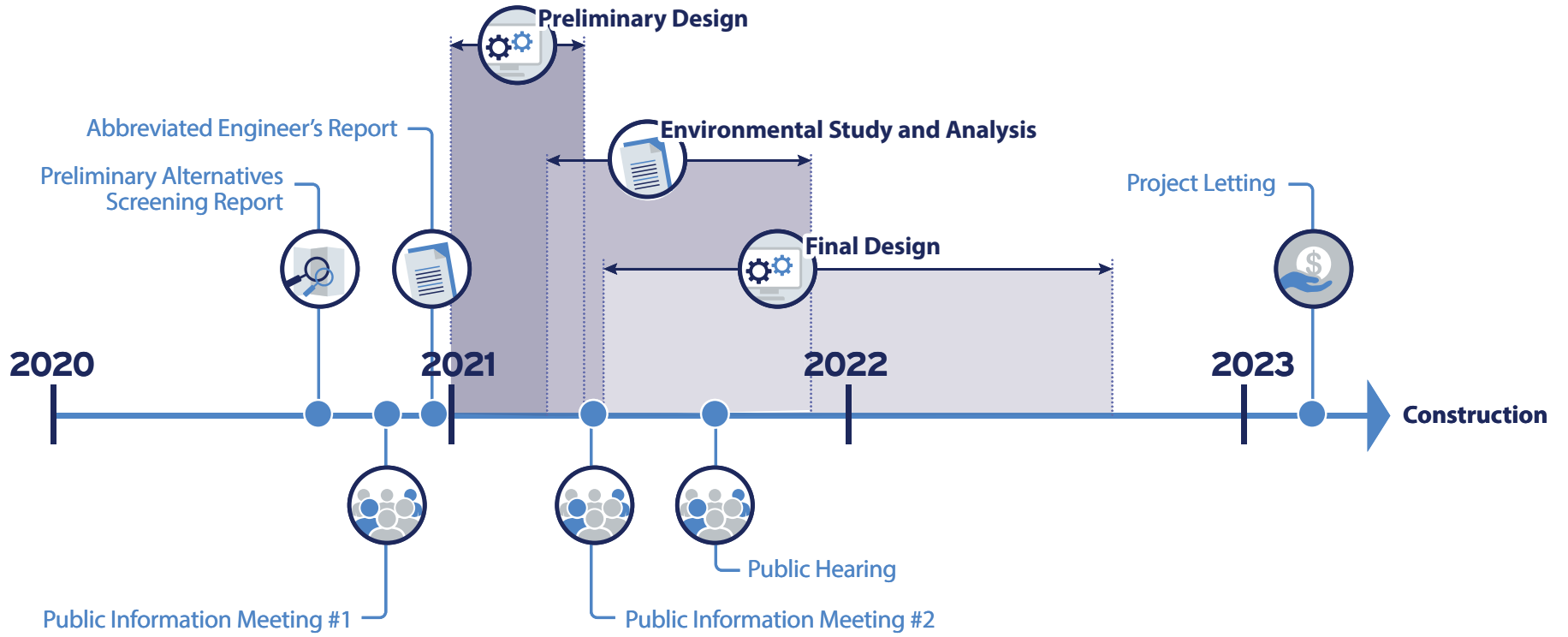
**Alternate 3: Bridge at Washington Avenue**



**US 41 Pedestrian Grade Separation - Public Information Meeting #1**



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**US 41 Pedestrian Grade Separation** - Public Information Meeting #1





### Alternate 3: Bridge at Washington Avenue

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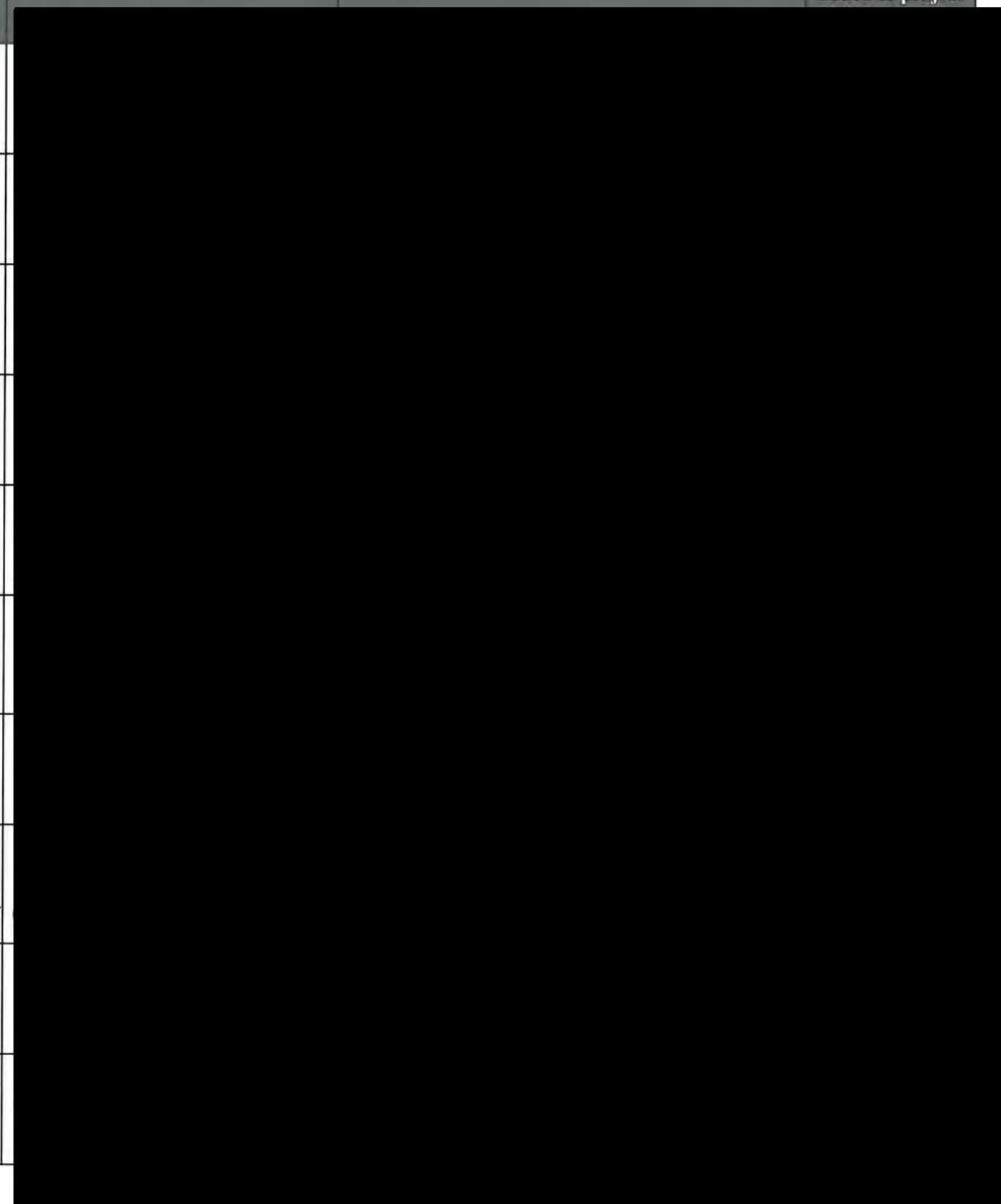
## US 41 Pedestrian Grade Separation - Public Information Meeting #1



US 41 Pedestrian Crossing – Des. Des. No. 1902709 – Evansville, Vanderburgh County, Indiana

Sign In Sheet – Bosse High School Cafeteria

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project
1.	Darryl	Angermeier	1350 W. Wheatland Ct Huntsford IN			
2.	BRENT	JACKSON	1401 HENNING AVE			
3.	STEVEN	SCHELLER	392 W. MARYLAND			
4.	Carol	Peterson	749 S Beech Ln			
5.	William	PAYNE	1606 Clayton Ave			
6.	Ryan	WITBY	809 DOUGLAS DR			
7.	Derek	14 News				
8.	Rev. Gerald	Arnold	NAACP P.O. 555. FVV IN 47704			
9.	Rusty	FOWLER	3650 S US41 Vincennes			
10.	Becky	Kawlrass	2700 Briarcliff Dr Newburgh IN			



Sign In Sheet – Bosse High School Cafeteria

	First Name	Last Name	Home Address (optional)	Telephone (optional)	Email Address (optional)	Check box to be added to project mail & email list
1.	Adam	Huff	Bosse High School			
2.	Susan	osgood	Bosse High School			
3.	JANE	HACKERT	711 College Hwy			
4.	Angelina	Suan Pedro	1222 S Lombard Ave			
5.	Michael	Duckworth	8309 Larch Ln			
6.	Jake Bessler	Bessler	Chandler Ave			
7.	Kelly	Al-Nashmi	Bayard Park Dr			
8.	Dalton	Bosze				
9.						
10.						



COMMENT SHEET

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

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

FROM: Name Jane Hackett
Address 711 College Hwy
Phone ( ) (Optional) Email (Optional)
Organization/Agency (if relevant) Greater Lincolnshire Neighborhood Assoc (Optional)

COMMENTS: (Note: Comments are requested by Friday December 4, 2020. Comments can also be submitted to Christine Meador at the address above or to Troy Arnold, INDOT Project Manager at tarnold1@indot.in.gov or 812-895-7348 x14669.

Comments

(HNTB)
One of people representing the consulting firm stated the recommendation being made to INDOT is at US 41 & Washington. I whole heartedly agree. - this is best placement for the school & the community



COMMENT SHEET

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

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

FROM: Name Rev. Gerald C. Arnold (NAACP President)
Address P.O. Box 555, Evansville, IN 47704
[Redacted] (Optional)
Organization/Agency (if relevant) NAACP (Optional)

COMMENTS: (Note: Comments are requested by Friday December 4, 2020. Comments can also be submitted to Christine Meador at the address above or to Troy Arnold, INDOT Project Manager at tarnold1@indot.in.gov or 812-895-7348 x14669.

Comments

2017 I witnessed a student from Basse Veyrier for his trying to avoid being hit by an 18 wheeler. I immediately called Gail Riecken who referred me to Rayn Hatfield. It is exciting to see this is actually going to happen this time. Let's get her done!



COMMENT SHEET

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

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

FROM: Name Angelina Juan Pedro
Address 1222 S Lombard Ave Evansville IN 47714
Ph [Redacted] (Optional) Email (Optional)
Organization/Agency (if relevant) (Optional)

COMMENTS: (Note: Comments are requested by Friday December 4, 2020. Comments can also be submitted to Christine Meador at the address above or to Troy Arnold, INDOT Project Manager at tarnold1@indot.in.gov or 812-895-7348 x14669.

Comments

Multiple horizontal lines provided for entering comments.





# INDIANA DEPARTMENT OF TRANSPORTATION

As a recipient of federal funds, the Indiana Department of Transportation (INDOT) is required to develop a procedure for gathering statistical data regarding participants and beneficiaries of its federal-aid highway programs and activities (23 CFR 200.9 (b)(4)), INDOT is distributing this voluntary survey to fulfill that requirement to gather information about the populations affected by a proposed project.

You are not required to complete this survey. **Submittal of this information is voluntary.** This form is a public document that INDOT will use to monitor its programs and activities for compliance with the Title VI of the Civil Rights Act of 1964, as amended and its related statutes and regulations.

If you have questions regarding INDOT's responsibilities under Title VI of the Civil Rights Act of 1964 or the Americans with Disabilities Act (ADA), please contact INDOT's Title VI/ADA Program Management office at 100 North Senate Avenue, Room N750, Indianapolis, Indiana 46204, (317) 234-6142, FAX (317) 233-0891. In addition, please visit the INDOT Title VI Resource page at: <http://www.in.gov/indot/2751.htm>.

You may return the survey to the registration table (if you received this survey while attending a public meeting or hearing), and if you are receiving this survey as part of a project mailing and choose to participate, please reply using the information contained within the survey.

## INDOT TITLE VI PUBLIC INVOLVEMENT SURVEY

Date (month, day, year): 11-18-2020 Project Name: \_\_\_\_\_

Gender:  Female  Male Ethnicity:  Hispanic or Latino  Not Hispanic or Latino

Race: (Check one or more):  American Indian or Alaska Native  Asian  Black or African-American  
 Native Hawaiian or Other Pacific Islander  White  Multiracial

Age:  1-21  22-40  41-65  65+ Disability:  Yes  No

Household Income:  \$0 - \$12,000  \$12,001 - \$24,000  \$24,001 - \$36,000  
 \$36,001 - \$48,000  \$48,001 - \$60,000  \$60,001 +

### Why is Title VI important?

- The purpose of Title VI is to eliminate discrimination in federally funded programs, activities and to ensure equitable distribution of public funds for public benefit

### How will this information be used?

- INDOT will monitor, track and document data received as a result of this survey in an effort to comply with Title VI of the Civil Rights Act of 1964
- Documentation is submitted to the Federal Highway Administration (FHWA) for evaluation and review
- INDOT incorporates compliance findings into program and project development activities

### How should I submit this information to INDOT?

- Mail to the INDOT Office of Public Involvement, Indiana Government Center North, Room N642, Indianapolis, Indiana 46204; ATTN: Rickie Clark (317) 232-6601; E-mail [rclark@indot.in.gov](mailto:rclark@indot.in.gov); Visit <http://www.in.gov/indot/2366.htm>





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As a recipient of federal funds, the Indiana Department of Transportation (INDOT) is required to develop a procedure for gathering statistical data regarding participants and beneficiaries of its federal-aid highway programs and activities (23 CFR 200.9 (b)(4)), INDOT is distributing this voluntary survey to fulfill that requirement to gather information about the populations affected by a proposed project.

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## INDOT TITLE VI PUBLIC INVOLVEMENT SURVEY

Date (month, day, year): 11-18-2020 Project Name: Bosse High School Bridge Crossing

Gender:  Female  Male Ethnicity:  Hispanic or Latino  Not Hispanic or Latino

Race: (Check one or more):  American Indian or Alaska Native  Asian  Black or African-American  
 Native Hawaiian or Other Pacific Islander  White  Multiracial

Age:  1-21  22-40  41-65  65+ Disability:  Yes  No

Household Income:  \$0 - \$12,000  \$12,001 - \$24,000  \$24,001 - \$36,000  
 \$36,001 - \$48,000  \$48,001 - \$60,000  \$60,001 +

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## Christine Meador

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**From:** [REDACTED]  
**Sent:** Wednesday, November 18, 2020 5:36 PM  
**To:** Christine Meador; Michael Pruitt  
**Subject:** Re: Request for WebEx Link

Good afternoon, Chris.

I appreciate you sharing all of these details with me. We are so grateful for the work you have already done to ensure the safety of students and community members at this heavily traveled intersection. Building this bridge will not only give students and families a safe crossing to Bosse High School, but it will also allow members of our neighborhood to safely access businesses located on the west side of Highway 41 that we have previously been unable to walk to in the past even though they are so close to our neighborhood.

The Greater Lincolnshire Neighborhood Association would like to formally agree with INDOT's recommendation that the pedestrian crossing bridge be placed at the corner of Highway 41 and Washington Avenue.

Our Vice President, Michael Pruitt, will be representing GLNA virtually in tonight's meeting because I am suffering from the Flu. My apologies that we are unable to join you in person. We are hopeful that we will be there for the next event surrounding this important project.

Thank you again for all your work, and we look forward to traversing this journey with you.

Respectfully,

Betsy Pruitt  
President of Greater Lincolnshire Neighborhood Association

On Wed, Nov 18, 2020 at 9:05 AM Christine Meador <[CMeador@hntb.com](mailto:CMeador@hntb.com)> wrote:

Betsy –

Thank you for your participation and hosting the virtual meeting for your neighborhood. I have forwarded you a meeting invite for tonight. You should be able to just click on the link in the invite and join the meeting.

I have attached a copy of the comment sheet which is the handout for the meeting tonight. The report is also on the INDOT Website here <https://www.in.gov/indot/4099.htm>. As the project moves forward project materials will be put on the website also.

The presentation tonight will review the report. INDOT investigated four possible locations for the crossing – Chandler, Powell, Blackford or Washington Street and investigated if it should be a tunnel or bridge. From those four locations

## Christine Meador

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**From:** [REDACTED]  
**Sent:** Friday, December 4, 2020 5:39 PM  
**To:** Christine Meador  
**Cc:** Dan Thatcher; Erica Haas; Arnold, Troy; h77@in.gov  
**Subject:** RE: PUBLIC COMMENT Submission on the 41 Pedestrian Crossing - Des. No. 1902709  
**Attachments:** Highway 41 Pedestrian Bridge.docx; Highway 41 Pedestrian Overpass notes.docx; Highway 41 chronological history.pdf; Bridge Concept Exhibit A.jpg

Christine,

I would like to add this to the public comments. Please see below and the attached.

Thanks!

### **Regarding the Public Response to the newly Proposed US 41 Pedestrian Bridge Response by Brent Jackson**

**INTRODUCTION:** I am a professional IT Consultant who owns his own business. I am a certified Microsoft Partner and engineer. I build computers, servers, and networks. I have lived in Evansville, Indiana my whole life. I have lived at my current residence of 1401 Henning Avenue for over 27 years. I have been the President of the *Presidents Neighborhood Association* for 12 years. My neighborhood abuts Highway 41 and is just south of Washington Avenue. As well as President of the *United Neighborhoods of Evansville* from 2016 to 2018. I remain as a board member of UNOE.

**ABSTRACT:** November 18<sup>th</sup> 2020 was the first public meeting held at Bosse High School regarding the newly proposed pedestrian bridge that is to cross US Highway 41 at or near the Washington Avenue intersection. The meeting was hosted by HNTB design group from Indianapolis lead by Christine Meador

**GEOGRAPHY:** Prior to 1971, the four lane highway 41 did not exist. OLD Highway 41 was a two lane road just 3-4 blocks west of the current highway and is now known as Kentucky Avenue (south of the Lloyd Expressway) and Fares Avenue (north of the Lloyd). Bosse High School was built in 1912 along Gilbert Avenue (now Highway 41) and Washington Ave. From 1924 to 1971 Bosse High School existed in a neighborhood where Washington Avenue was the greatest safety concern.

**HISTORY:** Since 1972, just after Highway 41 was built through the neighborhood, segregating the safe walk to two schools, Bosse and Washington grade school, there have been several citizen initiatives to build a pedestrian bridge over Highway 41. A significant amount of debate and discussion has occurred over the last 50 years with INDOT and the State of Indiana political figure heads regarding the potential of building a pedestrian overpass. For your perusal, I have attached some news articles related to this specific subject.

**LATE IMPROVEMENTS:** Starting in 2008 through to 2016, there has been a gracious amount of improvements to the intersection of 41 and Washington Avenue. Including but not limited to, dedicated turn lanes, longer turn lanes, improved turning radius, improved piano stripping at the crosswalk, ADA improvements, and improved pedestrian controls and lighting.

**THE NEW GREENWAY PROJECT:** The Greenway project is an ongoing pedestrian and bike path project in the City/County of Evansville. In 2018, a new section of the “Evansville Greenway” was opened along Highway 41. The specific section is called the “Hi-Rail” because it was once where the Southern Illinois railroad ran. The hi-rail section runs parallel to Highway 41 from Walnut Avenue to Riverside Avenue. It is important to note this change. In that the Greenway path will eventually connect to all other major pedestrian paths. A bridge being built crossing 41 is more than just for grade or high school students, but for the entire community. I want you to know how epic of a decision this is going to be.

**DRIVING FACTORS:** The Pedestrian Bridge Project is 100% citizen driven. Since 1972 when Highway 41 was built through the south end of Evansville, there have been citizens asking, pleading, and at times demanding changes be made to the area to accommodate the students and pedestrians that cross highway 41.

**THE BRIDGE PROPOSALS:** At the first public meeting on November 18<sup>th</sup>, the HNTB design team revealed 4 locations along Highway 41 to build a bridge or tunnel. Washington, Blackford, Powell, and Chandler Avenues. Considering COVID restrictions, the presentation went quite well. Large poster boards spread around the perimeter of the room demonstrating the views and looks of 4 different locations along with a quick slideshow. Very 1<sup>st</sup> stage material. Designers were available for discussion and were on hand. Good job! I could not have done any better.

**PUBLIC TESTIMONY:** At the end of the first public meeting, there were two oral comments given by the public. The first was given by Jane Hackert who claimed to represent the Greater Lincolnshire Neighborhood Association. Her comments were spoken out of turn and out of order. She did not get the neighborhood’s official opinion and was simply giving her own. I spoke with her after the meeting and she retracted most of what she said on camera to me personally. She is a new board member at the neighborhood association and was not really authorized to speak on their behalf. I have called other GLNA neighborhood members, who happen to agree with me, and Ms. Hackert’s comments should be stricken from the record. Just so you know, I would have called a neighborhood meeting together about the bridge proposals to get an official vote, if I would have had more time to respond.

The second commentator was Reverend Gerald Summers who is also head of the local NAACP. He too, spoke in favor of the bridge in general, and yes, the recommended Washington bridge location. I wanted to add some context to this for those of you who are not familiar with this subject. There have been accusations of racism because a bridge crossing over 41 has not been built to date. Some believe, myself included, that if Bosse High School was predominately white, the bridge would have been built by now. That has been the general rub on why the NAACP has interest in the bridge being built. I want to add that I spoke with Mr. Summers after the meeting and he said he would be in favor of any bridge built across highway 41, not just the recommended one. He also said no to tunnels, I agree. I did not give a rebuttal or public comment because I would have taken the mic for an hour. I did not feel this was the forum or the time & place to have this long-detailed discussion.

**PATHWAYS TO SCHOOL:** The HBNT proposals seem to focus on the fact that most pedestrian traffic crosses at Washington Avenue. The language in the proposals then use this fact as one of the determining factors to decide where the bridge should go. This is a poor metric to use because pedestrians have no other real choice of where to cross in that area. All along Highway 41 there are right-of-way and access control fences. The fences are 9 feet tall on the Bosse High School property. These fences are designed to be access barriers. I believe, most students would choose to cross at Powell Avenue, if there was a way to do it. Principal Aaron Huff at Bosse High School agrees with me. More on that below.

**BRIDGE COSTS:** In the details of proposal, the Washington Avenue location has a cheaper price tag when compared to the other alternatives. This is being used as another metric in choosing which bridge to build. However, I want to elevate the fact that citizens have been asking for a bridge to cross near the Washington Avenue intersection for 50 years. It is a little late to be concerned about the costs to rectify this long term problem. I know things are changing about street and highway designs today, but understand when this Highway was built, it was all about cars and trucks and not pedestrians back then. Today’s traffic plans are starting to include pedestrian and bicycle traffic, especially in urban areas. Building a pedestrian bridge is one of those things that would have been done had the highway been built today. We are just asking for our new safety standards to catch up to this old highway problem.

**HUMAN NATURE:** It is well known among traffic engineers that for every percent longer it takes to use a pedestrian overpass, you lose that percentage of people in doing it (citation: Mark Fenton see link below). Based on this statistic and based on the time I estimate it would take to get across the recommended Washington Avenue bridge location, it would take a walker 140% longer to use the recommended bridge at Washington Avenue than to cross at grade. Distance and convenience is another metric being used by the design team as a qualifying factor. How does the Washington Avenue bridge location qualify as being convenient, on this metric?!?

**WASHINGTON AVE BRIDGE LOCATION PROPOSAL:** Below I enumerate the list of reasons of why I believe the Washington Avenue proposal is not the best recommendation for this area.

#1 I am not very confident that we will see the bridge used at all. See HUMAN NATURE above.

#2 Bosse High School itself faces Washington Avenue. All of Bosse High School's front doors are closed to staff and students. This is an Evansville Vanderburgh School Corporation policy. Students that cross at Washington Avenue heading east to school, must also walk all the way around to the other end of the school to one of the side entrances that face Lodge Avenue, to gain entry. Adding a bridge at Washington Avenue will only give them a further distance to walk.

#3 Previous traffic experts and engineers who have looked at the Washington Avenue intersection say that a pedestrian bridge will not work at Washington Avenue. During the summer of 2011, *Walking Evansville* a non-profit organization, as well as the *Welborn Baptist Foundation*, hired Mark Fenton a Public Health and Planning Consultant from the greater Boston area. During a visit to Evansville, Fenton opined about several pedestrian bridges in town including one at Washington Avenue. He discussed why many do not work. In the video found in the links below, Part 1 and Part 2 of a documentary and educational piece that aired on WNIN channel 9 shortly after his visit. I wanted to share these videos with INDOT and the design team as he talks about pedestrian bridges in Evansville extensively. Around the five minute mark in Part 1, Mr. Fenton talks about the Washington Avenue intersection.

Part 1: <https://www.youtube.com/watch?v=rIqjpVkMral>

Part 2: <https://www.youtube.com/watch?v=P998mPWn1IY&t=351s>

#4 None of the estimates in the alternative report show the costs to relocate or rebuild the McDonald's sign located on the west side of the highway. Based on the artwork and depiction, I am assuming that there will need to be a purchase of eminent domain and the sign will need to be moved or replaced. Shouldn't the costs of eminent domain and the costs to move and possibly replace the McDonald's sign, be added to the overall projected costs of a Washington Avenue Bridge location? What about the Dentist's Office across the street?

**BRIDGE IDEA NOT SEEN AT PUBLIC MEETING:** On February 21<sup>st</sup>, 2020 in an effort to kickstart the ideas committee on how and where to build a pedestrian bridge, I emailed the attached **BRIDGE CONCEPT EXHIBIT A** to Rusty Fowler, Deputy Commissioner with INDOT Vincennes District. This suggestion did not seem to go anywhere, as it was not one of the proposed bridge locations that HBNT design team revealed at the November 18<sup>th</sup> meeting. When I showed the my bridge idea to one of the HBNT designers at the meeting, he acted as if he had never seen the bridge suggestion or idea. Further, on November 24<sup>th</sup>, 2020, I met with Bosse High School Principal Aaron Huff to discuss the four HBNT proposals. During the course of the discussion, it was discovered that he and I had the same thoughts on where the bridge should be located. Principal Huff said that he discussed nearly this exact bridge and crossing location with HNTB consultants, and he does not know why it was not included in the original list of proposals presented at the November 18<sup>th</sup> meeting.

**BRIDGE CONCEPT EXHIBIT A:** For the record, attached to this public response is **Bridge Concept Exhibit A**. This Exhibit depicts a pedestrian bridge crossing Highway 41, perpendicular to the highway and in between Powell and Blackford Avenues. The bridge would be 17.5 feet in height and span 160 feet across highway 41. It is just 275 feet north of the Washington Avenue bridge recommendation. The bridge depiction follows the ADA framework and federal highway guidelines.

On the west side of the highway there would be two physical ramps. One descending north and one descending south. The southbound ramp would dump off/pickup just in front of McDonald's on Washington. The northbound ramp would pick up and dump off between Chandler and Powell Avenues on the greenway. These ramps would be found in well lit areas due to the existing solar/LED lights recently installed on the newly opened hi-rail section of the greenway.

On the east side of highway 41 the bridge ramp would descend heading east across the unused backside portion of the Bosse practice field as depicted in exhibit A. Then the ramp turns slightly north and follows the contour of the football field stadium finally transitioning to the street level on Powell Avenue. If any extra lighting is needed on the east side of the highway, it should be on the school to pitch in and provide the needed lighting on their property. The City of Evansville could add some additional street lighting at the dead end of Powell and around the concession areas that have been previously broken into. These are standard requests done through the City Engineering department.

Using this bridge and ramp concept accomplishes the following things:

- 100% of the bridge and ramp would be built on public property. Whether it be City, State, or school property, no eminent domain would be required.
- Will avoid 100% of all overhead and buried public utilities.
- Will avoid the Reduced Conflict Intersection projects.
- 100% of Bosse students who live west of 41 could get to school or home faster using this bridge.
- Requires no additional lighting to be built by INDOT/project planners.
- A 100% participation rate is likely because there will be no faster way to school or to the other side of highway 41, thusly safety to students and the community will be at 100%.
- This bridge proposal is the only one that passes all of the “Key Factors” qualifiers that was used to vet the other alternative bridges & tunnels and in my opinion deserves a diligent review by the design team.

**MEETING WITH THE PRINCIPAL:** On November 24<sup>th</sup>, 2020 I had a meeting with Principal Aaron Huff of Bosse High School. At that meeting, he agreed with me that the recommended Washington Avenue bridge location is unlikely to get used by his students. He also thought, as do I, that a Powell Avenue dump off would be more likely used. Principal Huff did express some concern about existing vandalism and crime behind Bosse High School on Powell Avenue around the concession stands and that there is potential that this bridge may bring more of that concern. Although I do not disagree with Mr. Huff, I do not feel that the weight of that problem outweighs the need of having this bridge dump off behind Bosse High School at Powell Avenue. I believe that Mr. Huff is only doing the right thing by defending his turf. Other crime prevention techniques should be employed to curb any crime behind Bosse school with or without the bridge being built there. Evansville PD can be requested to pickup patrols through the area. Additional lighting may be needed behind the school and this bridge could be the catalyst to getting that done.

**MY CONCLUSION:** Other than the one time novelty of crossing a bridge at the Washington Avenue location, I do not believe that you could convince me that the Bosse area students or the area pedestrians would use a bridge built at the Washington Avenue recommended location in the years to come. I believe It would become a joke around town and INDOT, certain politicians, and some of us activists wanting a bridge over 41, would get blamed with a boondoggle. Let's not make a hasty decision and build a bridge in which math and statistics tell us that nobody will use.

**MY RECOMMENDATIONS:** I would like to move and recommend that INDOT and the HBNT design team revisit some of their designs and to vet the proposed Bridge Concept Exhibit A that I have brought to the table through the public comment process.

Alternatively, I would also like to recommend that INDOT/HBNT design team consider ramps that run their full length in one direction north and south respectively on the west side of the highway in parallel along the hi-rail greenway. There is room.

I would also like to recommend that INDOT/HBNT design team reconsider the other alternate bridge locations that could potentially dump off on Powell Avenue behind the school.

**DISCLAIMER:** If by chance you do use any of my ideas or designs, I hold HBNT and INDOT free from any legal or financial obligation for using my ideas or concepts. I do and will give all credit to the designers and engineers. I am operating under my own free will and I have not been hired, employed, or paid by any person, business, or entity to act on this project.

I am open for further discussion and a rebuttal. Please feel free to contact me using any of the below information.

Brent Jackson  
1401 Henning Avenue  
Evansville, Indiana 47714





Attachment to Public Comment from  
Brent Jackson, dated 12/4/2020

# A 50 Year History of Highway U.S. 41

Regarding the U.S. 41 corridor from Lloyd Expressway/Division St. to  
Southlane Drive/Veterans Memorial Parkway in Evansville, Indiana.

Research performed by Brent Jackson  
President of the Presidents Neighborhood Association

# INTRODUCTION

The Presidents Neighborhood Association performed a historical study on a select corridor through the Presidents Neighborhood Association. This study is to make an accounting of the historical complaints of U.S. 41 since it has been relocated from what is now known as Kentucky Avenue to its current position. From Division Street to Southlane Drive (a k a Veterans Memorial Parkway).

# ABSTRACT

This report is a historical gathering of information on a Major Arterial road through the southend of Evansville, Indiana.

# EXCEPTIONS

There has been an incredible amount of accidents and deaths on Highway 41 in Evansville and Vanderburgh County. 100's of articles were found about accidents and deaths on Highway 41. Only articles found in relation to Highway 41 South running through Evansville are included in this report.

# AFFECTED AREA

This report is specifically concerning U.S. Highway 41 from Division St. to Southlane Drive/Veterans Memorial Parkway. And all abutting properties and thoroughfares.

# The **TIMELINE** of Events on U.S. Highway 41

## **DATE – Brief Description**

06/11/1953 – Indiana Highway Commission makes suggestions to the City of Evansville including the relocation of Highway 41.

08/23/1960 – City huddles up before meeting with State regarding relocating Highway 41.

08/25/1960 – Relocating Highway 41 needed to meet “Super Highway” standards group told. Businessmen object to relocating highway 41, claiming great loses to the local economy.

06/30/1961 – Henderson County makes plans to widen its business 41 district. Business owners are happy to give up land for a new highway.

07/06/1961 – President of the (old) Highway 41 Businessmen’s Association in Evansville declares that relocating Highway 41 from its current location will be bad for business.

08/06/1963 – City delays voting on a modified and elevated Highway 41 proposal through a portion of the City. The “highway on stilts” idea is backed by the Mayor’s Traffic Commission, and was proposed by Traffic Engineer Melvin Pohlkotte.

12/31/1964 – Mayor Frank McDonald says, “I see no reason for further delays” in reference to getting the Highway built through this area.

02/12/1964 – Indiana Highway 41 Commission resubmits the same Relocation plans but included the plans to the rest of the highway segments. Local Highway Engineers reject the proposal because it still closed Walnut and Bellemeade.

01/13/1965 – Indiana Highway 41 Commission resubmits relocation plans from division to Southlane drive that still include closing Walnut and Bellemeade. Evansville Traffic Engineer Melvin Pohlkotte says that this is the same proposal that they rejected in 1964. It was rejected again.

04/23/1965 – Local Highway planners demand that Walnut and Bellemeade remain open. Indiana Highway Commission says that they will come back with an answer to the closure problems “within the year”.

06/15/1965 – City and State discussions continue. State will not pay for highway on stilts and says that this will be the cities responsibility.

01/21/1966 – Indiana State Commission submits new plans of a redesigned Highway 41 with Walnut and Bellemeade remaining open at ground level.

02/22/1966 – Final Hurdle for relocating 41. Engineer Melvin Pohlkotte met with State Engineers about the details and is quoted as saying, “We can make do with it.”

02/24/1966 – Final papers drawn up. Relocation of Highway 41 is a go.

12-01-1967 – City traffic engineer (and point man for the City to State negotiations) Melvin Pohlkotte dies unexpectedly in his home this morning. Death ruled as a heart attack. Mayor Frank McDonald originally hired Pohlkotte who worked for the Indianapolis Traffic Department over 6 years ago.

12-02-1967 – City leaders commended Pohlkotte’s work and determination on City projects.

1969-1972 – Relocated Highway 41 is built from Division Street to Southlane Dr.

07/15/1972 – Businesses along old 41 slump, blamed on New 41 relocation.

11/30/1972 – Highway 41 from division to Southlane opens.

03/27/1973 – Homeowners along new Highway 41 wants their land rezoned to commercial and get away from the highway. Traffic and Noise complaints dominates the meeting.

03/30/1973 – Homeowners complain about noise on Highway 41. State says only grass will ever be planted. Evansville Realtors Association donates 500 trees to be planted along Highway 41. No cooperation from the State as the mowing crews would just mow them down.

04/22/1973 – Ray Andersen (Executive Director of the Redevelopment Commission) asks the State Highway Commission for a screen buffer and trees along Highway 41 to control the noise.

05/10/1973 – Bosse High School students and officials finally get a crosswalk and sidewalk installed to cross highway 41 to go to school.

05/15/1973 – Ray Anderson again asks for a screen/buffer from the State. Additionally asks the State to fix the drainage problems on each side of the highway caused by the grade and construction of the highway. Andersen receives letter from Indiana State Chief Highway Engineer N. W. Steinkamp that help was on the way.

07/19/1973 – State official N.W. Steinkamp faces questioning from Ray Anderson. Andersen complains that the State has done nothing to rectify problems along the highway.

10/10/1973 – Evansville Press Staff writer Gene Clabes calls the deceased City Engineer Melvin Polkhotte a prophet in the early 1960's when he predicted that the construction of the new U.S. 41 at ground level would "just hand the traffic problems to the city."

07/03/1974 – State highway department has agreed to build a drain for the pools which funnel rain water into the Lodge Avenue pump station near Southlane Drive.

10/14/1975 – Rick Borries stumps for planting trees along both sides of the highway to block out traffic noise and ensure more privacy for residents along highway 41.

04/14/1976 – Bellemeade-Bayard Park Neighborhood Association asks for \$100,000 in federal funds to fix drainage problems created by the highway 41 construction.

03/01/1977 – Evansville Urban Transportation releases study showing U.S. 41 crashes going up on the southend of town.

08/18/1977 – Mrs. Fannie Riecken, 73, Owner and operator of Riecken's Shoe Shops died in an accident along Washington and Highway 41 today. A truck traveling on Highway 41 loaded with tombstones hit and trapped Mrs. Riecken and another passenger in the southbound lane. 158 accidents have been recorded this year alone from division to Southlane.

09/02/1977 – Nation's Top highway official said that the federal government won't solve problems on U.S. 41 through Evansville but is willing to help the state and city seek a solution.

05/09/1978 – Evansville Urban Transportation recommends elevating Highway and changing light synchronization and speed limits.

05/26/1978 – Federal funding for elevated highway unlikely.

05/31/1978 – State surprises City officials and Mayor Russell Lloyd with a letter claiming that the City agreed to finance any future overpasses on highway 41.

6/1/1978 – Former Mayor Frank McDonald responds and said that there "never was any agreement" with the state that any future U.S. 41 improvements would be financed by the city.

9/15/1978 – Circuit Judge proposes that highway 41 be elevated in certain areas.

10/20/1978 – Panel considering elevation plan.

10/30/1978 – County Commissioners order study of US 41 pedestrian overpass at Washington Avenue.

11/21/1978 – Hearing held. A Majority in support of overpass at Washington Avenue.

12/13/1978 – Banker proposes raising cross streets above 41 as opposed to 41 being elevated.

02/02/1979 – County Councilman seeking the Washington Avenue overpass study.

2/13/1979 – Evansville Urban Transportation outlines the top problem intersections on Highway 41. All of them are on the southend.

3/15/1979 – Petition drive seeks to increase taxes to fund pedestrian overpass at Washington Avenue & Highway 41.

04/02/1979 - Petitions with 762 names was presented today to the county commissioners by the president of the Bosse student council in support of a pedestrian overpass over highway 41 at Washington Avenue.

04/15/1979 – Immediate action on highway 41 is urged.

04/24/1979 – A resolution asking the State Highway Commission to act on the Urban Transportation report last week is being drawn up by city councilman Michael Vandever.

05/10/1979 – Evansville Chamber of Commerce supports low-cost and immediate 41 improvements.

05/17/1979 – 250 page report unveiled by Urban Transportation suggests elevating highway 41 and widening it in some areas.

05/18/1979 – Bellemeade-Bayard Park Neighborhood Association endorses proposed changes.

05/22/1979 – Executive Inn owner Robert Green comes out against the plan because of the tax increases proposed in the plan.

05/30/1979 – Councilman David Koehler says some improvements could still be completed this year.

08/09/1979 – Insurance Salesman Jesse Stock makes fun of Highway 41 problems on his Insurance billboard.

08/09/1979 – Evansville Water Works Board instructed City Engineers to begin developing plans to widen streets along Highway 41.

10/29/1980 – City making improvement plans along highway 41.

02/07/1981 – Juror “Unsafe 41” delayed the verdict in a trial regarding a fatal accident on 41.

07/29/1986 – Southlane is renamed to Veterans Memorial Pkwy to Honor Veterans.

04/12/1990 – Elevating Highway 41 is again discussed.

06/09/1990 – Evansville Urban Traffic Transportation study again suggests elevating Highway 41.

07/19/1995 – Paul Bitz former State Senator who lives near U.S. 41 off of Lincoln would like to see fewer trucks and less noise along the highway.

08/26/1996 – Bosse student is injured when crossing Highway 41 going home from school.

08/26/1996 –The Evansville School Board has proposed highway pedestrian overpasses several times over the last ten years to INDOT. INDOT has been unreceptive to the requests.

06/21/1997 – Mother pushes for Pedestrian overpass after daughter is hit on highway.

1997 – 2006 Interest on U.S. 41 south wanes as INDOT focuses on the changes in traffic patterns around the new Toyota Plant.

12/17/2006 – Neighborhood Flooding on the Southeast side. Courier asks for community comments. U.S. 41 mentioned in problems.

04/20/2006 – Students at Washington Middle School in the Project Citizen program stump for a Pedestrian overpass at Washington Avenue & 41.

02/26/2007 – INDOT approves a new noise abatement policy that requires sound test to be performed along new AND existing highways (if they are ever significantly changed). For an example of this noise barrier policy in action visit <http://www.465-69northeast.in.gov/noise-wall.html>

07/04/2007 – INDOT is looking at purchasing property for a new interchange at the Lloyd and 41.

09/02/2007 – Letter to the editor appealing for Pedestrian overpass at Washington Avenue.

09/14/2007 - At the request of School Board member Mike Duckworth, has passed a resolution asking for a re-evaluation of the need for a pedestrian overpass at U.S. 41 near Washington Avenue.

09/15/2007 – Pedestrian overpass gets another review.

10/02/2007 – Courier & Press Opinion article encourages safe school routes including a new pedestrian overpass at Washington Avenue.

04/12/2008 - Sara Anne Corrigan, a freelance writer, writes of all of the noise at the intersection of Lloyd and 41.

03/19/2009 – State proposes Cloverleaf at Lloyd and 41. Most area residents are very receptive to it.

05/06/2009 – Highway 41 from Lloyd to Veterans Memorial is included in the Front Door Pride Program footprint.

10/21/2010 – Presidents Neighborhood Association asks State Representative for “NO Jake Braking” signs to be placed on Highway 41 due to all of the noise from the trucks at all hours of the night.

11/06/2010 – Presidents Neighborhood Association performs a cleanup of the volunteer vegetation line along highway 41 between Covert and Washington Avenues. Discover’s poor vegetation that will never properly provide shielding from the Highway. INDOT agrees to replace the fence on a majority of the section.

01/09/2011 – The federal Department of Transportation cites the Washington and 41 intersections as one that is “exhibiting the most severe highway safety needs”.

02/02/2011 – INDOT announces changes to the original Lloyd/41 interchange plan.

02/04/2011 – City Officials claim, no body was consulted before any change of plans.

06/04/2011 – Presidents Neighborhood Association conduct a sidewalk walkability study. Discover that some of their sidewalk problems are related to the unfinished business of the highway 41 corridor.

08/24/2011 – Presidents Neighborhood releases a report detailing the grim history of the Highway 41 corridor from Division to Southlane drive.

# 12 Suggestions Made To Aid Area Traffic

The West Side expressway and the relocation of Highway 41 headed the list of traffic needs among 12 recommendations for this area made by the State Highway Commission.

The recommendations are based on a 1950 survey made here by a team of state employees. The state report, released by Harry Thompson, secretary of the mayor's traffic commission, said it is aimed at meeting the problems of the next 17 years. During that period, the report said, traffic volume is expected to rise from 70 to 120 per cent.

### Acquiring Land

The West Side expressway project, which will give a route across the city to westbound traffic, is already in the land acquisition stage.

The proposed relocation of Highway 41 would begin at the Indiana-Kentucky line where the route would be directed east to the I. C. Railroad right-of-way along Gilbert Avenue. The new route would go north to Lincoln Avenue and then split into two one-way sections. Northbound traffic would move along Fares Avenue and southbound traffic along Kerth Avenue. The two lanes would be merged at Maxwell Avenue.

### Other Recommendations

Other recommendations in the report: **6-11-1953**

Relocation of Highway 62 from Morgan Avenue, between Fares Avenue and New Green River Road, to a new site along the north side of the Southern Railway tracks.

Extension of Diamond Avenue across Pigeon Creek to Allen Road and east to New Green River Road.

Four lane bridges across Pigeon Creek at Ohio and Maryland streets.

Extending the one-way street program.

Take parking off major streets at peak traffic hours.

Modernize signal equipment.

Develop off-street parking facilities.

Ban the use of city streets for loading docks for heavy trucks.

Engineering changes at complex intersections.

Increase lighting on main arterial highways.

## U.S. 41 Relocation Committee Goes Into Huddle Tomorrow

**8-23-1960**

The Chamber of Commerce highway committee will prepare its presentation to the Indiana Highway Department on U. S. 41 relocation at a meeting at 4 p.m. tomorrow.

**AUG 23 1960**

Harry E. Thompson, committee chairman, has

called the meeting as a preliminary to a Highway Department hearing at 1:30 p.m. Thursday in City Council chambers. The hearing will be conducted by Ross McCalley, the department's right-of-way chief.

The hearing will cover endorsements and objections to relocation of U.S. 41 through the city. Arguments are to be presented in writing.

The chamber has sought to confine its position to urging haste in the relocation project, to conform with the construction program on the proposed new U. S. 41 Evansville-Henderson Bridge.

However, a bone of contention has arisen over the recommendation the highway should enter the city on the north via Willow Road, a block east of the present location on Fares, which is highly developed in motels and businesses. Business owners have organized to keep the routing on Fares.

It has been pointed out, however, that although business owners are offering to donate their money for highway widening,

it still wouldn't be enough to make possible a highway to meet Interstate System standards.

Chamber directors have indicated they would like to have relocation completed by the time the new bridge is completed. Bridge work is expected to start before the end of the year.

U. S. Engineer Corps has scheduled a public hearing in City Council chambers for 2 p.m. Sept. 20 for objections or endorsements of the new bridge. It will be a duplicate of the present bridge, built 100 feet downstream. At a previous Indiana Highway Department hearing in Evansville, no objections were raised to the bridge location.

# High-Water Thruway On 41-South Urged

BY ED KLINGLER

The Indiana Highway Commission today received a plea to give Evansville a thoroughfare to the south that would be open in the event of a flood similar to that in 1937.

The Chamber of Commerce highway committee adopted a resolution to that effect yesterday at the suggestion of chairman Harry E. Thompson.

It was presented this afternoon at a highway commission hearing in City Hall on the relocation of U.S. 41 through the city.

## Riney Surprised

R. T. Riney, who headed the C. of C. highway committee for years, said: "This is so obvious I'm surprised the highway engineers didn't think of it themselves."

It was pointed out that during the 1937 flood U.S. 41 South, from Evansville to the bridge, not only was covered with water and impassable, but also was destroyed. Since then a levee has been built which would protect the highway inside the city, but not outside.

Present plans for the U.S. 41 relocation, and its development into a super road meeting Interstate Highway System standards, call for a route south out of the city along the line of Gilbert Avenue. The plan calls for going over the levee instead of cutting through it. The levee top is 10 feet above the present road surface.

The resolution the commission received today proposes that after going over the levee, instead of coming down to the existing grade level, the relocated highway continue at levee-top height.

## Road Merger Cited

The C. of C. followed its customary policy of refraining from suggesting engineering detail.

It was pointed out, however, that the present plan for the relocated highway calls for merging with the existing road south of Eagle Slough viaduct, which is more than a quarter of a mile south of the levee. The resolution calls for keeping the new road at levee top height to that point.

The resolution doesn't suggest that merger be abandoned. It does suggest, however, that at least one lane from the merger point southward to the bridge be built above 1937 flood level assuring Evansville of an open thoroughfare.

The bridge, and U.S. 41 on the Kentucky side of the river, are above the flood level.

Today's relocation hearing was conducted by Ross McCalley, head of the Indiana Highway Department's right-of-way section, to hear suggestions, remonstrances and endorsements of the proposed relocation.

## Dodges Disagreement

The C. of C. committee, in a statement prepared for the commission, avoided taking part in disagreement over the routing at the north entrance to the city.

It only urged the highway relocation program be started soon as possible.

Businessmen along Fares Avenue, the present north entry route, have organized to protest the recommendation that the relocated road be east of Willow Road, putting it a block or more east of Fares.

Howard Sandusky, their attorney, was to argue their investment, argued their investment of more than \$5 million in service stations, motels and other businesses catering to travelers, would be virtually destroyed by rerouting.

## 800 Full-Time Employees

The Highway 41-North Businessmen's Association represents more than 60 businesses on the existing Fares Avenue route between Pigeon Creek and Virginia Street.

Sandusky said they gross more than \$5 million a year, employ 800 persons full time, and have a payroll of \$2,939,463 per year.

Any substantial reduction in earnings would have an impact on the local and state tax structure, he said. From 20 service stations on the strip, the state is collecting \$422,666 per year in state gas and fuel taxes.

At service stations alone the payroll is more than \$400,000.

Most of the 60 businesses are dedicated to customer service—the majority of it from transients, he said.

Sandusky's argument made repeated reference to the routing farther east as a "fenced in" highway. He means that its limited access character would prevent business from operating on it, and that transients thus would pass right through Evansville to seek service elsewhere.

# City Council Withholds

## Action on 41

City councilmen delayed action last night on a resolution which would have put them on record in favor of elevating part of relocated Highway 41 through the city.

Their final action, they said, would be determined later when it was learned whether the city would have to pay the increased cost of elevating the highway between Division and Riverside.

The "highway on stilts" idea, backed by the Mayor's Traffic Commission, was originally proposed by Traffic Engineer Melvin Pohlkotte.

In last night's meeting Pohlkotte said the present ground level plans for the relocation, estimated to cost \$2 million, would be "outmoded" before the new highway could be put to use. He estimated the elevated highway would cost \$6 million.

## Mayor To Investigate

In answer to a question from Fourth Ward Councilman Joe O'Day, Pohlkotte said the question of the city's participation had come up in discussion with state officials. Under original plans the cost of the relocated highway at ground level would be borne by the State Highway Commission and the Federal Bureau of Roads.

Mayor Franw McDonald said he would be in Indianapolis next week and may learn more about the proposal then.

In other business last night, the councilmen:

— **PASSED** an ordinance appropriating \$1.3 million for construction of storm sewers to serve the area at Washington and New Green River Road. Half of that amount will be raised by bond issue and the rest will be supplied by the federal government.

— **PASSED** two ordinances allowing the transfer of funds within the Police Department and the city attorney's office.

— **APPROPRIATED** \$5000 to the city's revolving fund for financing razing of condemned buildings.

— **REZONED** six acres at the northwest corner of Diamond and Heidelberg from residential to neighborhood business at the request of Silverius Craig, who plans a commercial development.

— **ADOPTED** a resolution allowing the city to borrow \$300,000 from the Water Department this month and another \$300,000 in September. The money must be repaid before the end of this year.

— **HEARD** first reading of an ordinance authorizing the purchase, for \$2962, of a piece of right-of-way property needed for widening Washington Avenue, between Stockwell and Newburgh roads.

— **HEARD** first reading of an ordinance approving a contract in which the city would allow the Mesker Steel Company to construct a spur railroad track at First and Clark streets.

— **HEARD** first reading of an ordinance authorizing the transfer of \$11,000 within accounts of the Fire Department so that two new cars and a truck may be bought.

8-25-1960

# \$20 Million Annual Business Stake In Decision on U.S. 41 Relocation

## Lack of Like Action By Ky. Could Hurt

By ED KLINGLER

At stake in the temporary Kentucky-Indiana stalemate on the Evansville-Henderson Bridge and U.S. 41 improvement is an estimated \$20 million annual business done on the Indiana side of the river.

"If Indiana doesn't handle itself right a big part of that business is going to Kentucky," says Joe Kalivoda, president of the Highway 41 Businessmen's Association.

Kalivoda said a meeting of the group will be called within a few days to insist the Indiana Highway Commission take whatever steps are necessary to protect the investment of businessmen along the Indiana side of U.S. 41.

### Question of Standard

Crux of the problem is whether relocated U. S. 41 on both sides of the river is to be built to Interstate System standards. If it is, the highway not only will be widened, but will provide limited access, meaning traffic can get on or off only at selected points.

Kalivoda pointed out today that last year when Indiana and Kentucky governors and highway departments agreed to share cost of a new bridge, and to improve and relocate U. S. 41, it was with the understanding the improvement meet Interstate System standards.

Indiana made its U. S. 41 relocation plan on that basis. It called for moving U. S. 41 almost two blocks east of the present highly

developed route, leaving restaurants, motels, service stations and other installations on a side road.

Kalivoda said today "it's now obvious Kentucky has no such intention of doing likewise, and will leave its part of the route where it now is, and with access to it completely free of limitation."

### Kentucky Would Benefit

The net result would be that transient traffic, which comprises a big part of the business on U. S. 41, would pass through Evansville rather than turn off on a side road, and go on into Kentucky where they could stop on the main highway, Kalivoda said.

Kentucky Highway Commissioner Henry Ward, speaking in Henderson last March 17, made the first public declaration that Kentucky had changed signals and didn't plan U. S. 41 has a limited access highway.

That he hasn't changed his mind was brought out in Frankfort, Ky., yesterday when Henderson and Evansville road boosters conferred with him in an effort to get action on the new Evansville-Henderson Bridge.

Harry E. Thompson of Evansville asked what effect it might have if the U. S. Public Roads Bureau ordered the bridge approaches to be limited access thoroughfares.

A spectator replied: "Then there won't be any bridge." Commissioner Ward allowed the statement to stand.

Kalivoda said today experience shows that where all business is off the main thoroughfares no loss is involved to those continuing in business on the commercial parallel.

"But it's a different story where some of the business is left off the main thoroughfare, and some remains on," he said. "Those remaining on the highway get the business."

Kalivoda believes Kentucky may be deliberately delaying action on the bridge and U. S. 41 relocation until Indiana has advanced too far on its relocation plans to retreat. With this in mind his association has been insisting U. S. 41 through Evansville be improved on the existing route. This would give Evansville an even break with Kentucky on highway business.

The Indiana Highway Commission never has publicly admitted it is aware of the justice of this move.

### Reason for Action

It would, however, explain the commission's action earlier this year in petitioning that Interstate Highway 24 from Nashville to St. Louis be routed through Evansville. Presumably, it would mean Interstate 24 would come up U. S. 41, which would mean that portion of U. S. 41 would be built to Interstate standards.

Kentucky Commissioner Ward has balked at this proposal, and is holding up Ohio River bridge participation until the matter is resolved. He told the Evansville-Henderson group yesterday he is ready to proceed if Indiana backs off the proposal.

He told the delegation he was "mystified" why the Indiana Highway Commission made the Interstate 24 proposal.

Kalivoda said today Indiana and Kentucky had petitioned the U. S. Public Roads Bureau on April 28,

1960, that U. S. 41 be brought into the Interstate System. The bureau rejected the proposal. Re-routing Interstate 24 through Evansville stands as an alternate proposal.

Commissioner Ward has expressed the opinion, however, that if Interstate 24 is rerouted through the area it won't be along U. S. 41 but parallel to it, making U. S. 41 improvement unnecessary.

# Cross-Traffic Plan Opposed

## State Group Submits

New 41 Pattern  
1-13-1965

The State Highway Commission has submitted another plan for cross traffic along the U.S. 41 relocation project through Evansville.

The proposal does not follow the decision made in late 1963 by the Technical Transportation Committee calling for seven open intersections along the new highway.

The commission's proposal would close Bellemeade and Walnut — two of the city's major east-west thoroughfares — to through traffic at relocated 41. The local committee had wanted these intersections left open arguing that to close them would shut off two important east-west traffic arteries.

According to Traffic Engineer Melvin Pohlkotte, Walnut presently carries 16,000 vehicles a day and Bellemeade 9500.

A COMMISSION engineer today said the latest proposal is not final, but merely a means to get an "official" agreement between the state and city on what east-west streets should be left open.

The spokesman, who has worked on the section of the project between Franklin and the south edge of the city, said he had received a letter from Evansville officials asking for Bellemeade and Walnut to be left open.

"But he never received anything official. We waited but nothing ever came. So this proposal was submitted. We are now ready to move on the project," he said.

The proposal is similar to one the technical group rejected in December, 1963, when local officials requested that Bellemeade and Walnut also be left open along with five other cross streets.

WHEN ASKED what the commission would consider "official," the spokesman said a letter from the mayor or the committee. "As I understand, the other letter was unofficial," he said.

He also said that the state does not want to build anything to hamper city traffic, but that Bellemeade is within 400 feet of Lincoln, which is scheduled to be left open.

Leaving Bellemeade open too, he said, would reduce the carrying capacity of the new route. However, it is possible to leave it open if "they can prove it is needed," he added.

"This is the same proposal we rejected in 1963," Pohlkotte said of the latest plan. The traffic engineer said he considers Walnut as important as any of the city's east-west streets.

He added that Bellemeade, when opened to Green River Road, would be just as important.

7-6-1961

# State Asks U.S. Study 41 Relocation

JUN 15 1965  
Commission Says  
City Could Build

## East-West Crossings

By MEL RUNGE

The State Highway Commission has passed the ticklish question of the Bellemeade and Walnut intersections at proposed relocated U. S. Highway 41 to the U. S. Bureau of Public Roads.

The bureau's division engineer for the Indiana area, William P. Privette, said he will push for a review of the matter so a recommendation can be presented to the Evansville-Vanderburgh County Technical Transportation Committee on Thursday.

In the state commission's letter to the bureau, the commission suggests that new U. S. 41 be "compatible" to the city's planning for east-west streets. However, the letter refers to "cross-overs" at both Walnut and Bellemeade as projects that would have to be undertaken by the city, according to commission executive director Martin Hayes.

**THE "CROSS-OVERS"** apparently refer to overpasses, without access to U. S. 41.

Local members of the Technical Committee have repeatedly demanded that both Bellemeade and Walnut, two major east-west city streets, remain open across the new highway.

Preliminary state commission plans for U.S. 41 showed both cut off by the new four-lane highway. It has recommended that traffic be allowed to cross the new route only at Covert, Washington and Lincoln at ground levels and at Riverside Drive and Division Street through interchanges.

Local officials argue that it is vital to Evansville's traffic pattern to allow traffic to cross the new highway at Bellemeade and Walnut. They do not demand access to new U.S. 41 at these two points.

**MAYOR FRANK McDonald** said today the city would probably not be interested in building overpasses at either Walnut or Bellemeade.

"I cannot say anything until I see the proposal, but it sounds mighty expensive to me," he noted.

Commission Chief Engineer F. L. Ashbaucher said the letter to the bureau does not represent a final decision. "We will probably have several meetings with the Bureau to hash this thing out," he explained.

Hayes said every effort is being made to reach a decision on the matter because until the problem is resolved all design work on the project has been stopped.

*City, County Tech. Trans. Comm.*

PAGE 6-A

APR 23 1965

## Road Group Still Asks Open Streets Across 41 at Walnut, Bellemeade

4-23-1965

Local highway planners reaffirmed their demand that Walnut and Bellemeade avenues must remain open across new U.S. 41, but conceded the two east-west routes carry less traffic than Division, Lincoln and Washington Avenue.

According to a report prepared by the Technical Transportation Committee, Division Street is the heaviest used street carrying more than 14,000 vehicles a day.

Washington Avenue is second with 13,000, then Lincoln with 11,500, Walnut with 10,500 and Bellemeade with 9,500, the report stated.

The report lists local planners' reasons for insisting that

the Indiana Highway Commission not close Walnut and Bellemeade at the new highway as present plans call for.

**THE HIGHWAY** Administrative Committee unanimously approved the report yesterday. It mostly lists city plans for future street improvements — particularly in the Civic Center area.

The state commission's urban planning chief, Frank Ester, who attended the meeting, said local planners have now completed all that has been requested of them.

The commission will now "give every consideration" to the demand for Walnut and Bellemeade, Ester continued. "You'll be getting an answer."

One visiting highway official said the answer will be ready "within a year."

**IN OTHER BUSINESS,** the committee approved the boundary lines for traffic studies which must be made to satisfy the Federal Highway Act of 1962.

The area will include all except the extreme north edge of Vanderburgh County, plus Newburgh, Chandler and Paradise in Warrick County and a two-mile strip along the east edge of Posey County.

Ester said the state will soon be ready to sign a contract with an Indianapolis firm for a preliminary study of the area which is to cost \$13,000 with the city and county sharing 50 per

cent of the cost and the state the remainder.

The preliminary study will be a guideline for the comprehensive study required by the federal act. The comprehensive study, Traffic Engineer Melvin Pohlkotte reported yesterday, will cost \$350,000 or more and will take about two and a half years to complete.

# Route 41 Design For City Jumping Its Final Hurdle

THE 22 1966

What appears to be the very last obstacle in the design of new U.S. Highway 41 through Evansville will probably be eliminated at a special meeting tomorrow of the Evansville-Vanderburgh County Technical Transportation Committee.

This report was so encouraging that Mayor Frank McDonald told City Council last night that he hoped to see construction started on the long-awaited project this year.

Though construction hardly appears possible in 1966, State Highway Commission representatives may be buying right of way along the Harlan-Gilbert corridor later this year.

According to a state commission timetable, construction of the new route inside the city will not start until late 1968. A section south of the Evansville levee may begin a year earlier.

The multi-million dollar project has been discussed since the late 1940s. It has encountered numerous delays and has created countless debates.

**THE LAST HURDLE** is the design of the interchange at Division Street — which someday is to be the eastern extension of the West Side Expressway.

The design of the interchange, a partial clover leaf, is the result of an earlier debate over which cross streets should be left open along the new highway.

The cross street controversy was the result of the decision to build the route on the ground and not on silts as advocated by Traffic Engineer Melvin Pohlkotte.

Pohlkotte said last night that he would recommend to the technical committee that it accept the state commission's design of the Division interchange.

"IT IS NOT the best, but we can live with it," the traffic engineer noted after returning from a day with commission design engineers.

Pohlkotte, City Engineer Charles Day and County Surveyor Sam Biggerstaff met with the designers to discuss how traffic would be handled at the interchange, which limits all turns to two corners.

The commission had to limit turning movements to two corners to meet local demands that nearby Walnut Street not be closed at the new route.

Though new U.S. 41 will go over the proposed expressway, there will be left turns across traffic at two spots on the Division Street route.

**MAYOR McDONALD** said the state commission will be able to send the project to its right-of-way buying department within 30 to 45 days of the technical committee's decision.

Two factors could still delay the project.

The first is the Federal Highway Act of 1962 which requires communities of Evansville's size to have a comprehensive transportation study to qualify for federal road building funds.

Without federal funds, new U.S. 41 could not be built.

Though preliminary work has been started, Evansville has not reached a point in its transportation study where it can meet the requirements of the act.

A second factor which could mean serious delays is the buying of right of way. If the state commission has trouble acquiring the more than 600 properties needed for right of way, the project could be tied up for some time.

The cost of right of way has been estimated at more than \$4 million and construction at \$6.75 million.

# Transportation Panel OK's State's 41 Interchange Plan

By MEL RUNGE

The first of the three major steps in building a highway appears about completed for the U. S. 41 relocation project through Evansville.

The \$12 million super-highway apparently cleared the last hurdle of the design phase yesterday when the Evansville-Vanderburgh County Technical Transportation Committee approved the state's plans of the Division Street Interchange.

Mayor Frank McDonald said he would schedule today an Administrative Highway Committee meeting to complete the approval action needed by the state.

By no means does the com-

mittee's action mean the project is ready for construction, but local and state highway officials agree that it was a major step forward.

"It's finally moving," McDonald commented.

According to a State Highway Commission spokesman right-of-way plans now can be completed by April, and final construction plans can be prepared while the more than 600 properties along the route are being purchased, the second major phase of highway building.

The spokesman said the State Highway Commission would have to consider the provisions of the technical committee's ac-

tion yesterday, but apparently no problems are expected.

**THE TECHNICAL** committee asked the state to connect the ends of Canal and Franklin streets on both sides of proposed 41 and to provide right of way for sidewalks for school children along the east side of the new route between Virginia and Franklin and along the north side of Division Street under the 41 overpass.

According to the committee's proposal, the city would then build a pedestrian overpass across Division — which someday will be an expressway — to the west of the 41 overpass.

When the interchange is constructed, about 1000 feet of the expressway — from about Ken-

tucky Avenue to Willow Road — will also be constructed.

City Engineer Charles Day told technical committee members yesterday that to build a full clover leaf at Division and 41 would cost \$3 to \$4 million more and would mean Walnut Street would have to be closed. The committee has insisted that Walnut be left open.

**THE STATE'S** present design limits all turns to two corners of the interchange and will mean cross traffic left turns at two points on Division.

Day reported Traffic Engineer Melvin Pohlkotte's statement that "we can live with it." After right of way plans are completed, the Bureau of Public

Roads must approve the project and allocate funds for the purchase of right of way.

Since Evansville has not met the requirements of a federal 1962 Highway Act requiring continuous and comprehensive and co-operative planning, special justification information must be submitted to Washington for bureau approval.

Most of the necessary data is available from past traffic studies, according to local officials.

The third major step in building the highway is construction bids for the construction of U.S. 41 are scheduled for late 1968 and state highway officials believe it's a realistic target if all goes well.

2-24-1966

# Traffic Chief Pohlkotte Dies Unexpectedly at 67

## Heart Attack

## Apparent Cause

12-1-1967

City Traffic Engineer Melvin C. Pohlkotte, 67, of 1421 Ak died unexpectedly at his home this morning after recently being hospitalized.

Two members of the colorful engineer's staff discovered his body. He had been planning on returning to work next week following his illness.

He had been hospitalized Nov. 9 when he was unable to shake a flu attack.

Death was attributed to an apparent heart attack. He was believed to have died in his sleep.

His wife is a patient at the Welborn Hospital Medcenter at the present time.

Mr. Pohlkotte became the city's traffic engineer in October, 1961, after a long career with the state highway department. He emerged as one of the most controversial figures of the McDonald administration, known for shoot-from-the-hip views and his outspoken comments about Evansville's traffic problems.



MELVIN C. POHLKOTTE  
Recently in Hospital

POHLKOTTE'S candor on the city's traffic situation and the operation of his department often placed him in conflict with Mayor Frank McDonald.

During the recent city election, while fielding questions from civic club members at a luncheon, McDonald said his administration had sufficient funds available to finance the city's traffic program.

Pohlkotte, who had frequently complained about not having enough money to do his job, said when told about McDonald's comment, "There's not sufficient money and I don't give a damn who says so." Later he backed down, but only slightly, saying he was never denied funds when asking for them for specific projects.

HE WAS ONE of the few appointed city officials who would talk up to board members in public. Earlier this year during a Safety Board meeting at which the parking plans for the Civic Center were discussed Pohlkotte told Board President D. A. (Jack) Pride, "You said it's your business to get money for the board so here's a chance for you to perform."

During his more than six years on the job he often com-

plained about the lack of planning, especially in regard to changes in the city that left an impact on traffic patterns. Last year he said progress in the city, such as the Civic Center, would turn downtown streets into an "obstacle course."

PRIOR TO accepting the job here he was traffic signal engineer in Indianapolis. He had been employed by the state Highway Commission in 1941-42 and from 1946 to 1955 as assistant traffic engineer for the Seymour district and as director of traffic for the Indianapolis headquarters.

One of the first projects Pohlkotte undertook when he became traffic engineer was to do away with Evansville's hazardous open intersections. Until that time there were many intersections, especially in West and North Side residential areas, without any traffic signs to designate which street had the right of way.

HE OFTEN said his primary goal was to keep the city's traffic moving. To this end he instituted the practice of turning traffic signals at some intersections into blinking caution lights late at night.

Another step was to eliminate on-street parking along many of the most heavily used streets. This practice often made him the object of complaints from residents and merchants. During a hassle with merchants on Lincoln and Washington in 1965, Pohlkotte said, "They (the merchants) don't own the streets. The streets belong to the city and motorists should be able to travel freely on them."

HE ALSO SAID, "If I had it my way, I'd knock out the parking tomorrow."

Although his death came as a surprise, he had told the mayor's finance committee in July, "I'm getting old and tired and I think it would be in the best interest of the city to get someone to help me out." He made the comment in asking for funds to hire an assistant. The request was denied.

Mr. Pohlkotte's survivors include the wife, Mildred; sons, Charles of Indianapolis, and Robert of York Haven, Pa.; and a daughter, Mrs. Carolyn Lucas, Lexington, Ky.

The body will be at Fountain Terrace East Chapel.

## Mayor Praises Traffic Engineer Pohlkotte

APR 18 1968  
The owner of a U.S. Highway 41 motel in the city claimed the proposed relocation of the highway through the city has hampered attempts to sell the business promptly and caused the firm to file a bankruptcy petition.

Mayor Frank McDonald, who returned from a vacation in Mexico City late last night, joined other city officials today in praising City Traffic Engineer Melvin C. Pohlkotte, who died yesterday.

McDonald said, "I consider the timely death of Mr. Pohlkotte a great loss to the city of Evansville. It will be difficult to replace him."

The mayor, who at times was the object of some of Pohlkotte's complaints over inadequate funds for his office, said he considered the 67-year-old man an excellent traffic engineer.

He noted that sometimes Pohlkotte's work resulted in inconvenience for the citizens, but the mayor said, "His job was to improve the traffic flow and that meant changing people's habits."

The death of Pohlkotte came as a surprise to city officials although they knew the engineer had been ill for about two weeks. McDonald said he hasn't given any thought to finding a replacement for Pohlkotte.

Six years ago the mayor went out of town to hire Pohlkotte who was a senior member of the Indianapolis traffic department at the time.

Friends may call at Fountain Terrace East Chapel after 2 p.m. tomorrow.

Evansville Masonic Lodge No. 64 will conduct a memorial service there at 7:30 Monday.

The body will be moved early Tuesday to Patriot, Ind., for burial at 1 p.m. Tuesday in Eastview Cemetery there. Rev. Edward G. Gray, a Patriot Methodist clergyman, will officiate.

## Motel Owner

### Cites 41 Plan

APR 18 1968  
In Petition

4-18-1968  
The owner of a U.S. Highway 41 motel in the city claimed the proposed relocation of the highway through the city has hampered attempts to sell the business promptly and caused the firm to file a bankruptcy petition.

The claim was made in a hearing yesterday by owners of the Donna Court Motel at 2416 Highway 41 North. The bankruptcy petition was approved yesterday by U.S. District Judge Cale J. Holder.

The petition, filed by Mrs. Sullivan, Inc., states that it appears relocation of the highway is definite and the motel is in a valuable position but that time has not permitted sale for a "satisfactory price." The owner values the property at \$250,000.

James G. Brown is president and general manager of the corporation. He and his family live in an apartment at the motel, which they have operated since 1951.

The petition was filed after the Evansville Federal Savings and Loan Association notified Brown it would foreclose on the mortgage it holds on the motel. The petition states the owner is four installments behind on the mortgage, which has an unpaid principal balance of \$116,798.05.

Judge Holder allowed the corporation to continue possession of the property and enjoined all creditors from foreclosing on debts until a final decree is entered.

# Dedication ceremonies open relocated U.S. 41

By Joe Barber

New traffic patterns began evolving for the city today as Evansville's largest arterial highway — relocated U.S. 41 — was fully opened in dedication ceremonies this morning.

The opening of a section between Virginia and Southlane Drive tied together sections of the four-lane highway which were opened earlier this year at the north and south ends of the city. The north-south arterial, which fulfills plans begun more than 20 years ago, stretches 6.23 miles from Pigeon Creek to the Kentucky state line through the city and cost more than \$11 million including bridge work.

At the ceremonies today the Bosse High School band played while the ribbon was cut by A. V. Burch, a former member of the state highway commission from Evansville.

Among the other officials on hand were Highway Commissioner Harold McCutchan, Mayor Russell Lloyd, Lt. Governor Robert Orr of Evansville, John Barnett, district highway engineer, and the project engineers, Victor Coleman, Ray Bunner and Dale Lucas.

Among those invited but not appearing were Gov. Edgar Whitcomb, Ruel Steele, chairman of the state highway commission, and R. H. Harrell, executive director of the commission.

The crowd included about 100 persons who stood around for the ceremonies plus about 30 more who stayed in their cars parked along the new road.

Included in the crowd were two delegations with picket signs. One group of six or seven had signs protesting the middle school plan system for the local school system and the other held signs promoting a local beauty school. The middle school protesters refused to identify themselves or make any comment.

McCutchan was asked before the program started what Evansville residents can expect in the way of state highway construction in the future, now that the 20-year campaign for relocated U.S. 41 is completed.

The program outlined by McCutchan calls for completion of four-laning I-64 to Mt. Vernon, extending the Pennsylvania and Diamond Avenue Expressways to the Green River Road area, improving U.S. 41 between here and Princeton by adding merging lanes, completion of I-64 and finishing preliminary engineering for I-164 from Elberfeld to Southlane Drive east of the city.

Relocated U.S. 41 is wider, has fewer stoplights on it, and is crossed by fewer streets than old U.S. 41, which lies about two blocks west of the new route. The new arterial is not a throughfare, however, having a 40-miles-an-hour speed limit and 11 stoplights through the city.

City and state traffic engineers say new U.S. 41 will take the bulk of the traffic — especially the heavy trucks — off old U.S. 41. The older route will become a city street, designated as Kentucky through the south half of the city and Fares through the north. It will also be designated on signs as "U.S. 41 Business Route" for the benefit of business owners long established on the older highway.

Highway officials say they expect Di-

vision Street and Diamond Avenue, the only two east-west overpasses over the new route, to carry much more traffic as motorists use the overpasses to avoid the busy arterial. Twenty-seven east-west secondary streets deadend at new U.S. 41.

The new route should cut in half the time required to travel from Pigeon Creek to Southlane Drive. A test drive along the old route early today took 14 minutes and 25 seconds. Traveling the new route after it opened took 7 minutes and 50 seconds.

# Homeowners along 41 wants land rezoned

About 50 homeowners on the cross streets along new U.S. 41 told the area plan commission staff last night they would like to have their properties zoned commercial, so they could sell them and get away from all the noise and traffic congestion created by the new highway.

Their request did not meet with much favor from the professional planners, who said they are proposing the corridor along the highway remain residential, for future construction of apartments and other "related" land uses.

"I don't think people realize what residential zoning allows," said zoning aide Blaine "Ernie" Ernsperger.

"It can be high-density apartments, office buildings, clinics, hotels, motels and tourist homes."

Most of the homeowners at the meeting reside on Washington and Lincoln avenues near the new highway, with several from other cross streets south of Division.

The meeting, held at Bosse High School, was a public hearing on the commission's proposed new master development plan for the area bounded by Kentucky Avenue, Division Street, Vann Avenue and the south city limits.

Citizen complaints about the noise and traffic problems created by the new highway dominated the session, however, and only brief discussion was given to the various aspects of the plan concerning proposed future zoning and land use patterns in other sections of the area.

# Noisy neighbor

3-30-1973

## Homeowners complain about U.S. 41

By Roberta Helman  
Press Staff Reporter

The big trucks grind their gears, send out a cloud of exhaust and roll on to the next stop light two blocks away.

Mr. and Mrs. Jewell Houston of 1156 E. Chandler listen again to the rattle of dishes, pots and pans in their kitchen cabinets, and wonder how long it will take before their plaster starts to crack.

Steve Wilder and his wife at 1215 E. Powell turn their stereo up a little louder.

Mrs. Henry Purdie of 643 S. Fares and her visiting neighbor, Mrs. Agnes Lichtenfeld of 637 S. Fares, yell so they can be heard.

And sometimes when police and fire department cars with sirens go past in the middle of the night, it "wakes you up, and you think you're falling out of bed," Mrs. Donald Zirkelbach of 1150 Lincoln exclaimed.

All these Evansville homeowners live next to relocated U.S. 41. In their words, the experience is "terrible."

Noise—especially the noise from the trucks—is their major complaint. They have been subjected to the pounding roar and din of heavy traffic day and night. As one highway neighbor said disgustedly, "You can't even enjoy living here anymore."

Despite a new federal requirement that state highway departments provide noise barriers, by planting trees or shrubs, along new highways there will be no such relief provided along new U.S. 41. The federal requirement went into effect last July and did not apply to roads already under construction.

Ron Morrison, assistant project engineer for the portion of the new highway from Franklin Street south to Southlane Drive, said, grass is the only thing the state highway department is going to

plant in that stretch of the highway right-of-way.

The Evansville Board of Realtors, concerned that the new highway is the only part of Evansville some people ever see, have volunteered to plant 500 dogwood trees along the entire route through the city. But board president Bill Kattmann said there may be a problem working out the details with the state highway maintenance department.

"If we can't get their co-operation, we can't plant the trees. They would be cut down," he said.

Operation City Beautiful has gained co-operation from the highway department in planning landscaping of highway approaches into the city, with volunteers providing the materials and labor, but that won't help alleviate the problems for homeowners such as the Houstons and Mrs. Lichtenfeld.

The Houston's home is just a few feet from the highway right-of-way fence. "The noise is terrible," Houston said. "And every time a truck goes by it rattles all the dishes and pots and pans in the cabinets. If we keep all the doors and windows shut it helps cut down the noise, but what are we going to do this summer?"

Chandler Street now dead-ends at Houston's driveway, and cars have damaged his lawn turning around. "I put up barricades in my drive," he said, "but people got right out of their cars and moved them."

The couple is retired and would like to sell their house and move. "I could never sell it for what I've got invested in it, though," Houston said, "so I guess we'll have to stay."

Mrs. Lichtenfeld, has lived in her home since 1921. The new highway goes through what used to be part of her front yard. In addition, the highway construction resulted in relocation of the Il-

Turn to Page 4, Column 1

—Staff Photo by Don Goedecker



Mr. and Mrs. Jewell Houston

### More about

## Noisy neighbor

Continued from Page 1

linois Central Railroad tracks closer to her house.

"For 40 years I heard them talk about building this new highway," she said, "and how grand it would be. Let me tell you, it's a fright. It's terrible. The noise from the trucks. The dust and the dirt. And the train tracks almost come in my house. But I'm stuck. I couldn't sell this property now. A person would have to be crazy to buy it."

Mrs. Purdie said since the highway opened she and her husband "make a concentrated effort to keep all doors and windows closed, to keep out the noise. Those trucks go barreling through at all hours. You can't stand out and talk to neighbors without yelling. You can't hear."

She also complained about "the odor — a terrible gaseous smell — on muggy days, and we're afraid it's going to get worse."

Mrs. Zirkelbach's home is the third house east of the highway, said "even when the house is shut up and the fence is running, we still hear the trucks." She and her husband "hope someday our corner will be zoned commercial, so we can sell this house and move," she said.

Wilder's house is about seven feet from the right-of-way fence. To drown out the noise, he and his wife turn up the stereo or TV louder than normal.

But there's other problems about the highway that worry him, he said. "Bosse High School kids who live on the west side of the highway walk right across the middle through that busy traffic, and climb the fence, as a shortcut to school. It's dangerous and someone's going to get hurt."

Rt. 41 priorities reshuffled

APR 22 1973

Somewhere in the maze of red tape that wraps together the many units of government and quasi-government there is an answer to the troubles that now beset property owners along new U.S. 41. We're glad to see Raymond Andersen, executive director of the redevelopment commission, trying to find that answer.

It was Mr. Andersen's commission which notified the owners they must refurbish their property so as to present a more congenial aspect to passing motorists and trucks. That was putting the cart much before the horse in that the property owners were themselves victims of the construction.

Mr. Andersen now has eased off and is trying to get an improved traffic flow to reduce the noise and pollution. He is going after a screen or buffer of trees along the new road.

We hope he'll show his historic determination in this search. Someone must also provide for proper drainage along the highway.

Then there will be a better case for asking property owners to paint their garages.

# Bosse students, officials agree crossing at U.S. 41 better now

MAY 10 1973

5-10-1973

By Mike Jones  
Press Staff Reporter

Bosse High School students and administrators appear satisfied with the Indiana Highway Department's improvements on the nearby intersection of U.S. 41 and Washington Avenue.

Final work was done about two weeks ago on the intersection which had been considered dangerous by many of the students who use it.

First improvements on the intersection began shortly after an early March meeting between a student council committee and state district traffic engineer H. Lee Higgins of Vincennes.

After hearing complaints by students, the highway department agreed to work on the intersection.

Most complaints dealt with the fact that there was no sidewalk on the northeast corner of the intersection and as a consequence students had to wait either in the street or on a muddy shoulder for the light to change.

There were also complaints that the

green light time on Washington Avenue was too short for safe crossing.

A few days after the meeting, the highway department painted new crosswalk lines in the intersection and erected highway signs warning U.S. 41 drivers of the school zone intersection.

Paving of parts of the intersection was to have started in early April, but wet weather postponed it by about three weeks.

The paving work was finally completed about two weeks ago, according to student council adviser James Trader. He said the highway department paved a radius on the problem northeast corner, and also paved all the islands in the intersection.

"I think it's about as safe as they can make it," he said. "The students don't seem to have much trouble getting across now."

The green light time on Washington Avenue was also increased by two seconds on Mar. 19, Higgins said from his Vincennes office.

Washington Avenue green light time is now 46 seconds from 7:30 a.m. to 9 a.m. and from 3:30 p.m. to 5:30 p.m., he said, and 26 seconds for the rest of the day.

Yield signs at the intersection — which permit north-south U.S. 41 traffic to turn right onto Washington Avenue whether the light is green or red — will remain, according to Higgins. He said the traffic flow would be hampered without them.

Students had complained that cars using the yield lanes often cut them off as they tried to cross the intersection.

Gretchen Elmendorf, 17, of 1038 E. Powell, chairman of the student council committee that met with the highway department in March, said that improvements to the intersection were a great help and crossing is no longer the problem it was.

Miss Elmendorf, a senior, said she crosses the intersection almost every day.

## New-41 residents get promise of noise relief

MAY 15 1973

By Gene Clabes  
Press Staff Reporter

Complaints by property owners along new U.S. 41 about noise from the traffic has resulted in a promise from the state highway department to do something about the problem.

Chief Highway Engineer N. W. Steinkamp said today that noise measuring equipment will be set up along the new highway within the next few weeks to determine the level of noise pollution.

The results of that study will be used to decide where to plant trees as a noise buffer for the housing near the highway.

Steinkamp also said highway engineers are looking into the drainage problems that have developed along the new highway at several locations.

The promise of action on the noise problems were caused by the new four-lane highway came in response to a letter sent to district engineer Lee Higgins on April 24 (by Raymond Andersen, executive director of the redevelopment commission).

Andersen became involved in the residents' concern over noise pollution and drainage after his commission upset

residents in the area with letters to about 300 property owners along the new U.S. 41 ordering improvements to their property. The letters were sent in attempts to improve the city's image with persons driving through.

Property owners complained bitterly about the letters. Andersen in response sent inspectors to visit the property owners and decided "... their main complaints are about the highway, not about our housing inspection program," he said.

"But I agree with the homeowners. There's definitely a problem with noise pollution. I think the highway department should put in some type of appropriate screening to reduce the problems it is creating."

Andersen received a letter from Steinkamp yesterday assuring him that help was on the way.

"We are now preparing plans to landscape this portion of U.S. 41 (near South Harlan Avenue)," Steinkamp said.

He said in an interview today by telephone that trees also would be planted at other locations along the new highway.

# Officials face questioning on U.S. 41

JUL 19 1973

State highway officials were to be questioned later today about when property owners along the new U.S. 41 can expect relief from noise and drainage problems caused by the new highway.

Raymond Andersen, executive director of the redevelopment commission, said he planned to question highway officials at a meeting of the Southwestern Indiana and Kentucky Regional Council of Governments Technical Transportation Committee.

On April 24 Andersen had asked the state to take action on the problems and

received word from chief state highway engineer N. W. Steinkamp that the drainage and noise problems were being investigated.

"The state promised me a month ago some action would be taken but apparently they haven't done anything," Andersen said. "I plan to keep asking the question until something is done."

Lawrence Cooper, chief of roadside development for the state highway department, said last week that plans for trees along the route were being drawn up but the state has no money to land-

scape the area now. He said work could possibly start this fall.

Andersen said he also plans to ask officials why, if the landscaping can't be done, doesn't the state cut the weeds between Diamond Avenue and Division Street.

In addition, Andersen said, he wants to know why the speed limit on the new highway is 40 miles per hour.

"I can travel 55 miles an hour on Diamond Avenue," he said. "It seems to me that an increase in speed limit on new U.S. 41 would be proper."

# U.S. 41 overpasses winning old debate

OCT 10 1973

By Gene Clabes  
Press Staff Reporter

The late Melvin Pohlkotte, former city traffic engineer, was prophetic in the early 1960's when he predicted that the construction of the new U.S. 41 at ground level would "just hand the traffic problems to the city."

It has been more than 10 years since the debate erupted at the old city hall at Third and Walnut streets over Pohlkotte's clamor for an elevated limited access highway.

But city officials now agree that

maybe the former engineer knew what he was talking about after all.

Keith Lochmueller, city transportation planner, said today that the elevation of streets crossing the new U.S. 41 may be the only answer to easing the increasing accident rate along the highway.

Lochmueller said that incomplete police records show that the intersections along the new highway are among the city's 21 most dangerous.

Lochmueller said he is preparing a study of the traffic problems on the new federally funded highway for Mayor Russell Lloyd in which he will make recommendations on how the situations can be improved.

However, he said that one of the key alternatives will have to be the construction of at least one or two overpasses at key intersections such as Lincoln and Walnut. He estimates the cost could run between \$200,000 and \$2 million per intersection.

"The stop lights along the road are just too close," he said, "and the speed on the highway is just too fast."

The speed limit was recently increased from 50 to 60 m.p.h.

Lochmueller's figures show that about 40,000 vehicles use the highway daily, compared to about 16,000 that used the old U.S. 41.

The subject came up yesterday at a safety board meeting.

# Stagnant pools of water on 41 to be drained soon

Those mosquito-producing stagnant pools of water near Southlane Drive on U. S. 41 are going to be drained.

Jesse Dunville, works board executive director, said today the state highway department has agreed to build a drain for the pools which will funnel rain water into the Lodge Avenue pump station.

In a related development, works board president Hank

Sauer said the drainage improvement will probably result in the city getting an additional six months out of the landfill since some of the site is flooded by the water.

Since new U. S. 41 opened in 1972 the water has stood in the area. Property owners have complained but the state had not agreed to improve the situation until about two weeks ago. 7-3-1974

## Borries favors trees on U.S. 41

OCT 14 1975

Planting trees along U.S. 41 within the city limits is essential to curb noise pollution in the area, Richard "Rick" Borries, Democrat candidate for First Ward councilman, said last night.

Speaking at a Youth for Hays meeting at Democratic Headquarters, Borries called for the creation of a "green belt" along the sides of the highway both to block out traffic noise and ensure more privacy for residents.

Charging the state highway department was slow in making such improvements, Borries said the city administration should demand fast action from the state in planting the trees and plants.

# Drainage top priority listed by new U.S. 41 neighborhood

Solving drainage problems created by new U.S. 41 was listed by the Bellemeade-Bayard Parks Neighborhood Association as the top priority for federal funds to be spent in the area this year.

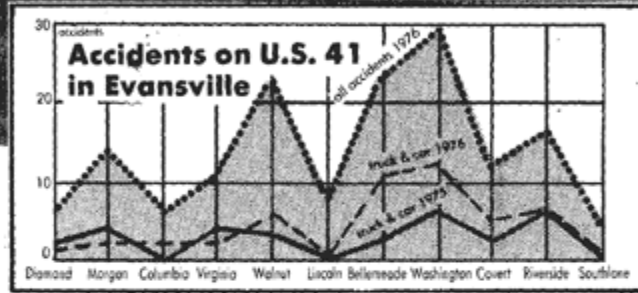
Meeting last night, the group decided to seek a meeting with sewer department representatives to request storm drain openings be unclogged, to better handle water from the highway.

The 40-block neighborhood around Bellemeade and Bayard Parks is scheduled to receive \$100,000 in federal Housing and Community Development funds from the city this year for public improvement projects.

4-14-1974



Vehicles speed through changing traffic lights on U.S. 41 in Evansville. Graph shows the dramatic increase in the number of crashes on the route during 1976.



# U.S. 41 crashes up 55 pct.

3-1-1977

By Tim Graham  
Press Staff Reporter

Cars and trucks collided 48 times at U.S. 41 intersections in Evansville last year.

That's a 55 per cent increase from the 31 in 1975. And the increase came in a year when overall, preliminary police statistics show that traffic accidents in Evansville declined slightly.

According to police statistician Mrs. Virlene Kerr, truck drivers were at fault in two-thirds of the 48 car-truck accidents on U.S. 41 last year.

When you ask Evansville transporta-

tion planners why trucks cause so many of the accidents, they like to answer with a story.

It's about how Keith Lochmueller, director of the Evansville Urban Transportation Study, learned about the truck problem after narrowly avoiding disaster.

The area's chief transportation planner attended a meeting several years ago during which several irate citizens complained about trucks disregarding red lights and barreling through intersections on U.S. 41.

Lochmueller shrugged off their complaints and spoke in the jargon of transporta-

tion planners. He said, in effect, that the truckers weren't the real problem.

But on his way home that night, he was crossing U.S. 41 on Walnut when a truck running through a red light almost hit the front of his car. The next morning, Lochmueller announced to his staff that he was convinced — trucks really were a problem.

Police Lt. Jack Danks says the biggest cause of accidents on U.S. 41 is motorists trying to beat the lights.

"It happens all the time, and I've prob-

Turn to Page 3, Column 1

More about

## U.S. 41 crashes up 55 per cent

Continued from Page 1

ably been guilty of it myself," Danks said. "We get tired of stopping at all the lights and waiting in line. So we go too fast or try to run through the intersection as the light turns red."

Police say privately that one reason for the big increase in accidents last year is because truckers are fed up with Evansville's traffic lights.

"I really can't say that I blame them," one police officer said. "In this day and age, in a major city like Evansville, you would think there could be some sort of synchronization of the traffic lights. But it never happens, and trucks are tired of it."

Mrs. Kerr, the police statistician, says the biggest cause of accidents on U.S. 41 is truckers running through red lights. "It's hard to say exactly, because not everyone at fault in an accident is ticketed," she explained. "But I would say well over half

are because someone ran through a light."

Residents who live near U.S. 41 are worried about the trucks and the number of accidents.

"The trucks go at a terrific speed, especially at night," said Mrs. Robert C. Moore of 1217 Washington. "I think sometimes they must go 80. I don't see how they can stop at that speed when the light changes, they're so heavy. This house just rumbles. If they ever hit someone, they'd probably knock them about a block."

Transportation planner Michael Hinton says studies are now under way to see what can be done about U.S. 41. One part of this study will be to make recommendations to change the traffic lights.

"There's no question that they (the lights) are a big problem," Hinton said. "But there's nothing we can do ourselves about it. The state has control over the road, so we can't touch those lights."

# U.S. can't solve 41 mess, says official

The nation's top highway official said today that the federal government won't solve problems on U.S. 41 through Evansville but is willing to help the state and city seek a solution.

William Cox, director of the federal highway administration, was in Evansville to inspect the truck weigh station on U.S. 41-North and address a Teamsters Local 215 banquet tonight.

The Madisonville, Ky., native said motorists probably will have to live with the problems on U.S. 41 for a long time because the best solution — building overpasses and underpasses — would be too expensive.

In an interview, Cox said, "The first

place for problems on U.S. 41 to be addressed is with the state of Indiana and the city of Evansville. We'd be glad to assist them in analyzing the situation and coming up with a possible solution. But we won't, we can't and we aren't desirous of coming in and dictating a solution."

Cox said he is aware of the congestion and safety hazards on U.S. 41 but can understand why state officials haven't made the highway a top priority.

"It is a multi-laned, all-weather road that is moving traffic," Cox said. "So in terms of priorities, there are undoubtedly hundreds of projects in the state that are worse and require more attention."

Mayor Russell Lloyd and other city

officials have presented numerous proposals during recent months for making the highway safer.

The Evansville Urban Transportation Study, a federally funded planning agency, has prepared a report that makes several suggestions for changes on the existing highway the mayor said could be made "at a reasonably low cost."

Lloyd said he thinks the state highway commission will act favorably on the recommendations, which include longer left turn lanes and improved traffic light synchronization.

A lower speed limit, an option not mentioned in the report, also is being considered. Lloyd said he thinks police chief David Jackson's suggestion to lower the limit to 35 miles an hour is a good idea. He said he'd recommend the idea to the state if the proposal is approved by the safety board.

"There will always be speeders," Lloyd said. "But experience has shown that if the speed limit is 35, the speeders will be going 45 instead of 55 or 65."

Cox said the state and city should continue seeking to improve the highway without seeking large federal grants to build overpasses and underpasses.

"It is not the responsibility of the federal government to take over road systems,"

Cox said. "State and local governments have a responsibility to help themselves."

"Some people talk about cutting back on the growth of federal intervention and then attempt to shift the responsibility of funding for local matters over to the federal government."

Cox said that in the future, the federal government will be providing less money for new highway construction.

"Highways are not going to go out of business because of the energy crisis," Cox said. "Motor transportation of people and goods is going to continue for the foreseeable future."

"But instead of construction, the emphasis is going to be on re-construction of some of the primary and secondary roads that have suffered at the expense of the Interstate system."

Evansville is to be linked to the Interstate system by the mid-1980s after Interstate 164 is completed. The highway is to be built from Interstate 64 at Ind. 57 to Division Street along the Vanderburgh-Warrick county line. The mayor and other local officials want to extend I-164 to U.S. 41 at Southlane Drive.

Cox said he was unaware of any proposal to extend I-164 and could not comment on its chances of winning federal approval.

AUG 18 1977

## Another crash at U.S. 41, Washington kills 2

By John Pean

Press Staff Reporter

After 31 non-fatal accidents at U.S. 41 and Washington this year, the intersection claimed two lives last night.

Mrs. Fannie A. Riecken, 73, of 8001 Lincoln Avenue, who ran Riecken's Shoe Shops with her son, George Carl Riecken, died in the accident along with a friend, Mrs. Lorraine Goad, 63, of 1638-BE, Michigan.

Both women were trapped in Mrs. Riecken's car after a semi-tractor trailer rig loaded with tomatoes hit the car broadside as Mrs. Riecken was turning left from the southbound lane of U.S. 41 about 10:30 p.m.

Robert Zoss Sr., chief deputy prosecutor, said two preliminary counts of involuntary manslaughter and one preliminary charge of running a red light were filed against the driver of the truck, Elmer Jenkins Buchanan, 80, of Elberton, Ga. Buchanan appeared in misdemeanor court today and was ordered held seven days or until formal charges are filed. Goad was set by special judge Maurice O'Connor at \$5000 surety or \$500 cash.

Buchanan, during today's court appearance, testified that he was traveling at about 40 miles an hour and that the traffic light was green when he entered the intersection. He said he thought the turn signal allowing traffic to turn from U.S. 41 onto Washington was red as he entered the intersection.

Buchanan said he did not see any traffic at the intersection until the collision. He also testified that he has been a professional truck driver since 1947 and that he had not been involved in any accidents involving injuries. He said he had driven from Elberton to Madisonville, Ky., yesterday and had stopped at a Madisonville truck stop for nine hours, six of which he spent sleeping. His destination was Chicago, he said.

"When that truck hit the car, it rolled it up like a ball," said James D. Boyer of Newburgh, who was driving east on Washington. "That truck just rolled over the car after hitting it."

Mrs. Hallie Frazer of 1433 S. Garvin, a nurse's aide who was in her car in the westbound lane of traffic on Washington,

said the truck didn't slow down until after it was into the intersection.

"He (the truck driver) didn't blow his horn as he got closer to the intersection. He ran the red light. The light turned amber before he ever got to the intersection and he kept going," Mrs. Frazer said.

Mrs. Frazier and Boyer were the first persons to reach the women in the car.

"I checked for a pulse, but couldn't get one," said Mrs. Frazier. "They were trapped in the car."

Patrolman William Fiscus said the car was knocked about 80 feet off the roadway into a lot next to Lynda Thomas Realty on Washington Avenue. The truck hit a fence and came to a stop behind the real estate firm after knocking down a section of the attached carport of the firm.

Fiscus said Buchanan's wife, Mildred, riding in the cab of the truck, received minor injuries in the accident but refused medical treatment.

Fiscus said tests showed Buchanan had not been drinking alcoholic beverages.

About 20 of the tombstones on the truck were knocked off by the impact and had to be removed from the highway.

Zoss said the maximum penalty if convicted of involuntary manslaughter is 1 to 10 years in prison and a fine of up to \$1000. Zoss said convictions of involuntary manslaughter also carry a lesser penalty of not less than 60 days or more than six months at the state farm or just a fine.

Sgt. Jack Taylor, who is in charge of stepped-up police enforcement of traffic laws on U.S. 41, said police had been patrolling the highway earlier last night and caught five speeders.

"But as soon as we leave," Taylor said, "motorists start increasing their speed again. I'm not sure tougher traffic enforcement is the answer to the traffic problem on U.S. 41."

"The highway was obsolete when it was built," Taylor said. "I think the real problem is the design of the highway, and until that's changed we're always going to have problems and accidents like the one last night."

The Evansville Urban Transportation Study has recommended traffic light synchronization and longer left turn lanes from U.S. 41 onto Washington Avenue.

There have been 21 accidents at the

intersection so far this year, according to city traffic records. Last year, there were 29 accidents. The fatalities last night were the first at the intersection.

The intersection at U.S. 41 and Walnut leads in accidents with 34 this year. Next is Virginia and U.S. 41 with 25, followed by Morgan and U.S. 41, 22; Washington and U.S. 41, 21; Riverside and U.S. 41, 18; Covert and U.S. 41, 16; Bellemeade and U.S. 41, 15; Diamond and U.S. 41, 12; Division and U.S. 41, 10; Columbia and U.S. 41, 9; Lincoln and U.S. 41 and Southlane and U.S. 41, 7 each; and Maxwell and U.S. 41, 2.

Mrs. Riecken was the widow of George L. Riecken. Riecken Shoe Shops was founded by George C. Riecken in Mt. Vernon, Ind. The business was moved to Evansville by George L. Riecken in 1914.

Mrs. Riecken had been working 20 to 30 hours a week for her son, George Carl Riecken, who had taken over the business from his father.

She was a member of Bethel United Church of Christ, Robert Morris Chapter No. 87 Order of the Eastern Star and the White Shrine.

Surviving besides her son Carl are

another son, Ronald, who operates Inland Marina of Evansville; daughter, Mrs. Martha Stafford of Ft. Lauderdale, Fla.; sisters, Mrs. Mary Bethal of Griffie, Ind., Mrs. Mildred Baker of Mich.; brothers, Myron Lewis of Evansville and Edward Lewis of Griffie, and three grandchildren.

Services for Mrs. Riecken will be at 10 a.m. Saturday at Alexander Funeral Home East Chapel, with burial in Memorial Park Cemetery.

Friends may call after 7 p.m. today at the funeral home.

Mrs. Goad had been employed with True Value Hardware Stores since April, working in the paint department and as a cashier. She formerly worked with Top Value.

Surviving Mrs. Goad are a son, Marshall, of Vermont; her mother, Mrs. Marian Brown of Evansville; sister, Mrs. Ruby Neenan of Evansville; brother, Kenneth Tyring of Oakland City, Ind.; and a niece, Mrs. Peggy Smith of Evansville.

Arrangements are pending at Ziemer's Fountain Terrace East.

# Elevation of U.S. 41 proposed for 1989-93

MAY 9 1978

5-9-1978

**By Herb Marynell**  
*Times Staff Reporter*  
 Construction of an elevated U.S. 41 from Division to near Washington Avenue is being proposed for 1989 to 1993 in the Evansville area's highway development plan.

The elevated U.S. 41 proposal comes at a time when city and county officials are being urged to move more quickly on elevating U.S. 41 to make the highway safer.

Keith Lochmueller, director of the Evansville Urban Transportation Study, is to present the various stages of the highway development plan tonight at a 7:30 meeting

of the transportation policy committee at the Civic Center.

The proposal calls for preliminary engineering on an elevated U.S. 41 from 1984 to 1988 with actual construction to follow from 1989 to 1993.

The policy committee has the option to alter the timing of proposed projects.

Evansville city councilman Michael Vandever last night urged that the city "rearrange its priorities" and move the elevated U.S. 41 project forward "even if we have to cut back on other present projects."

The number of traffic accidents and deaths on U.S. 41 "is a bad situation and it



Miller

## Other highway stories

Judge William Miller steps up his attack on the design of U.S. 41, Page 5.

The Division Street east widening project is apparently revived, Page 5.

Gov. Bowen announces a crackdown on trucks, Page 11.



Bowen

paings against speeders and vehicles running traffic signals on U.S. 41 through the years because of the accidents at intersections. The situation improves for a while after the campaigns but the speeding and running of red lights increases after a few weeks.

Alternatives to the proposal pending before the transportation study include elevating U.S. 41 from Division to between Bellemeade and Washington, that would cost an estimated \$7 million. Other proposals include elevating U.S. 41 from Division to south of Washington at a cost of \$11.2 million or elevating U.S. 41 from Columbia to south of Washington at \$16.6 million.

All three proposals also include closing of Columbia and Riverside cross traffic on U.S. 41 and access ramps to the elevated highway at Lincoln Avenue. There would be no access to the elevated highway at Walnut and Bellemeade.

Lochmueller estimated construction of an elevated U.S. 41 would take about two years. But, he said, the question is where the money for the project would come from.

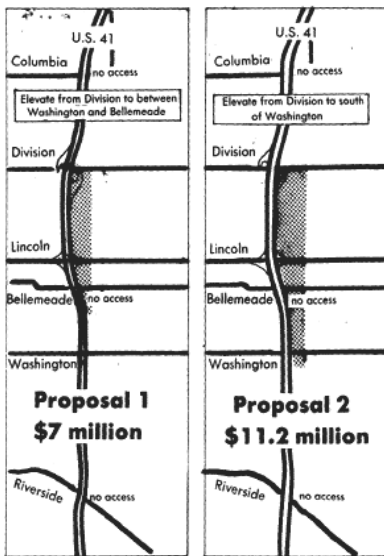
The drive to improve U.S. 41 appeared to be gaining momentum today, with county commissioner Thomas Osenberg joining

gets worse," Vandever said.

Police records show that three persons were killed in accidents on U.S. 41 last year in Vanderburgh County and four have been killed so far this year.

City police have staged frequent cam-

Turn to Page 5, Column 2



Shaded areas on maps show proposals for elevating U.S. 41

## More about Elevated 41 urged

Continued from Page 1

ing the list of officials calling for immediate action.

Osenberg said he agreed with circuit Judge William Miller that the U.S. 41 situation was an "emergency."

Miller yesterday called on the county commissioners to increase the cumulative bridge fund tax rate to provide funds for the project, but the commissioners said existing law wouldn't permit such use of the fund. The bridge fund rate had been approved at 15 cents for another five years when Miller made his appeal, and Osenberg said today the action couldn't be reversed.

But the Republican county commissioner said he was "totally in agreement" with those, including Miller, who say something must be done to remedy the situation.

Miller said today waiting to start construction in 10 to 15 years was "unreasonable."

Osenberg said he planned to attend the meeting of the transportation study agency's policy committee and urge the agency investigate the possibility of using federal highway safety funds for the project.

He said he "wholeheartedly" endorses Miller's call for immediate action.

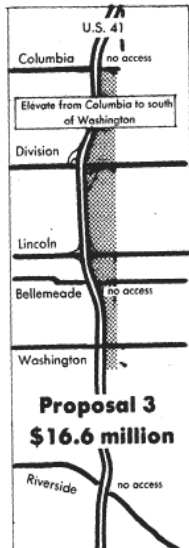
City councilmen last night suggested state funds be used. Lochmueller said today it is possible some federal highway safety money might be found.

The new U.S. 41 opened in December 1972 and from the outset local officials said the highway was outmoded. One motorist using U.S. 41 the first day called the highway "the biggest lemon that's been dropped on this town."

The 6.23 mile stretch through the city cost about \$12 million to build and was more than two decades in the planning. An average of more than 30,000 vehicles a day use the highway.

The planning for U.S. 41 had a checkered background, with disagreement between local and state officials on how the project should be done.

In the early 1960s Melvin Pohlkotte, the city traffic engineer from 1961 until his death in 1967, had fought unsuccessfully for an elevated U.S. 41, saying a ground level



highway would "just hand the traffic problems to the city."

In the end Pohlkotte's prediction proved accurate.

But the battle over U.S. 41 didn't stop there. At one time the state proposed having just three cross streets intersecting U.S. 41 and city officials had to fight to have more access streets to the highway.

Also at one point there was a proposal to have more access streets than were built.

# Federal funds to elevate 41 are unlikely

MAY 25 1978  
5-26-1978  
By Herb Marynell  
Press Staff Reporter

State highway officials and Evansville Mayor Russell Lloyd today offered little hope the city can receive federal highway safety funds to elevate U.S. 41.

Local officials have been trying to drum up support to elevate U.S. 41 from Division to Washington because of the numerous traffic accidents and fatalities on U.S. 41.

Ed Ames, chief of planning for the state highway commission, today agreed with Lloyd.

Ames said the accidents per traveled mile along U.S. 41 wouldn't rank as high as other roads in Indiana. He said the highway safety funds normally are used to upgrade railroad crossings and individual intersections where accident ratios are high.

The Evansville Urban Transportation Study policy committee was told last night that there is \$50 million in federal funds administered by the highway commission for correction of highway safety problem areas. That information came from U.S. Rep. David Cornwell's office, said county commissioner Thomas Ossenberg.

Ames, however, said today he isn't aware that there is that much money available. Other state highway officials said there was \$8.7 million allotted in the fiscal 1978 federal grant for various highway and railroad safety improvements. Lloyd said the \$50 million is to be distributed nationwide under a pending bill before Congress. Such money isn't used for a large construction project such as elevating U.S. 41, Lloyd said. He said there is less than a 50-50 chance federal safety money would go to the U.S. 41 project.

Lloyd also said the city doesn't have the bonding capacity to support elevating the highway with local money.

Keith Lochmueller, EUTS director, said today any highway safety funds for U.S. 41 would be competing with other major Indiana cities for the money.

Ames said even if there is enough federal money available and the U.S. 41 project received commission approval it would normally take 7 to 10 years to go through preliminary engineering, right-of-way purchasing and final construction.

Ossenberg, a policy committee member, said Evansville could be faced with a choice of building a six-lane Division or an elevated U.S. 41.

The Division Street project is considered by some highway planners as the most important project for the city, relieving east-west traffic problems. The project also was recently cited as being necessary to aid in bringing to reality the proposed \$40 million Riverview Commerce Centre Downtown office buildings-hotel development.

Lochmueller said local officials have expressed the most interest in elevating U.S. 41 from Division to 500 feet south of Washington. That proposal would cost \$11.2 million.

Elevating U.S. 41 from Division to between Bellemeade and Washington would cost about \$7 million and elevating U.S. 41 from Columbia to south of Washington would cost \$16.6 million.

The present plan for an elevated U.S. 41 calls for preliminary engineering and right-of-way in 1984-88 and construction in 1989-1994. Local officials are trying to get congressional and state support to speed up that project.

Despite the number of accidents, Ames said U.S. 41 still "runs pretty good" in handling a large volume of traffic. Local officials have said U.S. 41 averages about 34,000 vehicles a day.

Local officials also have indicated privately in the past that it probably will take a combination of federal, state and local funds, with perhaps more emphasis on local money, to get U.S. 41 elevated.

# Roads: Elevation of U.S. 41 given another boost

By L.D. Seits  
Press Staff Reporter

A campaign to speed up elevation of U.S. 41 for about three-fourths of a mile in Evansville got another boost last night with the announcement that an effort would be made to revise the cumulative bridge fund tax rate to help finance the project.

County commissioner Thomas Ossenberg said yesterday that the commissioner's couldn't reverse their continuation of the rate at 15 cents for the next five years.

But he told the Evansville Urban Transportation Study policy committee last night that he has asked county attorney Edwin Smith to check the law to see if the action could be rescinded.

Such action would clear the way for the commissioners to increase the rate to 25 cents to provide funds to elevate U.S. 41 from north of Division Street to south of Bellemeade or Washington avenues. There would be access to the elevated highway at Lincoln Avenue but not at Walnut and Bellemeade.

Ossenberg, a member of the transportation agency policy committee, also introduced a resolution calling for a petition to state and federal highway agencies, to Senators Birch Bayh and Richard Lugar, and to 8th District Rep. David Cornwell for assistance in financing the project. Cost of the U.S. 41 elevation has been estimated at from \$6 million to more than \$7 million.

The elevation of the highway has been proposed by the transportation agency, but its proposal calls for construction to start in 10 to 15 years.

Both Ossenberg and circuit Judge William Miller called the U.S. 41 situation "critical" in urging immediate action.

Miller appeared at Monday's meeting of the commissioners to urge the increased

bridge fund tax for the project, but arrived after the board had voted to continue the 15-cent rate.

"If we have emergencies with sewers, we get the money," Miller said. "If we have emergencies with the levee, we get the money. Those deal with property."

Miller said the U.S. 41 situation is an emergency, too, and the numerous traffic accidents on it involve people and suffering as well as property losses.

The policy committee unanimously approved Ossenberg's resolution seeking financial assistance and city councilman Robert Davies, a committee member, said he would seek to have the city erect billboards to warn drivers of the hazardous stretch of highway.

Ossenberg said he had asked the transportation agency director, Keith Lochmueller, to investigate the possibility of Federal Highway Safety Act funds being used for the project.

George Gibson, Indiana administrator for the Federal Highway Administration, said today Indiana receives only \$4 million to \$5 million a year in such funds, which are normally used to remove roadside hazards, but declined to rule out the possibility they could be used for elevating 41. He said he knew of no case in which the "high hazard" funds had been used for such a project, however.

Gibson said he knew of no reason why elevation of 41 would have any effect on plans for Interstate 164 to the east of Evansville, since no improvements to 41 would make it satisfactory for carrying all the traffic. I-164 would provide a north-south bypass around Evansville.

The question of a conflict between the projects was raised privately yesterday, but Gibson dismissed any likelihood of one project affecting the other.

5-10-1978

# City didn't agree to pay for 41—McDonald

By Patricia Swanson

Evansville Mayor Frank McDonald said today there "never was any agreement" with the state that all future U.S. 41 improvements would be financed by the city.

In a letter received this week from state highway department executive director

Roger Marsh, the city was told that "as you well know" the city promised when U.S. 41 was completed to do all future work. Marsh's comments came in response to the city's attempt to get the state to elevate some of U.S. 41 to try to curb accidents at intersections.

McDonald said that neither he nor any members of his administration — he was in office when planning for the new U.S. 41 began — promised the state to make future changes at city expense.

A year before the highway was even open for traffic, it already was being called "Red Light Alley." Now, seven years later, CBERS term Evansville "Stop Light City."

Keith Lochmueler, director of the Evansville Urban Transportation Study, said he doubts there is any documented promise by any city officials about future U.S. 41 projects.

"I don't think you're going to find a written promise in the files anywhere," he said. "It could have been done verbally, but some of those people are dead now."

One of those is the late Melvin Polkotte, former city traffic engineer, who in the early 1960s opposed the U.S. 41 plans, predicting that not building over-

passes would "just hand the traffic problems to the city."

But Polkotte's campaign for elevated highway work was rejected.

The city sent out questionnaires to local residents and most favored the present design, with overpasses only at Diamond and Division streets.

Regardless of who decided not to build overpasses or underpasses itself, the state says it won't do the work — unless the city is willing to give up other state road work, such as Division Street improve-

## Choices for 41: pay or sacrifice

MAY 31 1978

The state highway department has two suggestions of ways Evansville can relieve U.S. 41 traffic problems.

The city can either do the work itself or sacrifice other state highway projects, state highway department executive director Roger Marsh told the city in a letter.

To the dismay of city officials, Marsh made it clear the state won't be giving Evansville money for elevating U.S. 41.

According to city councilman Robert Davies, Marsh's letter said Evansville agreed when U.S. 41 was built to finance any improvements — overpasses or underpasses, turn lanes.

"The letter said 'as you well know,' the city agreed to pay for any overpasses or underpasses on 41," Davies said. "As you well know! It was a surprise to me."

The letter also said the state would be willing to help Evansville rearrange "its priorities," Marsh wrote. For example, he said the city could give up plans for improvements on Division Street and other projects in return for aid on U.S. 41.

"Now that's a contradiction," said Davies, head of the city's transportation policy committee. "First they say we have to pay for any overpasses or underpasses, then they say Evansville can get money if we want to change our priorities," Davies said.

Mayor Russell Lloyd said he had never heard of any city commitment to finance additional U.S. 41 improvements.

"There is nothing in our files to indicate this," he said. "The next step will be to convene a meeting of the transportation planners and find out what promises were made and get the documentation."

As for giving up some other projects to divert the money to U.S. 41, Lloyd said, "We haven't even looked at that approach. It would mean giving up Division, I-164 and Diamond, or at least good chunks of them."

If state money is not forthcoming — and Lloyd doesn't think it will be — the city may hold public hearings on the highway situation to find out what the public thinks should be done.

Even if the city could sell bonds to raise the construction cost, the mayor said, "We'd still be faced with how to pay it back. A bond issue just authorizes you to borrow money; you still have to pay it back."

Davies said he feels all the road work

being done with state money is essential, particularly Division Street.

Giving up that project would "take us back to step one. We'd have to start with an environmental impact study (on elevating U.S. 41) and that would take us at least two years," Davies said.

The state has "thrown the monkey on our backs. They've decided, it's not our problem; it's your problem."

Davies doesn't see any way the city can immediately do anything to improve U.S. 41 "except keep the pressure on them (the state). When the bypass (I-164) is completed, that should help since I think most of the trucks will take the bypass, and most of the problems are with trucks going through red lights and hitting cars."

But, the bypass, he said, is several years away.

# Panel considering plan to elevate U.S. 41

Raising U.S. 41 above ground level was among several projects considered last night by a policy committee of the Evansville Urban Transportation Study.

The project is part of an updating of a 20-year plan on transportation goals.

The committee has about \$200 million worth of highway projects from which it can select. The previous 20-year plan is being updated because of greater growth in the Evansville area than previously anticipated, according to Keith Lochmueller, director of the transportation study group.

The U.S. 41 traffic problem has attracted considerable concern.

"It has been a trial and error type of thing," Lochmueller said. Earlier proposals included building overpasses for streets that intersect the highway south of Division.

Those proposals were viewed as too expensive.

A proposal now before the committee

calls for elevating 2500 feet of U.S. 41 from Division to south of Bellemeade. That project may cost about \$5 million, Lochmueller estimated.

Another proposal is for an even longer elevation from north of Columbia to south of Washington. Lochmueller said his office now is in the process of getting more accurate cost figures for both proposals.

As plans now stand, there would be no access to the elevated U.S. 41 for Walnut and Bellemeade but Lincoln would have entrance and exit ramps.

One problem with the Columbia to Washington overpass, Lochmueller said, is that it would have to be higher than a Division to Bellemeade elevated section because of the railroad tracks crossing U.S. 41 north of Division.

Both projects would reduce the number of stoplights on U.S. 41.

Whether either project will be built will depend on money, Lochmueller said. He



said either overpass probably will require that 30 percent of the cost be paid in local funds since neither would probably be approved as an all-federal project.

Lochmueller said the present U.S. 41 would also be retained as a local road.

Other long-range traffic plans before

the committee include:

— **Division Street:** The plan calls for building six lanes from Second Avenue to Green River Road, and four lanes from there east to the proposed I-164 spur.

Division Street would go under a First Avenue overpass and go over Heidelberg.

Governor and Garvin. Access to Division Street would be possible at First Avenue and Heidelberg.

— **I-164:** The committee still is recommending an I-164 spur from I-64 to Southlane Drive. Present plans call for halting the spur at Division.

A spur from I-64 to Southlane would cost about \$60 million and would require a two-tier exit and entrance interchange on the south side of Southlane to avoid the K-Mart shopping center on the north side.

— **Walnut Street:** The plan is to widen the present four 9-foot lanes to 12-foot from U.S. 41 to Heidelberg.

Walnut is expected to get increased traffic once the Division Street project is started.

— **Covert Avenue:** A four-lane Covert Avenue from Newburgh Road west to Riverside in the near-Downtown area is proposed. Some widening of Covert already is completed and another section may be

under way later this year or next year.

The plan calls for extending Covert from its current termination at Garvin, west to Riverside.

— **Plans for four-laning three streets** from Diamond to Pennsylvania are proposed. Those streets would be St. Joseph, First Avenue and Fifth Avenue-Fulton.

— **Eichhoff-Koressel:** Plans call for extending Eichhoff, from Ind. 62, north to Koressel. It would become the western edge for two belts around the city to connect to a future I-164 spur. The outer belt connector would be Boonville-New Harmony Road while the inner belt connector would use Marx, Mill and Lynch roads.

Lynch Road would have to be extended east to the spur.

— **Diamond Avenue:** Extending Diamond east to Ind. 62 is called for in the plans. That project would be about \$35 million, Lochmueller said.

# Chamber qualifies support of work on 41

By L.D. Selts  
Press Staff Reporter

Proposals by Circuit Judge William Miller for improvement of U.S. 41 with local funds won a limited commitment today from Evansville chamber of commerce leaders.

"The highway and streets committee will look at 41 as a specific task," the chamber's executive vice president, James Dittoe, said after a breakfast meeting of chamber leaders with the judge.

And both Dittoe and chamber president Maurice O'Daniel agreed that overpasses

or underpasses at 41 and major east-west streets were "desirable."

But O'Daniel qualified the statement by noting that he considered it "a generalized statement" that didn't commit the chamber to specific support of any of the judge's proposals.

Miller has called for increases in the county's cumulative bridge fund and in the 1-cent hotel-motel tax to finance underpasses or overpasses at Washington Avenue and at least one other intersection.

A recent survey by The Evansville Press and television station WERT Channel

25 showed an improved U.S. 41 was rated as the city's top highway need by about 20 percent of those voting in the poll, second only to the more than 40 percent rating Division Street improvement No. 1.

Miller said after the meeting that he received little encouragement from the chamber officials.

"I do think they'll consider it," he said, but noted that he received no commitments of support.

Miller said he had asked the chamber leadership for its highway priorities and received "no answer."

"We told Judge Miller we don't take highway projects and say this is No. 1 and this is No. 2," O'Daniel said. "We don't rank them."

O'Daniel and Dittoe said that at a particular time a specific project might receive top attention from the chamber, as improvement of Division Street has in recent months, but that on a continuing basis the projects aren't listed on a priority basis.

They declined to speculate at what point

U.S. 41 might be considered the project rating the most attention. "We will be looking at 41," O'Daniel said. But he emphasized the chamber will be considering improvement of 41 along with other projects.

The meeting drew no commitment of support for underpasses or overpasses, or for the judge's proposals for the financing.

Miller said the legality of such use of hotel-motel tax funds was questioned. He said it was suggested that the law that

allows the tax might have to be revised, which the judge said was not an insurmountable problem.

Judge Miller said he told the chamber leaders, "I'm still politician enough to know I could get 20,000 signatures on petitions to be presented to the legislature" asking that the law be changed. Miller has been Vanderburgh County circuit judge for more than 10 years and in the position is removed from active participation in political party affairs.

9-15-1978

# County orders study of U.S. 41 overpass

OCT 30 1978

10-30-1978

By L.D. Seits  
Press Staff Reporter

County commissioners took the first step today toward construction of an overpass on U.S. 41, probably at Washington Avenue, with county bridge funds.

The move to relieve traffic problems on U.S. 41 came on a motion by commissioner Robert Willner with strong support from commission president Thomas Ossenberg.

Willner, a Democrat, proposed an estimated \$2 million from the cumulative bridge fund be spent for the project to create a Washington Avenue underpass. Traffic on U.S. 41 would be elevated above the current ground level and Washington Avenue traffic would pass under it.

He suggested a contract could be awarded by next spring. The state highway commission will have to approve any such plans.

Ossenberg, a Republican, said he would prefer to use a bond issue rather than

depleting the bridge fund.

Willner said the bridge fund now totals \$2.2 million with another \$300,000 to be received in December.

Ossenberg, in supporting the move by Willner, said, "I fully agree" that an overpass at Washington Avenue is desirable, and suggested that Walnut Avenue be considered for an overpass as well. "Two (overpasses) would be even greater," Ossenberg said.

The commissioners unanimously approved a motion by Willner that county surveyor Robert Brenner launch an immediate study of the project.

Willner said he had consulted with the state tax board about the possibility of using a bond issue to finance the project and retiring the bonds with the bridge fund, as suggested by Ossenberg.

Willner said that the financing apparently cannot be handled in that fashion, although the same effect could be achieved

by "transferring" 5 cents from the 15-cent bridge fund rate to a sinking fund which would pay off bonds.

Willner said that elevation of U.S. 41 could be accomplished at Washington Avenue without acquiring additional right-of-way.

The Democratic commissioner said there is sufficient right-of-way to allow for right turns off U.S. 41 but not left turns.

Willner emphasized the need for the overpass is greater because of the presence of two schools and a hospital to the east of U.S. 41 on Washington. "I think we should stress the safety factor," he said.

Willner said he hopes that an additional overpass would follow the one proposed on Washington Avenue and drew strong support from the Republican commissioners.

Turn to Page 6, Column 4

## More about Overpass for U.S. 41

Continued from Page 1

president. "It's a good proposal," Ossenberg said.

The show of bipartisan support for the proposal, with Republicans Ossenberg and Bob Schaad joining Willner in approving the county study, was in contrast to an exchange earlier in the meeting between Ossenberg and Willner.

Ossenberg accused Willner, who is seeking re-election, of "inconsistencies" regarding improvement on Lynch Road.

Willner has said he opposes four-laning of Lynch Road and his campaign opponent, county veterans service officer Bob Moran, has accused him of voting for the project.

Ossenberg said today that Willner in 1976 voted for a transportation study agency's proposal calling for the widening.

He also called attention to other votes by Willner on the project.

"You could have moved to delete it (the Lynch Road project)," Ossenberg said. "If you opposed the Lynch Road project, why did you not request a hearing when the opportunity was presented?"

Willner, in response, said that he did not deny voting for the study agency's proposal but said such projects can be deleted. He said a Feb. 6 meeting was the first time the four-laning of Lynch Road was presented publicly. "I'm not talking about backroom meetings," he added.

The exchange ended with Willner maintaining that he has consistently opposed the four-laning and Ossenberg saying he just wanted "to get the record straight."

# Majority at hearing urges U.S. 41 overpass

NOV 21 1978

By L.D. Seits  
Press Staff Reporter

Public support for a U.S. 41 overpass over Washington Avenue emerged last night as a traffic planner admitted that pedestrian signals to be installed at the intersection will slow up traffic even more.

More than two dozen persons attended a meeting called by the county commissioners to discuss a proposal to build the overpass with cumulative bridge funds. Some dissent was voiced.

But the majority of those attending appeared to be in favor of the project, with some expressing unqualified support.

"I'm here for it," said Charles Kimmel of 1138 Washington. "I've got a girl that crosses it (the intersection) every day to go to Bosse."

Kimmel said an overpass is needed to make the crossing safe for youngsters going to and from school. "Every time you cross the highway you take your life in your hands," he said.

Carl Riecken of 2154 Adams, operator of a shoe store at Washington and Lodge, called the Washington-U.S. 41 intersection "a very pressing public problem," commending the commissioners for their actions thus far. He said elimination of the grade-level intersection is "the only answer."

Representatives of the Metropolitan Evansville Chamber of Commerce, which has called for careful study of the proposal

and hasn't committed itself on the project, attended the meeting and urged that no action be taken until a study by the Evansville Urban Transportation Study is conducted.

Ronald "Chick" Shively of the chamber's streets committee repeated the chamber position, which he said the group takes on all highway planning.

Riecken had suggested earlier in the meeting that he thought the chamber "should continue to do what they do best — hold their annual picnic for businessmen members."

Joseph Reichert of 200 S. St. James Blvd. spoke in opposition to the project and referred to the city's "white elephant on the West Side, the Ray Becker bypass." He referred to the escalating cost of the Becker Parkway, under construction for three years and now scheduled for completion next year.

"Let's don't load ourselves up with a lot of taxes," Reichert said.

His comment brought the explanation from Commissioner Thomas Ossenberg that no tax increase was involved. Commissioner Robert Willner has proposed paying for the overpass out of the cumulative bridge fund, with Ossenberg favoring a bond issue to be paid off with diversion of 5 cents of the 15-cent bridge fund levy.

City Councilman James Price, one of four councilmen attending the meeting

before a city council session that began half an hour later, read a statement calling for a study to be completed within 60 days by engineers, traffic planners and others.

Director Keith Lochmueller of the traffic planning agency, the Evansville Urban Transportation Study, reported that his agency's study is already under way and he expects to be able to present a report, including alternative solutions, in six weeks.

Referring to the danger to students crossing U.S. 41, he noted that pedestrian signals are to be installed on Washington at the intersection.

Circuit Judge William Miller, who has been calling for action to solve the traffic problem at Washington and U.S. 41 and has cited safety of students as one of the major needs, asked whether the addition of the lights would slow traffic further.

Lochmueller said it would. The Indiana State Highway Commission had been invited to send a representative to the meeting, but declined in a letter to Lochmueller from Vincennes district engineer Nicholas VanNielen.

VanNielen said the commission would be "receptive" to any "sound" proposal and would provide technical data and assistance on the project.

He declined to attend on grounds that the issues to be discussed had to be decided by Evansville residents and local government agencies.

11-21-1978

# Banker proposes raising cross streets above 41

DEC 13 1978

12-13-1978

Traffic planners were asked yesterday to consider putting overpasses on city streets rather than on U.S. 41 to alleviate East Side traffic problems.

The proposal came from banker Harry Thompson, a former state senator, who told the Evansville Urban Transportation Study's technical committee that three overpasses could be built on city streets for the cost of only one on U.S. 41.

Thompson's suggestion came as Keith Lochmueller, director of the Evansville Urban Transportation Study traffic planning agency, was reporting to agency committees that a study of the U.S. 41 problems should be completed and recommendations ready next month.

The study was requested by county commissioners who have proposed using cumulative bridge funds to build an overpass on U.S. 41, probably over Washington Avenue.

Republican commissioner Thomas Ossenberg this summer suggested a 10-cent increase in the bridge fund to pay for an overpass, and Democratic commissioner Robert Willner in October proposed using about \$2 million that will be in the fund by early next year to build one.

Ossenberg objected to depleting the fund, indicating he would prefer to use a bond issue and divert part of the cumula-

tive bridge fund tax receipts to pay off the bonds.

Thompson said yesterday that he has "watched with interest" during the overpass discussion and said that when the new U.S. 41 was built it was agreed that any roadway elevation done later would be on cross streets rather than U.S. 41.

Elevating U.S. 41 over a street would just "move the problem on to the next intersection," Thompson argued.

Members of the committee told Thompson his proposal would be considered and Lochmueller suggested he discuss it with the traffic planning agency's policy committee, which met last night. Thompson said he couldn't attend last night's meeting but would plan to attend next month.

He said he was suggesting that two lanes of Washington Avenue be elevated over 41, with one or two other streets receiving similar treatment. He said three streets could be elevated in that fashion for the cost of a single overpass on U.S. 41.

Lochmueller said accidents on U.S. 41 between Diamond Avenue and Southlane Drive are up this year from last year, but he said more data is needed to determine the cause of the accidents.

Members of both committees expressed concern yesterday for another type of traffic — bicycles.

A start on an extensive network of bicycle trails and routes has been endorsed by traffic planners, and the concern yesterday was over indications that the Indiana State Highway Commission won't replace an overpass crossing Division Street east of Vann Avenue. The overpass was damaged when it was hit by a trash truck last month. The overpass had been planned for use as part of a bike trail winding through Evansville State Hospital grounds to Wesselman Park, the first step in the bikeway plan.

A representative of the highway commission's Vincennes district told the technical committee yesterday afternoon that district engineers have asked permission to remove the overpass piers that remain on each side of the road. The center section of the overpass was removed after the accident.

Policy committee chairman Robert Davies protested that the overpass was an integral part of the bikeway plan. The committee voted last night to write letters asking the Indiana State Highway Commission to replace the structure and area legislators to seek use of any payments for the damage for replacement.

# Willner demands full report on overpass study Monday

Charging that the city is "dragging its feet" on a study of a proposed overpass at U.S. 41 and Washington, County Commissioner Robert Willner wants a "full report" Monday on the status of the project.

Willner said today the study was to be completed six weeks after a public hearing last Nov. 21.

"Now it is twice that," said Willner, "but there is still no study. At the beginning the city was for it, the chamber was for it and (now) the city is pooh-poohing it and the chamber is pooh-poohing it."

Willner said he wants Keith Lochmueller, director of the Evansville Urban Transportation Study, the traffic planning agen-

cy, to make the report Monday morning at the regular meeting of the county commissioners.

Lochmueller said today, "I just made a mistake when I said I could have the study completed within six weeks."

Lochmueller said that the Washington Avenue overpass is not the only item being studied.

"We are looking at the entire corridor between Pigeon Creek and Southlane Drive," he said. Lochmueller said he hopes the study will be completed in the next few weeks.

The study will contain an in-depth look

at accident patterns, capacity and various alternatives for improvement of the corridor, Lochmueller said.

Representatives of the Metropolitan Evansville Chamber of Commerce had called for a careful study of the proposal before any action is taken.

The overpass was first proposed in October. At that time, Willner asked commissioners to join him in ordering a study of the proposed overpass. That action was approved and the public hearing followed.

Willner is the only Democrat on the three-member county commission. The city administration is controlled by the Republican Party.

2-2-1979

# Commissioners must wait until March for report on Washington overpass

2-5-1979  
By Gene Clabes

Press Staff Reporter

FEB 5 1979

County commissioners were told today a study of the proposed overpass at U.S. 41 and Washington is expected to be completed by mid-March.

Keith Lochmueller, director of the Evansville Urban Transportation Study, the traffic planning agency, said, "We just made a mistake and underestimated the time it would take for us to complete the study."

Lochmueller's report to the commissioners came today in response to charges by Commissioner Robert Willner that the city was dragging its feet on the study. The transportation agency is actually under the jurisdiction of the city and county and Ohio Township in neighboring Warrick County.

"I'm not going to give you a date. If I could I would get it to you tomorrow. But I can't. It would be physically impossible," he said.

Willner said he wanted to make sure that the study had not died. He said the study was originally supposed to have been finished six weeks from the Nov. 21 hearing on the matter.

The study will contain an in-depth look at accident patterns, capacity and various alternatives for improvement of the corridor.

Bill Kessler of 4501 Sweester asked commissioners to move ahead on the U. S. 41 project, citing the numerous accidents that have occurred at the intersection.

In a somewhat related matter, Arnold Mulzer who operates Evansville Materials, Inc., urged that the commissioners move ahead to replace the Ohio Street bridge. Mulzer said he had offered to donate the land needed for

the bridge replacement. He said he had also offered to sell the city property along the North Side of the proposed extended Second Street at an appraised value for relocation of the city garage.

The city garage will eventually have to move from its Division Street location for the widening of Division, a key cross-town route. Mulzer asked the commissioners to use county funds for the Ohio Street project before spending money on the U.S. 41 overpass.



716 13 1979  
Traffic backs up on Washington at U.S. 41

## Priority listing points to U.S. 41 traffic problems

By L.D. Seits  
Press Staff Reporter

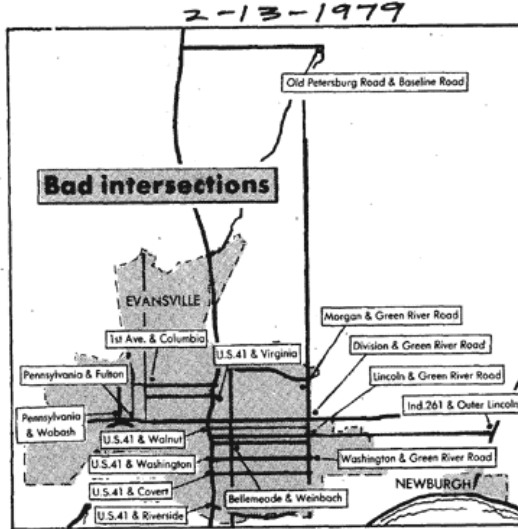
A listing of the 15 intersections that have been assigned top priority for improvement by Evansville traffic planners include five on U.S. 41, which also show up on the list of street "corridors" with the most severe problems.

The listings being presented today by traffic planners of the Evansville Urban Transportation Study planning committees represent the first time the agency has assigned priorities to recommended projects.

Agency director Keith Lochmueller said today none of the 55 intersections at which improvements are needed and none of the 47 "corridors" on which problems exist is new, but the grouping according to priority marks the first time the urban transportation study agency has presented projects in order of the importance it attaches to them.

The listings are of projects the agency is

Turn to Page 8, Column 1



— Staff Map by John Smith

### More about

## Traffic priorities

Continued from Page 1

recommending be carried out in the next five years, if funds are available.

They are subject to review by the agency's technical and policy committees, which were meeting today.

Problem intersections and streets are grouped under A, B, C and D priorities, with the A listings the highest priority.

Ten of the 15 intersections at which problems were found are on the city's East Side, with U.S. 41 leading the list of streets or highways with problem intersections.

Those on 41 assigned the top priority rating are Walnut, Washington, Virginia, Riverside and Covert.

Green River Road shows up in the listing as the street with the second highest number of high priority problem intersections. The intersections on Green River making the top priority list are those at Washington, Morgan, Division and Lincoln.

Two of the intersections on the "A" list are actually outside Evansville, since the area the traffic planning agency serves includes southwestern Warrick County. The

Warrick County intersections cited are Ind. 261 with Outer Lincoln and Old Petersburg Road with Baseline Road.

Other intersections on the "worst" list include First Avenue and Columbia, Fulton and Pennsylvania, and Wabash and Pennsylvania.

Priorities were assigned to intersections and streets on the basis of statistical ratings on such problems as accidents, accident severity, accident rates, traffic delays and capacity.

The only intersection among the 15 on the top priority list that the agency's analysis shows has the capacity to carry the traffic that uses it is Weinbach and Bellemeade, where the number of accidents and the severity of the accidents earn it a place in the grouping of those with the worst problems.

Problems on U.S. 41 show up again on the listing of "corridors," or segments of streets, that the traffic planners' statistics show are most in need of correction.

The "A" listing of street corridors with capacity, accident and delay problems includes 14 corridors. Three of the corridors are segments of U.S. 41 and combined included most of 41 from I-64 north of the city to Southlane Drive at the south edge of Evansville.

U.S. 41 corridors on the top-priority list include the full length of the highway through Evansville, from Ind. 57 south to Southlane.

Division Street, the target of a concerted community effort for improvement by the state, also shows up on the list, with the stretch from Main Street to Green River Road in the "A," or worst problem, category.

Other corridors on the "worst" list include Newburgh Road from Green River to the town of Newburgh, St. Joseph Avenue from Franklin to Maryland, First Avenue from Diamond to Division, Diamond Avenue from Kratzville Road to St. Joseph Avenue, Old State Road from Campground Road to Mount Pleasant Road, Green River Road from Green River Court north to Heckel Road, Oak Hill Road from Pigeon Creek to Lynch Road and Ind. 261 in Warrick County, from State Street at the north edge of Newburgh to Sumner Road.

# Petition seeks overpass funds for U.S. 41

MAR 15 1979  
3-15-1979

A petition is being quietly circulated in Vanderburgh County and some parts of Warrick County asking the Indiana Legislature to increase the hotel tax to provide funds for overpasses at intersections along U.S. 41.

Several of the petitions have shown up at Alcoa's Warrick Works and others are turning up in Evansville businesses and factories.

Vanderburgh Circuit Judge William Miller, who says he is only a member of a "grass roots" group seeking solutions to U.S. 41 problems, said today the petitions are part of a low-key effort to pressure the state Legislature into taking action that would allow U.S. 41 improvements.

Plans call for the petition to be presented to the Legislature, probably during its next session.

Miller said the petition has evolved out of several meetings among concerned citizens in Evansville and Vanderburgh County. He said there is no leader of the group and the group contains no politicians.

He said the group, the size of which he did not specify, hopes to convince the Legislature of the need to increase the hotel tax here from 1 percent to 4 percent. That would provide an estimated \$450,000 to \$500,000 annually for use on U.S. 41.

The group's first priority is the elevation of U.S. 41 at Washington Avenue with money from Vanderburgh County's cumulative bridge fund. Such a proposal is pending before county commissioners.

A second priority is an overpass at Lynch Road on U.S. 41 near Whirlpool. Once those two projects are completed the group is proposing that overpasses be built at Lincoln and Covert.

The petition says, "We, the undersigned petitioners, declare U.S. 41 in Vanderburgh County, as presently constructed unsafe and congested and do hereby charge the State of Indiana to enact legislation to increase the tax on hotels, motels and tourist camps in Vanderburgh County and to designate funds from said increase for construction of elevated grade overpasses at intersections along U.S. 41 in Vanderburgh County."

The petitions are expected to be made available at polling places on May 8.

Overpasses on U. S. 41 have been discussed in recent months in view of the large number of traffic accidents.

## Overpass plan supported

A campaign to build an overpass on U.S. 41 over Washington Avenue has drawn support from some of the students and faculty at Bosse High School. A petition bearing 762 names was presented today to the county commissioners by the president of the Bosse student council, Mike Bone. The petition asks that cumulative bridge funds be spent to finance the proposed overpass. Bone said 577 Bosse students live west of U.S. 41 and must cross the highway twice a day.

APR 2 1979  
4-2-1979

# Lochmueller urges U.S. 41 improvements immediately

By Gene Clabes

Press Staff Reporter

Local and state officials should move immediately to put into effect some of the improvements for U.S. 41 outlined in a 250-page study unveiled yesterday, the city's urban transportation director said today.

Director Keith Lochmueller said action should be taken immediately to:

— Lower the speed limit for cars and small trucks on U.S. 41 inside the city to 40 miles per hour and for tractor-trailer trucks to 35 miles per hour. The speed limit now varies from 40 to 50 miles per hour, a factor officials say has led to several accidents along the busy stretch of highway.

— Install left turn lanes on Washington at U.S. 41 and lengthen left turn lanes on 41 at Washington.

— Install signs warning of dangerous intersections and alerting drivers that they might have to make a sudden stop.

— Step-up law enforcement aimed at ticketing speeders.

Meanwhile, Vanderburgh Circuit Judge William Miller, in response to Lochmueller's comments, said, "There is no question that these steps should be taken. Then we must look ahead to who is going to take the responsibility for getting the rest of the job done."

Miller said, "As I see it, it falls to three persons (County Commissioner Robert Davies, (Works Board Executive Director Charles) Gallegher and (City Council President David) Koehler."

Miller, who is a member of a citizens'

group pushing for improvement of U.S. 41, said someone must take the lead and "set priorities. Some of these secondary projects must be set aside and 41 fixed. That highway is a killer."

Lochmueller presented the study last night at a meeting of the policy committee of the Evansville Urban Transportation Study. The study included several alternatives to easing traffic congestion along the heavily traveled main north-south route through Evansville.

Among the recommendations were:

— A proposal to elevate U.S. 41 from Division Street to south of Washington Avenue with off ramps at Lincoln and Washington at a cost of about \$14 million.

gather public suggestions concerning the study, Lochmueller said.

Davies, who is also president of the policy committee, said a decision will be made about selecting alternatives and financing them after the series of hearings, probably sometime this summer. Miller, who attended last night's study presentation, said, "I'm afraid they (the policy committee) are going to scare everybody to death with these figures. I'm sure once the public hearings are held we can probably cut down the cost of the projects significantly."

Miller told the committee last night that an elevated toll road should be considered over the existing U.S. 41 similar to one in Orlando, Fla.

He said this would allow through traffic to use that route and help retire the cost while other traffic could use the lower level.

The study came out of a request last fall by County Commissioner Robert Willner, who asked that the elevation of Washington Avenue at U.S. 41 be considered.

He said today that the total study, "which was well done" actually dealt with more of the total U.S. 41 picture than what he had requested.

"I think the \$14 million expense to elevate the major part of U.S. 41 prices the county right out of the ball park."

He had suggested that the county spend \$1.5 million of the bridge fund to build the overpass.

4-18-1979

## Study of U.S. 41 problems to be unveiled tonight

By Gene Clabes

Press Staff Reporter

A 250-page study citing the problems of U.S. 41 through Evansville and possible remedies that could cost from \$115,000 to more than \$14 million is scheduled to be unveiled tonight.

The most sweeping proposal calls for the elevation of U.S. 41 from Division Street to south of Washington Avenue with off ramps at Lincoln and Washington. A full cloverleaf would be constructed at Division Street. The price tag for the entire proposal would run about \$14 million and require the demolition or removal of an estimated 40 houses, officials said today.

The report will be presented tonight by Keith Lochmueller, urban transportation director, at a meeting of the urban trans-

portation policy committee at the Civic Center. Lochmueller refused comment on the report until after it has been presented to the committee, made up of Vanderburgh and Warrick county government officials.

Implementation of any of the recommendations would have to be authorized by city and county officials. Funds for the work could come from local, state, and federal money.

The report is basically a series of recommendations on possible ways traffic flow can be improved along the key north-south route through Evansville.

Among those recommendations are:

—The elevation of Bellemeade and Lincoln avenues at U.S. 41. Part of the plan would be to make Lincoln one-way into the Downtown area and Bellemeade one-way

out of the city. The estimated cost is about \$3.5-million.

—The elevation of Washington Avenue at U.S. 41 with cloverleaf-shaped off ramps. That project would cost an estimated \$3.5-million.

—The elevation of U.S. 41 over Washington Avenue with diamond-shaped off ramps. Officials said the design would allow north-bound traffic to turn west on Washington. That project would cost an estimated \$3.9 million.

—The widening of Washington Avenue to allow for left turn lanes and the lengthening of left turn lanes on U.S. 41. The project would cost an estimated \$115,000.

The report also called for some other less expensive changes that would involve little construction. Among them was a pro-

# Progress reported in U.S. 41 safety battle

Efforts to ease the dangers of driving on or across U.S. 41 showed up on several fronts this week, with police reporting at least one sign that progress is being made.

County police Sgt. Robert Etheridge reported today that speed checks on U.S. 41 as part of the Selective Traffic Enforcement Program show that drivers on U.S. 41 are going slower than they were six months ago. The program was launched last November.

Etheridge said the average speed of drivers clocked when the program began was 10 to 15 miles an hour over the speed limits, with almost all drivers 10 miles over the limit.

He said speed checks now show drivers averaging 3 to 5 miles an hour over the limits, and credited the special enforcement project with cutting down the speeding.

"Most people realize we're out there," Etheridge said.

He said the special patrols have shown that speeding is more of a problem at night than during the day, when running red

lights and lack of attention by drivers is a greater problem than speeding.

His comments came as Sheriff James DeGroot reported nearly 1,000 tickets or warnings were issued last month by city and county officers working in the special enforcement program, with speeding offenses leading the list.

DeGroot's report showed 372 drivers charged with speeding and 449 others given warnings for the same offense. It listed 11 arrests for drunk driving, along with seven tickets and 32 warnings for driving an unsafe vehicle, 7 tickets and 2 warnings for reckless driving, 1 ticket and 1 warning for failure to yield the right of way, and 26 tickets and warnings for other offenses.

The report on the special enforcement program, in which five special green and white police cars nicknamed "greenie weenies" are used to patrol high-hazard roads, came in the wake of severe fines imposed on two out-of-state truck drivers in misdemeanor court for running red lights on U.S. 41. One chose to serve 100 days in jail rather than pay the fine.

The Evansville Press  
metro



Both were handed fines of \$500 and \$32 costs, in addition to 60-day suspended jail sentences, yesterday by Judge Alan Kissinger. The judge responded to complaints by the truckers that U.S. 41 presented problems by telling them the problems don't give truck drivers a "license to kill" nor mean local drivers "deserve the death penalty."

Kissinger told the pair, both of whom

ran the light at U.S. 41 and Covert Avenue, that "I know there are problems out there, but they are problems of political and bureaucratic snafus." The judge said he was referring to the decisions on the design of the highway.

He imposed the fines on James E. Mandler, 30, of Opelika, Ala., and Walter Barfield, 30, of Moultrie, Ga., after finding them guilty of the charges in misdemeanor

court trials. Mandler, however, asked if he could serve time instead of paying the fine, which Kissinger said the Alabamian indicated he wouldn't pay. The judge gave Mandler 100 days in jail.

Kissinger is scheduled to leave misdemeanor court in July in a rotation of the seven Superior Court judges, but he said he hopes to announce a court policy concerning the handling of traffic violations on U.S. 41. He declined to call it a "get-tough" policy, saying a "strict attention" policy would be more appropriate.

The judge said he couldn't announce such a policy, however, until he had discussed it with police officials, whose cooperation would be needed.

Efforts to alleviate problems on the highway with an improvement program also continued yesterday as the city's traffic planning agency presented a report on its study of the highway to the West Side Improvement Association.

The West Side group added to growing support for the least costly of five alternatives offered by the study report, a \$114,000

program that would include additional traffic lanes on three streets crossing 41 and lengthened left-turn lanes.

The group tempered its support by voting it on the condition that no other major highway projects, such as the Division Street improvement, are affected. The director of the planning agency, Keith Lochmueller, said the program would have no effect on other projects.

Support for the low-cost program has come from several sources, although a member of a "citizens action" group seeking overpasses on 41 expressed doubts today about the effectiveness of the proposal.

The Rev. Robert Saunders, a circuit court probation officer, said the group has taken no stand on the proposal. Saunders said he personally doubts if it would have much effect.

"It might help some," he said, "but I think if (the help) would be very minor."

The citizens group is seeking an increased hotel-motel tax to pay for overpasses on 41.

# State action sought on U.S. 41 proposals

1979 4-24-1979  
A resolution asking the State Highway Commission to act on Evansville transportation planners' proposals to make U.S. 41 safer should be ready for city council by Monday.

The resolution, being drawn up by city councilman and Democratic mayoral candidate Michael Vandever will ask the commission to:

— Lower the speed limit to 40 miles per hour for cars and 35 miles per hour for trucks from Pigeon Creek to Riverside Drive.

— Change traffic signals to show red for all directions of traffic during the change cycle.

— Put up "dangerous crossing" signs at intersections, and warning signs at each end of the stretch of 41 between Pigeon Creek and Riverside.

— Restrict truck traffic to the right lane.

The proposed changes are some of the least expensive recommended last week in

the Evansville Urban Transportation Study report on ways to make the highway safer.

The proposals range in cost from \$115,000 to \$14 million, including the most expensive plan — elevating U.S. 41 from Division Street to south of Covert Avenue.

"This resolution is aimed basically at getting some action started on things we could do that would not result in much, if any, additional expenditures," Vandever said today. "We have the study and report, and there are recommendations in it that

wouldn't require any major decisions in terms of dollars. We might be able to save a life or two, and that is the bottom line."

Vandever announced his plans to draw up the resolution during city council meeting last night. Vandever said he proposed the resolution, because "I think city council needs to grab the ball and run with it."

Robert Davies, Republican county commissioner and chairman of the EUTS policy committee, said today that a council resolution — not necessarily the one proposed by Vandever last night — "is what we are looking for."

"I think we should move as fast as we can, and we have to get all of the input we can," he said. "I think that if city council, after they listen to the information, comes up with this type of resolution, that is what we want."

City council is expected to discuss U.S. 41 with EUTS Director Keith Lochmueller Monday night.

In other action, the council approved the Redevelopment Commission's request to apply for a \$3.8 million urban development grant to aid development of the proposed Riverview Commerce Centre.

If approved, the grant will be used to for construction of parking garages and a heliport. The grant is part of \$10 million in urban development grants that are expected to be sought to aid development of the riverfront project, according to Vincent Bernardin, redevelopment director.

# Chamber supports low-cost immediate 41 improvements

5-10-1979  
The Metropolitan Evansville Chamber of Commerce board has announced its support for low-cost immediate improvements to U.S. 41 as suggested in a recent study.

A hearing at which public comment is being sought on the U.S. 41 study, by Evansville's traffic planning agency, is scheduled for 7:30 next Tuesday night at the county commissioners room in the Civic Center.

Five alternatives aimed at relieving traffic problems along U.S. 41 were outlined in the Evansville Urban Transportation Study report, released last month.

A statement released by the chamber calls for better traffic enforcement, lower speed limits and better warning signs.

"There are things we can do, and should do now, to make U.S. 41 a safer place to drive and cross," chamber streets committee chairman John R. Feigel said in calling for the low-cost immediate improvements.

The director of the traffic planning agency, Keith Lochmueller, said today early reaction he has received to the study report has been similar. "What I'm hearing," he said, "is people saying, 'Let's get something done now.'"

The study by Lochmueller's agency listed alternative improvements ranging from an estimated \$114,000 program that would include addition of left turn lanes on Washington Avenue and lower speed limits up to a project to elevate 41 from Division south

beyond Washington at an estimated cost of \$14.6 million.

The agency's study followed calls last year for construction of an overpass at Washington and U.S. 41, resulting from increasing numbers of serious accidents at U.S. 41 and cross streets. The study report cited violations of traffic laws and signals as a particular problem, with nearly a fourth of all accidents on the U.S. 41 corridor directly related to signal light violations.

# Progress reported in U.S. 41 safety battle

Efforts to ease the dangers of driving on or across U.S. 41 showed up on several fronts this week, with police reporting at least one sign that progress is being made.

County police Sgt. Robert Etheridge reported today that speed checks on U.S. 41 as part of the Selective Traffic Enforcement Program show that drivers on U.S. 41 are going slower than they were six months ago. The program was launched last November.

Etheridge said the average speed of drivers clocked when the program began was 10 to 15 miles an hour over the speed limits, with almost all drivers 10 miles over the limit.

He said speed checks now show drivers averaging 3 to 5 miles an hour over the limits, and credited the special enforcement project with cutting down the speeding.

"Most people realize we're out there," Etheridge said.

He said the special patrols have shown that speeding is more of a problem at night than during the day, when running red

lights and lack of attention by drivers is a greater problem than speeding.

His comments came as Sheriff James DeGroot reported nearly 1,000 tickets or warnings were issued last month by city and county officers working in the special enforcement program, with speeding offenses leading the list.

DeGroot's report showed 372 drivers charged with speeding and 449 others given warnings for the same offense. It listed 11 arrests for drunk driving, along with seven tickets and 32 warnings for driving an unsafe vehicle, 7 tickets and 2 warnings for reckless driving, 1 ticket and 1 warning for failure to yield the right of way, and 26 tickets and warnings for other offenses.

The report on the special enforcement program, in which five special green and white police cars, nicknamed "greenie weenies" are used to patrol high-hazard roads, came in the wake of severe fines imposed on two out-of-state truck drivers in misdemeanor court for running red lights on U.S. 41. One chose to serve 100 days in jail rather than pay the fine.



Both were handed fines of \$500 and \$32 costs, in addition to 60-day suspended jail sentences, yesterday by Judge Alan Kissinger. The judge responded to complaints by the truckers that U.S. 41 presented problems by telling them the problems don't give truck drivers a "license to kill" nor mean local drivers "deserve the death penalty."

Kissinger told the pair, both of whom

ran the light at U.S. 41 and Covert Avenue, that "I know there are problems out there, but they are problems of political and bureaucratic snafus." The judge said he was referring to the decisions on the design of the highway.

He imposed the fines on James E. Mandler, 30, of Opelika, Ala., and Walter Barfield, 30, of Moultrie, Ga., after finding them guilty of the charges in misdemeanor

court trials. Mandler, however, asked if he could serve time instead of paying the fine, which Kissinger said the Alabaman indicated he wouldn't pay. The judge gave Mandler 100 days in jail.

Kissinger is scheduled to leave misdemeanor court in July in a rotation of the seven Superior Court judges, but he said he was announcing a court policy concerning the handling of traffic violations on U.S. 41. He declined to call it a "get-tough" policy, saying a "strict attention" policy would be more appropriate.

The judge said he couldn't announce such a policy, however, until he had discussed it with police officials, whose cooperation would be needed.

Efforts to alleviate problems on the highway with an improvement program also continued yesterday as the city's traffic planning agency presented a report on its study of the highway to the West Side Improvement Association.

The West Side group added to growing support for the least costly of five alternatives offered by the study report, a \$114,000

program that would include additional traffic lanes on three streets crossing 41 and lengthened left-turn lanes.

The group tempered its support by voting it on the condition that no other major highway projects, such as the Division Street improvement, are affected. The director of the planning agency, Keith Lochmueller, said the program would have no effect on other projects.

Support for the low-cost program has come from several sources, although a member of a "citizens action" group seeking overpasses on 41 expressed doubts today about the effectiveness of the proposal.

The Rev. Robert Saunders, a circuit court probation officer, said the group has taken no stand on the proposal. Saunders said he personally doubts if it would have much effect.

"It might help some," he said, "but I think if (the help) would be very minor."

The citizens group is seeking an increased hotel-motel tax to pay for overpasses on 41.

## Immediate action on U.S. 41 urged

Support for immediate action to relieve traffic problems along U.S. 41 has been voiced by East Side residents attending the first of a series of meetings at which proposed improvements are being discussed.

Some support was voiced for all five alternatives offered by the Evansville Urban Transportation Study, the city's traffic planning agency, at a meeting last night of the East Enders civic club.

The proposals were presented by director Keith Lochmueller of the transportation study agency at the meeting at Wesselman's cafeteria at Lawndale shopping center. Costs of the alternatives range from \$114,000 to about \$14 million, the latter for elevation of U.S. 41 from Division Street south beyond Washington Avenue.

Nearly 20 persons attended the meeting. Lochmueller said one question that was raised was what kind of traffic problems would result from elevating the highway, interrupting the flow of traffic during construction.

The traffic agency director said there appeared to be agreement that immediate, low-cost steps to relieve the traffic problems should be taken, although there was support for further improvements such as

one or more overpasses in the future.

The five alternatives offered by the traffic planners include the \$114,000 program that would include additional left-turn lanes, lengthening other left-turn lanes, lowering of speed limits and increased enforcement of traffic laws.

The East Enders' meeting was the first of four this week at which the proposals are being presented to organizations. Other sessions at which they will be discussed are meetings of the West Side Improvement Association at noon tomorrow at Indiana State University Evansville, the Bellemeade-Bayard Park Neighborhood Association at 7:30 Thursday night at the city's housing rehabilitation office at 831 Chan-

dler, and the Friday Fellowship of Bethel United Church of Christ at 2:30 Friday afternoon at the church.

A public hearing on the U.S. 41 study report is scheduled at 7:30 this evening at the county commissioners' meeting room in the Civic Center.

The public hearing will be held as part of a meeting of the transportation study's policy committee.

The Metropolitan Evansville Chamber of Commerce board and city council have already endorsed the immediate, low-cost alternative.

MAY 15 1979

5-15-1979

# U.S. 41 plan gets more support; overpass advocates speak out, too

MAY 18 1979

5-18-1979

By L.D. Seits  
Press Staff Reporter

A push for speedy, low-cost improvements to U.S. 41 and cross streets continued to gather support yesterday, although overpass advocates spoke out last night at one of the meetings being held on the issue.

Backing for the low-cost improvements proposed by traffic planners, including lower speed limits and widening of cross streets, came last night from the Bellemeade-Bayard Park Association.

The endorsement came at a meeting attended by Circuit Court Judge William Miller, a leading advocate of one or more overpasses on U.S. 41 to ease traffic problems along the highway.

The judge at one point challenged the director of the city's traffic planning agency, Keith Lochmueller, by questioning whether he had ever recommended an overpass or underpass other than on Division Street.

Lochmueller responded that the long-range transportation plan prepared by his agency includes elevation of U.S. 41.

Miller last year suggested overpasses be built on U.S. 41 over Washington Avenue and possibly other streets to ease the problems at almost every intersection along the busy highway on Evansville's East Side.

An informally organized group supporting his views is seeking an increase in the county's hotel-motel tax to finance such improvements, and a group of motel owners yesterday voiced opposition to that proposal.

Fifteen motel owners and operators met yesterday at the Holiday Inn on U.S. 41 North to discuss the issue.

Holiday Inn manager David Williamson said the group will draft a formal statement on the U.S. 41 issue.

But he said there was clear agreement that the owners and operators opposed the hotel-motel tax increase, from 1 percent to 4 or 5 percent, to finance overpasses.

The stand taken by the hotel-motel operators wasn't a direct endorsement of the low-cost proposal advanced after a study of U.S. 41 problems by Lochmueller's staff, but the tax increase on motel rooms has been proposed as the most immediate source of funds for any other alternatives.

The 41 study report outlined a series of five alternatives for easing traffic problems along the highway, ranging from the

\$114,000 plan including lower speed limits and street widenings to a \$14 million plan that would elevate 41 from Division Street south past Washington Avenue.

One of the alternatives was to make Lincoln and Bellemeade avenues one-way streets, but members of the Bellemeade-Bayard Park group voiced opposition to that plan as well as to an overpass at Washington Avenue.

MAY 22 1979

7★ THE EVANSVILLE PRESS Tuesday, May 22, 1979

9

# Criticism clouds future of 41 improvements

By L.D. Seits

Press Staff Writer

A series of immediate improvements to ease U.S. 41 traffic problems in Evansville is expected to be approved within the next month, although the long-range outlook is being clouded by a growing controversy over elevation of the highway.

Opposition to a campaign to pay for overpasses with a hotel-motel tax increase has been expressed by motel operators, and the owner of the city's largest motel has challenged any move that would completely eliminate stoplights on 41.

"In my opinion, it will hurt business in Evansville," Executive Inn owner Robert Green said yesterday of elimination of all stoplights on the highway in Evansville, nicknamed "Stoplight City" by truck drivers.

Green said eliminating stoplights on the highway would encourage drivers to hurry through Evansville and wind up stopping in Henderson to spend money.

He said he opposes an increase in the

hotel-motel tax for any reason.

His comments came in the wake of a meeting last week by the owners and operators of 15 other motels who expressed opposition to the tax increase plan, which was proposed last year.

Circuit Judge William Miller, an advocate of overpasses to relieve traffic problems on U.S. 41, proposed the hotel-motel tax increase after county commissioners failed to vote an increased cumulative bridge tax to provide funds for the same purpose.

An informal "citizens group" has since been formed and has circulated petitions seeking the hotel-motel tax increase, from 1 percent to 4 or 5 percent, to finance overpasses.

Members of the group have raised no objections, publicly at least, to short-range improvements proposed in a study of U.S. 41 problems by the city's traffic planning agency, the Evansville Urban Transportation Study.

The agency's director, Keith Loch-



mueller, said today he will recommend that his agency's policy committee endorse a series of immediate steps to improve safety on the highway.

Among the proposed improvements are widening of Washington Avenue on both sides of 41, widening of Riverside Drive and Columbia Street to the east of the highway, posting of warning signs on cross streets,

lowering the speed limit on part of 41 through the city, and lengthening of left-turn lanes on the highway.

State Highway Commission officials have already said they would recommend that the proposed lowering of the speed limit to 40 mph be approved by the commission. The present speed limit on U.S. 41

varies. Some sections already are 40 mph, while others are 50 mph.

No commitment has been given on the lengthened left-turn lanes, with district highway officials saying that proposal will be considered next year.

Cost of the improvements that would be financed by the city, including the street widening, has been estimated at a little over \$100,000 and approval of an immediate, short-range program is expected within the next month by the traffic planning agency policy committee.

Strong support for the immediate improvements has been voiced at a series of "citizen participation" meetings conducted by Lochmueller and his staff. The support has come from neighborhood and other community organizations, including the West Side Improvement Association and the Bellmeade-Bayard Park Association. Support has also been expressed by the Metropolitan Evansville Chamber of Commerce.

Less clear is the future of plans for

elevation of U.S. 41, which was endorsed by the Evansville Urban Transportation Study last year as part of its long-range traffic plan.

The elevation was included in the long-range plan, but was scheduled to be carried out in 15 to 20 years. The campaign for elevation of at least part of the highway, first with cumulative bridge funds and later with the hotel-motel tax boost, is aimed at providing overpasses more quickly.

The Executive Inn owner is among the first to openly oppose elimination of all stoplights on the highway. Some local officials said, privately, that his remarks were reminiscent of the debate nearly 20 years ago on the original design of U.S. 41.

Some businessmen at that time opposed overpasses on the same grounds that they would speed potential customers through the city and hurt business.

Other objections were also raised, and the design finally accepted has been called the best the state was able, or willing, to finance.

# Koehler expecting improved 41 in '79

8 30 1975 5-30-1979  
Most of a series of improvements to ease traffic problems along U.S. 41 could be completed this year, City Councilman David Koehler said last night after the projects were endorsed by traffic planners.

Koehler's remarks came after the director of the city's traffic planning agency, Keith Lochmueller, said the estimated cost of improvements the city would finance comes to about \$60,000.

Koehler is a member of the Evansville Urban Transportation Study policy committee that approved, as expected, the short-range improvements recommended by the agency's staff, headed by Lochmueller.

The action came in a two-hour meeting at which advocates of an elevated U.S. 41 called for speedier action to provide permanent improvements.

A spokesman for a "concerned citizens group" that is circulating petitions urging an increased hotel-motel tax to finance such improvements told the committee there was a danger that the short-range projects would give people "a false sense of security."

The spokesman, William Kessler, recalled that the late Melvin Pohlkotte in the early 1960s urged, as the city's traffic engineer, that U.S. 41 be elevated over cross streets.

"If only we'd listened to him," Kessler said.

Kessler and other advocates of an elevated highway, including Circuit Judge William Miller, endorsed the short-range improvements that include widening of Columbia Street, Washington Avenue and Riverside Drive at 41 to provide additional traffic lanes.

But they said the short-range projects should be in conjunction with elevation, not instead of it.

The short-range plan was basically out-

lined in a report by Lochmueller's staff as one of five alternatives for U.S. 41 improvements, and Miller told the committee, "We don't consider Alternative 1 an alternative." He argued that the plan won't solve the real problem, which begins with an inadequate design.

The judge reviewed the alternatives listed by the traffic planning agency, and rejected most of them. He said conversion of Lincoln and Bellemeade to one-way streets would fail to solve the problems, elevation of those streets over 41 would fail to address the problem at Washington Avenue, and elevation of Washington over 41 would create problems at Bosse High School.

Miller urged the committee to proceed with elevation of 41 over Washington, but suggested left turns be eliminated. He added that the last alternative, elevation of 41 from Division Street south past Washington, was "obviously the most desirable." The judge acknowledged that the obstacle was the financing of the extended elevation, for which the cost has been estimated at more than \$14 million.

The circuit judge launched his remarks by recalling his initial involvement in the debate, recommending an increased cumulative bridge fund tax to finance improvements.

He said that in the year since then there had been four deaths and 534 accidents along U.S. 41. Miller said that even at a conservative figure of \$2,000 property damage for each accident, the cost is over \$1 million a year without counting the loss of life or personal injuries.

"These figures demand something be done," Miller said. "The public demands something be done."

The meeting included one exchange between Miller, a Democrat, and County Commissioner Robert Schaad, a Republi-

can and a member of the committee. Schaad said he was unwilling to spend local money to solve problems that were created by the state in building U.S. 41.

He also argued that the solutions should come from professional traffic planners.

"What does the average citizen know about solving traffic problems?", Schaad asked. "Nothing."

Schaad, in arguing that solutions should come from professionals, said, "I don't care what the mass of the people think" about how the problems on 41 should be solved.

Miller challenged Schaad, questioning whether he had ever voted for an overpass or bridge on the city's East Side. "I'm sure I have," Schaad said, but admitted under the judge's questioning that he didn't recall where.

Speaking in support of elevation of 41 in addition to Miller and Kessler were Inland Marina operator Ronald Riecken and an unsuccessful candidate in the primary for the Republican nomination for mayor, Bradley TenBarge.

Members of the committee assured the

audience, which included Democratic mayoral candidate Michael Vandevveer, that the short-range improvements approved were not the final steps to be taken. "This is not the end of it," committee chairman Robert Davies, a county commissioner, said.

The unanimous vote on the projects came after Lochmueller reported on progress on some of the improvements. He said all-red clearance on U.S. 41 traffic lights, giving a few seconds when a red light shows in all four directions, has already been put into effect.

He said the state had said it would consider lengthened left-turn lanes on 41 next year.

Lochmueller said the steps to reduce the speed limit to 40 miles an hour were proceeding, and said an effort would be made to get traffic-actuated traffic signals to replace timed signals installed along U.S. 41 this year. He explained that the signals were to be installed as part of a computerized traffic synchronization contract, and the contractor would be contacted to see if the lights could be put in along 41 this year.

# U.S. 41 improvements are planned

OCT 29 1980

10-29-1980  
By Herb Marpell  
Times Staff Reporter

Preliminary work to widen and improve lanes and possibly four, intersections on U.S. 41 in Evansville may be started next year, according to city officials.

Those intersections are at Washington, Virginia, Covert and Riverside. The work will include widening, adding of left turn lanes and possibly a right turn lane at some intersections, and turn signals to improve traffic flow.

U.S. 41, long a traffic headache, was the scene this week of another fatal accident. An Evansville woman was killed in a collision at the Washington Avenue intersection.

Mayor Michael Vandever said that U.S. 41 was "a major concern" and that he wouldn't wait to see any of the U.S. 41 intersection work projects "fall by the wayside."

A 1977 survey by the Evansville Urban Transportation Study showed that out of 14 major intersections with the most need of improvement, five were along U.S. 41. The Walnut intersection ranked fourth, Wash-

ington fifth, Virginia sixth, Riverside seventh and Covert ninth.

Improving the Walnut intersection is included in the city's planned Walnut Street development.

Improvements for the two worst intersections in the survey — Morgan and Oak Hill Road and Diamond and First Avenue — have been completed. The Columbia-First Avenue intersection, which ranked third, is included in the proposed First Avenue improvement project.

Improving the Washington-Green River Road intersection, which ranked eighth in the survey, is included in the planned upgrading of Green River from Billie to Monroe.

City engineer Richard Eilber said if the city decides to upgrade U.S. 41 intersections at Washington, Riverside, Covert and Virginia, preliminary design work, right-of-way purchases and an environmental impact statement probably could be completed in 1981.

That would open the door to some intersection work in late 1981 or during 1982, he said.

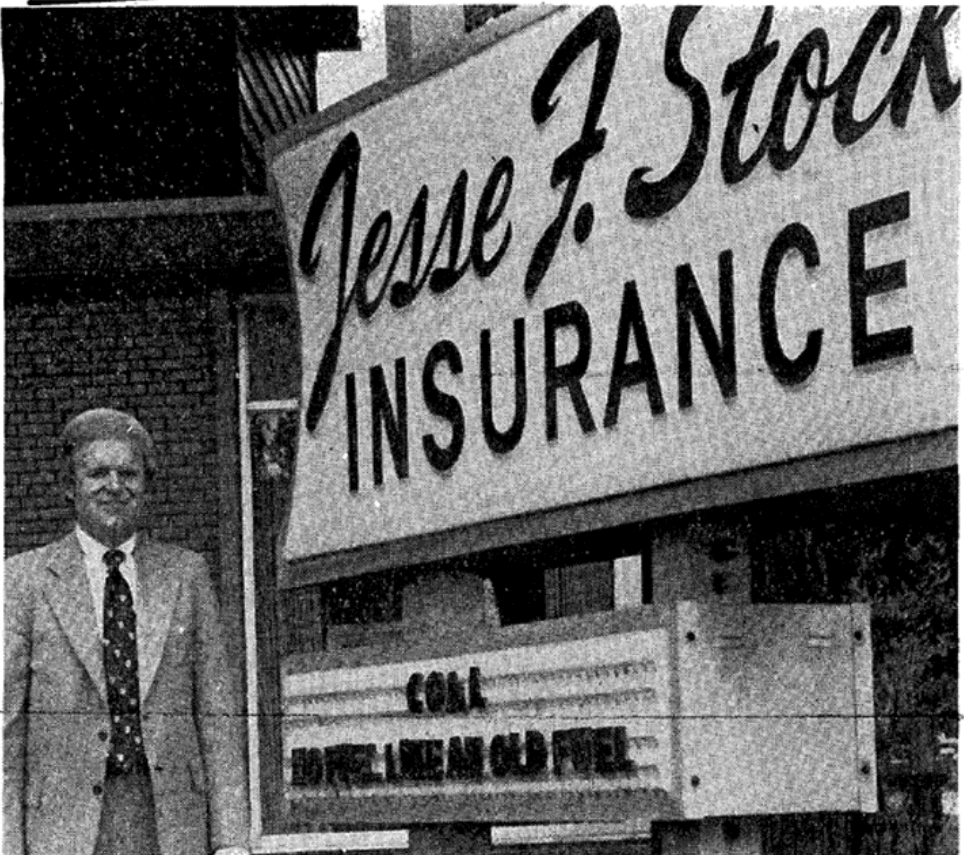
David Gerard, transit study director, said the 1977 survey will be updated by next February and new priority findings made of intersections in the city.

Probably would remain at the top of the list of traffic flow delay, the capacity to handle the number of vehicles and the number of accidents at intersections, he said.

Vandever said an area of the city that might have an effect on the priority list is around the Eastland Mall being built along North Green River Road. A committee is studying what the mall impact will be on needed traffic improvements at intersections around that far East Side development.

Those improvements, including possible extension of Virginia and Vogel streets east of Green River Road, could have a price tag exceeding \$3 million, Vandever said.

But, the mayor said, because of the concern over U.S. 41 he "would like to see any of those (U.S. 41 projects) bumped. I don't want to see them in any way fall by the wayside."



Jesse F. Stock Jr. stands beside the marquee of his insurance agency at Kentucky and Walnut

## Sign talk

AUG 9 1979

### Insurance man's messages bring chuckles

By John Kaminski  
Press Staff Reporter

Three blocks west of dangerous and controversial U.S. 41, the marquee reads: "Roses are red, violets are blue, a truck might run over you."

To East Side motorists who cross the busy highway daily, the message had a special meaning.

So did another message: "OPEC has us over a barrel."

An ability to use the sign outside his insurance agency at Kentucky and Walnut to touch the concerns that are bothering people has made Jesse F. Stock Jr. something of a legend on the East Side.

During the Skylab debacle, for instance, the sign said "Chicken Little was ahead of his time." Or, around April 15, the sign said

"Income taxes are really gross."

The sign, which previously was used for straight advertising, has made quite a difference, Stock says. "It's done more for our image than anything we've ever done."

The change came "five or six years ago" after a car crashed into the sign. The message that appeared the next day was: "Yes, Virginia, the sign was insured."

More recently, a robbery occurred at Stock's office. The next day the messages on either side of the sign were "Rest assured we were insured" and "Violence respects no one."

"Everybody has their own favorite," says Stock, who admits he gets his ideas from popular songs, other signs — particularly one in Indianapolis — and even Reader's Digest.

Stock, a 40-year-old executive whose closely cropped blonde hair and boyish face make him look more like 30, insists he tries not to be political on his sign, but with a grin admits he sometimes fails.

Evidence might be seen in the messages "Welfare rolls are made with our dough" and "The gas war is over — gas won."

Then there was the one: "Inheritance taxes: asset indigestion."

"I try not to offend anyone," Stock says. "It would be bad for business."

Some of the messages are far from political, just a celebration of the ridiculous. Two were: "Frogs eat what bugs 'em" and "You can tune a piano but you can't tunafish."

8-9-1979

# Juror: 'Unsafe' 41 FEB 7 1981 delayed verdict

Feelings that U.S. 41 is so unsafe that some accidents can't be prevented caused a circuit court jury to deliberate nine hours before finding a Henderson man guilty of drunken driving in a traffic death.

One jury member, who asked not to be identified, said the entire jury agreed from the start that Jack D. Wilson, 39, was guilty of drunken driving in the Oct.-27 accident that claimed the life of Rose N. Fleming, 55, of 1415 Judson.

Wilson tested at .20 percent blood-alcohol content a few hours after the accident, twice the amount that constitutes intoxication in Indiana. However, the juror said that "many ballots" were cast before all members agreed on the guilty verdict.

Drunken driving that causes a death is a felony in Indiana that carries a two- to eight-year sentence. Drunken driving by itself is a misdemeanor calling for suspension of a person's driver's license and/or a fine and jail term.

"Some of us thought the accident could have occurred anyway," the juror said. "The lights don't always work properly on 41, and it had been raining a lot that day. There was agreement from the start that he was drunk. But there was a question about

how unsafe the highway is. We had to weigh that a long time."

During jury selection Wilson's attorney, Carlton Buchanan of Henderson, questioned the prospective jurors whether they felt U.S. 41 is an unsafe road. Nearly all said they felt it was hazardous.

Deputy prosecutor Terry White then asked if it were unsafe because of the way people drive or because of the construction. The construction was blamed by many of the potential jurors and was listed as a contributing factor by those who also blamed poor driving habits.

White conceded today that he had been worried that the jurors' feelings about the road's design might weaken his case, but that it was obvious it would be difficult to select a panel of jurors that did not believe the highway was dangerous.

Wilson will be in court Monday so a pre-sentence investigation can be begun. Actual sentencing is not expected for about a month.

The accident occurred at the U.S. 41 and Washington intersection. Four people, including Mrs. Fleming, have been killed there since August, 1977, and numerous less serious accidents have occurred.

# Southlane renamed JUL 29 1986 to honor veterans

JUL 29 1986

7-29-1986

The city should have signs in place by Labor Day designating Southlane Drive between Oak Street and U.S. 41 as Veterans Memorial Parkway.

City Council last night unanimously passed a resolution changing the name.

The recently completed river-front boulevard will be named Riverside Drive.

"I would think we could definitely have some type of sign in place for a Labor Day ceremony," said John Vezzoso, the city's transportation and services director. "It's kind of early to have concrete plans. The resolution was only passed last night and has not

yet been signed by the mayor."

Veterans groups that have pushed for the name change for about two years want to have a special ceremony honoring veterans on Labor Day, said Mark Acker, Vanderburgh County assistant veterans service officer.

"We originally wanted all of Southlane renamed or have the street renamed beginning at the Four Freedoms Monuments. We thought beginning at the monument would be fitting since we are honoring veterans.

"We dropped that idea because we didn't want to step on any toes," Acker said.

# Preliminary traffic plan looks at elevating U.S. 41

By **ELLA JOHNSON**,  
Courier staff writer

6-9-90

Although plans are in the early stages and a construction date has not been discussed, the Evansville Urban Transportation Study is looking at elevating a portion of U.S.41 to improve traffic flow.

An elevated U.S. 41 is one of 20 road projects included in the proposed 2010 Transportation Plan. The estimated cost is nearly \$150

million.

Rose Zigenfus, executive director of EUTS, said planners are looking at two options.

The first option involves elevating U.S.41 from the Lloyd Expressway to Riverside Drive.

The second option would involve eliminating median cuts along the same portion of the highway and building overpasses for some cross streets.

Both options have not been

thoroughly evaluated.

"The plans are very preliminary," said Mrs. Zigenfus. "We don't have a consensus on the plans by the staff."

The proposal, presented at a EUTS meeting this week, included widening U.S.41 to six lanes from the Lloyd Expressway to Interstate 164.

Other improvements involved removal of traffic signals at River-

side Drive, Bellemeade Avenue, Walnut Street and Columbia Street. Additional turn lanes would be constructed at the U.S. 41 intersections of Covert, Washington and Lincoln avenues.

The updated transportation plan earmarks \$4.9 million for the U.S. 41 project.

The plan will be presented to area officials before public hearings are scheduled.

# Study proposes elevating part of 41

By **Brian Kunkel**,  
Staff reporter

An elevated U.S. 41 from the Lloyd Expressway to Bellemeade Avenue and a six-lane Lloyd Expressway-Indiana 66 from Green River Road to Indiana 231 in Newburgh may be in Evansville's transportation future.

The Evansville Urban Transportation Study is updating its long-range transportation plan, designed to address urban roadway needs in the year 2010.

A number of proposed road improvement projects, some new, some carried over from a previous long-range plan, are under review.

The most significant of which is

the proposed widening of the Lloyd Expressway from four to six lanes east of Green River Road to its intersection with Indiana 231.

Rose Zigenfus, director of EUTS, said the proposed widening would help alleviate current and projected capacity problems on Indiana 66, as well as siphoning approximately 6,000 vehicles a day from both Outer Lincoln Avenue and Newburgh Road.

Both are targeted for significant daily traffic increases due to continuing residential and commercial development on the city's East Side.

The project has an estimated construction cost of over \$65 million, without including right of way acquisition or relocation costs, she

said.

An overpass at the Indiana 261 intersection would be included in the project.

Another proposed project is the elevating of U.S. 41 from the Lloyd Expressway to Bellemeade Ave. It carries an estimated construction cost of over \$11 million. Under this proposal, U.S. 41 would remain four lanes.

Another proposed improvement to U.S. 41 recommends it be widened to six lanes from the Lloyd Expressway to Interstate 164. As part of this improvement, traffic lights at Riverside Drive, Bellemeade Avenue, Walnut and Columbia streets would be removed.

A construction cost of \$4.5 mil-

lion was put on this project.

A partial list of other roads under consideration for future improvement include First Avenue, Diamond Avenue, Oak Hill Road, Weinbach Avenue, Green River Road, Mill Road, and Boeke Road.

Zigenfus said how realistic these future road improvements are depends upon the availability of federal funding.

Zigenfus said the EUTS technical and policy advisory boards will be asked at next month's meeting to decide on which road projects they consider most important.

After receiving public input, the recommendations will then be used in planning future projects for city and county agencies to implement.

4-12-1990

# Plan to reduce truck traffic on U.S. 41 urged

By **HERB MARYNELL**

Courier staff writer

7-17-75

Paul Bitz, a former state senator who lives near U.S. 41, would like fewer trucks and less noise along the highway.

Bitz made a plea Tuesday to the Evansville Urban Transportation Study technical committee for help.

He urged local officials to encourage the state transportation department to reroute trucks to Interstate 164 and require trucks that do use U.S. 41 to stay in the right lane.

Requests to reduce the number of large trucks on U.S. 41 have come up before at several meetings of city boards. City officials usually say they have little control over solving that problem.

State highway officials at the the transportation committee meeting said the agency has talked about trying to get drivers of large trucks to use the interstate, but can't force them to do so.

"We tried signs, but the trucks go where they want," said John Curry of the state transportation department.

But Bitz contended the Legislature could enact legislation to get the job done, noting he was chairman of the Senate committee on highways and roads during two terms he served.

The Indianapolis area already requires trucks with hazardous materials to use the interstate, Bitz said. He said trucks also can be required to stay in the right-hand lane.

He urged local officials to take

a stand on getting trucks off U.S. 41.

"You've got to yell a little or you won't get anything," Bitz said.

Rose Zigenfus, the transportation panel director, said there are state laws requiring trucks to stay in the right hand lane except for switching lanes to turn left or when the right-hand lane is closed.

State officials said it would be up to local police agencies to enforce the law.

Bitz also suggested the state consider lengthening the left-turn lane for eastbound traffic along Lloyd Expressway at Stockwell Road. Cars, heading to shopping centers in the area, frequently stick out in lanes for through traffic and "someone is going to get killed."

Another suggestion by Bitz was

that during the replacement of the expressway bridge over Pigeon Creek the state should designate an alternate route for trucks.

That will help maintain a steady flow of traffic for cars over the four expressway lanes to remain open during the bridge project, he said.

# Injured Bosse student missed afternoon bus

8-27-1996  
By Patricia Swanson  
Staff reporter

The Evansville-Vanderburgh School Corp. this year has established bus service for Bosse High School students who live near the school but must cross busy U.S. 41.

Yesterday morning freshman Hillary Wagner, 14, of 1157 S. Kentucky Ave. rode the bus, which stops in front of her house. She missed the bus in the afternoon, and was walking home around 3 p.m. As she crossed U.S. 41, Wagner was hit by a car driven by Eric Stinson, 18, of 1745 S. Elliott St.

Police said Stinson had the green light but failed to give the right of way to a pedestrian. He was not ticketed.

Wagner sustained a hip bruise and was treated at St. Mary's Medical Center and released.

The school corporation has been pushing for installation of a pedestrian overpass at the site, but has been turned down frequently by the Indiana Department of Transportation.

A letter from Greg Curtis, district highway engineer, said there is insufficient student traffic to merit the overpass. He added that students in Evansville don't use the

it means crossing four lanes of traffic."

"I can't imagine any intersection near a school that is more traveled," said School Board member Mike Duckworth today.

Duckworth, who has been pushing for the installation of the overpass, said, "If funding's the problem...when it's up in Indianapolis, they find the money.

"We have the big (state budget) surplus. It's good to have a surplus for a rainy day, but it's raining now."

School transportation manager Charles Johnson said the schools set up one new route and expanded an existing one to pick up students who live west of U.S. 41 but are too close to the school to merit normal pickup. (Normally, high school students qualify for bus transportation only if they live 2 miles from school.)

Johnson said yesterday, the first day of school, 20 students rode the buses.

More than 200 postcards were sent to eligible students, letting them know of the new program, he said.

Shea Ward, INDOT spokeswoman, said within the next two months the department plans to improve the timing of the traffic lights at

# Mother continues push for pedestrian overpass

6.21.97

By ANGELA HIGGINS  
Courier staff writer

Martha Wagner is doing everything she can to have a pedestrian overpass built across U.S. 41 at Washington Avenue.

Ms. Wagner has written letters to the Indiana Department of Transportation, but gotten no answers.

She's also had a petition signed by 800 people in favor of the overpass, and even consulted lawyers on what steps to take to ensure the safety of her daughter, Hillary, 15, who was struck by a car

while crossing U.S. 41 last year on her way home from Bosse High School.

On Aug. 26, 1996, an eastbound motorist turning from Washington Avenue onto U.S. 41 struck Hillary, who was 14.

Police reports said the driver had a green light, but was at fault for failing to yield to the pedestrian. He was not ticketed.

"It's not just Hillary, but my younger daughter and all the other students that will attend Bosse. They should concentrate on their educations and not have to worry about their safety to and from school," Ms. Wagner said.

Ms. Wagner, of South Kentucky Avenue, also said her daughter was very upset about the accident and is now terrified to cross U.S. 41. After the accident, bus service was extended to cross U.S. 41 as a temporary remedy.

But Hillary was involved in after-school activities during the school year that left her no choice other than to wait, sometimes up to an hour, for her mother to leave work and pick her up.

"It is a shame that it will probably take a child getting killed for people to realize the necessity of an overpass," Ms. Wagner said.

Hillary said she sees kids dart across U.S. 41, but she always looked both ways before crossing the street. She also said other kids do not seem to care because they think it will not happen to them.

School Board Member Michael Duckworth said if the overpass is built, the school can force students to use it as part of school policy.

"Students can be punished for bad behavior on a bus or at a crosswalk, so students could be given jaywalk tickets for failing to use the crosswalk," Duckworth said. Duckworth said he would not stop fighting for the overpass.

# Accident revives overpass argument

8.27.96

## Bosse student hit at Washington, U.S. 41

By DAVE HOSICK  
Courier staff writer

An accident that injured a Bosse High School student Monday has given new life to a 10-year-old debate on the need for a overpass for students crossing U.S. 41 at Washington Avenue.

Hillary Wagner, 14, of 1157 S. Kentucky Ave., was hit by a car while crossing U.S. 41. She was taken to St. Mary's Medical Center with a hip bruise and released after treatment.

Police say Eric Stinson, 18, of 1745 S. El-

liott St., was eastbound on Washington Avenue, turning north on U.S. 41, when he hit the girl in the crosswalk at 2:58 p.m.

Police reports said he had a green light, but was at fault for failing to yield to the pedestrian. He was not ticketed.

School Board members have proposed the overpass project several times over the past 10 years, but the Indiana Department of Transportation has continually said the project is unwarranted, Bosse Principal Robert Adams said.

But proponents of an overpass say Monday's accident is a typical example of the dan-

ger students face when crossing the intersection.

Michael Duckworth, a Vanderburgh County Sheriff's deputy and school board member, has spearheaded several efforts for the overpass.

"We tried to address this safety issue in the past, and INDOT is the one that dropped the ball," Duckworth said. "This is a classic example of why we need an overpass at that location. Students have a tendency, in their adolescence, to dart across (the intersection), and there is a lot of potential for accidents there."

Adams agreed and said he will be writing a letter to the school corporation requesting that the overpass project be revisited.

"(INDOT) never gave us any clear answers why it rejected the overpass idea," Adams said. "There are a great number of students who live on the other side of (U.S.) 41 and there is a lot of traffic in that area."

Adams said he thinks the state agency rejected the proposal for lack of funding.

"Human life is a lot more important than the cost of a project like this," Adams said.

Duckworth has also proposed the school corporation provide bus transportation for students crossing U.S. 41, but says board members have stalled on the idea in the past. He said he will propose the busing idea at the next school board meeting.

A representative from the state agency unavailable for comment Monday.

# Project Citizen can make community better

Thursday, April 20, 2006

Being a judge for We the People: Project Citizen wasn't as glamorous as, say, judging "American Idol" contestants.

But I enjoyed the task, and my three-person panel, which also consisted of state Sen. Vaneta Becker and Pat Tuley, Evansville-Vanderburgh School Corp. director of support services, did a reasonable impersonation of Paula, Randy and Simon, without the pancake makeup.

Project Citizen offers students in middle school a very personal form of civics education. At a time when citizen participation in government affairs is often sparse, Project Citizen encourages students to essentially adopt a community problem and develop plausible solutions.

Along the way, students are required to tackle the same rigorous questions that confront public officials all the time: How much will the solution cost? How will it be funded? What are the advantages and disadvantages of the solution? Who would be opposed to the solution? Does it meet constitutional muster?

The problems students chose this year were a diverse lot. My panel heard two oral presentations, including one from Glenwood Middle School students, who decided they were tired of being harassed while walking to and from school by a group of winos hanging around a nearby liquor store.

They worked on a plan to encourage more police patrols.

Plaza Park Middle School students told us about their vision of a pilot program to replace traditional, heavy textbooks with computer pixels in some EVSC schools. They researched a similar effort in Daviess County, Ky., schools and the grant under which it is being funded.

We also looked over some of the other projects, which included one about the need for tornado-safe shelters at mobile home parks (Thompkins Middle School) and for a pedestrian overpass at U.S. 41 and Washington Avenue (Washington Middle School).

Students must develop an eye-catching portfolio, which encourages them to not just explain their issue, but show it. They have to show the depth of their research by putting all of their materials in a binder.

During oral presentations, they must explain what they have learned about their chosen problem while standing before some skeptical judges - although our panel stayed away from any Simon-like rants.

Teams that perform the tasks most capably get to represent Indiana's 8th Congressional District at a state wide competition.

Project Citizen is a worthwhile effort, one which has the potential to make the community better. And for the judges, it provides an opportunity to learn more about life through the eyes of young people and maybe see the development of some future "idols."

- John Martin

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## Cloverleaf planned at Lloyd, U.S. 41

By John Martin

Wednesday, July 4, 2007

State transportation officials are pushing forward plans to revamp the interchange at U.S. 41 and Lloyd Expressway and remove traffic signals there.

Construction on the \$27 million project, which will make the intersection a full cloverleaf, is scheduled to begin in 2010.

State officials are attempting to acquire right-of-way for on and off ramps, including a piece of Evansville-Vanderburgh School Corp. property at Howard Roosa Elementary School, 1230 E. Illinois St.

Howard Roosa, which is at the northeast corner of the intersection, stands to lose a few parking places and a section of its playground.

More than a dozen homes are in the same ramp's path. Some are vacant.

Also impacted are Trinity Lutheran Church and Moore's Landscaping and Garden Center on East Illinois Street.

"They will more than likely be bought out and relocated," said Jim Earl, project engineer for the Indiana Department of Transportation (INDOT).

Right-of-way acquisition is simpler at the other three corners because fewer structures are present, Earl said.

The new cloverleaf will require relocating the overhead pedestrian bridge on the Lloyd, which is just east of U.S. 41 and used by some Howard Roosa children.

The new bridge will be several feet farther east, and it is to become part of the Pigeon Creek Greenway.

"It will connect on the south side of the Lloyd at Walnut, and use that new pedestrian bridge to go to Virginia Street," said Glenn Boberg, Evansville Parks & Recreation Department parks planner.

All of that work is to be funded in the cloverleaf plan's budget.

"In essence, we get the trail for free," Boberg said.

The cloverleaf ramp to be built near Howard Roosa will be 80 feet to 100 feet away from the school at its nearest point, according to the state's plans.

INDOT officials on Monday showed School Board members a drawing and aerial photograph.

The board took no action on the matter at Monday's meeting. Members said they want to see firsthand how close the ramp will be to the building and hear the views of Howard Roosa staff.

Howard Roosa Principal Pat Day-Kohlman couldn't be reached for comment Tuesday.

Board member Mike Duckworth said he wants to know about the project's noise impact and how the school will compensate for the lost parking and playground spaces.

Earl told the School Board that the Howard Roosa property issue needs to be resolved to keep the project on schedule.

"When is your deadline?" Board member Sally Becker asked.

"Last month," Earl replied.

The Rev. Wade Butler, pastor of Trinity Lutheran Church, said the church "has been approached" by state officials, but he declined to comment further.

Michelle Avis, an employee of Moore's Landscaping and Garden Center, said the business has been contacted by the state but "we haven't heard anything for some time."



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## Letters to the editor:

Staff Reports

Sunday, September 2, 2007

Overpass is needed across 41 near Bosse

To the editor:

A pedestrian overpass linking Wesselman Park with the Evansville State Hospital grounds is a nice idea, but there is a greater need for an overpass on another stretch of state-owned highway. It is only through the grace of God and the common sense of the students that no one in recent memory has been seriously injured or killed on their way to Bosse High School.

A pedestrian overpass of U.S. 41 is just as necessary to link the homes of the children with Bosse as the existing link for the homes of the children with Harrison.

Now, I know that the money is earmarked to link the parks, but I'm sure one doesn't have to look too far into the history of politics to find an example where the ear that was marked magically moves from the right to the left. This is usually accomplished with a nod and a wink and a shazam! A big campaign contributor finds his pockets lined with more money than he gave.

So, just this once, let's wave our magic wand and do what's needed and not what's nice. I'm sure Mayor Jonathan Weinzapfel and 8th District U.S. Rep. Brad Ellsworth would agree that it is better to protect the future of our community than it is to make it convenient on our day off.

Bob Baldock

Evansville



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## Letters to the Editor for September 4, 2007

Staff Reports

Tuesday, September 4, 2007

Walkway over U.S. 41 needed for Bosse

To the editor:

I recently read where the Indiana Department of Transportation will release \$1 million in long-dormant funds to construct an overpass walkway over the Lloyd Expressway. The walkway will connect Wesselman Park to the Evansville State Hospital grounds.

This is all nice and dandy and would be a good thing, but what about a walkway over U.S. 41 at Washington Avenue? Bosse students and neighbors need a walkway first.

Mark Chandler

Evansville



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## Pedestrian overpass

The Issue: School Board again looks at Bosse situation. Our View: Despite pessimism, another look could have value.

Staff Reports

Friday, September 14, 2007

An idea that makes common sense to the layman's eye but has failed to earn the endorsement of expert opinion over the past 20 years is with us again.

The School Board, at the request of member Mike Duckworth, has passed a resolution asking for a re-evaluation of the need for a pedestrian overpass at U.S. 41 near Washington Avenue.

If one looks at this busy intersection where students cross daily going to and from Bosse High School, a pedestrian overpass that would greatly improve the safety of those teenagers would appear to make sense. That view is further enhanced by the fact that a popular fast-food restaurant is located across U.S. 41 from Bosse.

Duckworth, a former deputy sheriff, has long contended that, given the number of students who must cross the highway daily, there is a tragic accident just waiting to happen. And he's right.

But there are issues that traffic planners raise that prevent them from being sympathetic to Duckworth's cause.

The key one, brought up each time this proposal resurfaces, is that an overpass would not be located near the intersection.

The planners claim that an overpass would have to be at least 300 feet from the intersection, so as to not to impede motorists' sight lines for traffic signals at the corner. That means the overpass would have to be the length of one football field north from the corner where students cross U.S. 41.

And that raises the second issue. Planners have said that not only would most students not walk that far from the intersection to use the overpass, but that many would not use it even if it were at the corner.

The next question, then, would be whether the school system would or could force high school students to use the crossing, once students have left school and school property for the day.

And then, once you get by that question, there is the issue of numbers.

In the past, traffic planners have claimed that the number of students crossing that intersection daily does not justify the expense of building an overpass.

In the past, those numbers have been 200 to 250 students crossing twice a day. The cost/benefit ratio was not met, said the experts. In fact, Bosse has the smallest enrollment of the city's public high schools.

So, we cannot be optimistic about convincing the numbers crunchers that this proposal should go forward. All the same, given that this idea was first discussed some 20 years ago, it would be worth the effort to see now if a re-evaluation would turn up any new information in support of common sense.



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## Bosse walkway gets review

### Student traffic a worry

By John Martin

Saturday, September 15, 2007

Indiana highway officials said Friday they are open to more discussion about a pedestrian walkway near Bosse High School, even though past studies didn't show enough need for one.

"We would be willing to meet and talk about it," said John Curry, deputy director of planning and programming for The Indiana Department of Transportation's Vincennes District.

The overpass issue came back into public view again Monday, when the Evansville-Vanderburgh School Board passed a resolution in favor of re-evaluating the situation.

Board member Mike Duckworth, who wrote the resolution, said he will ask Evansville and Vanderburgh County governing bodies to pass similar statements of support.

He said he will try to organize a meeting involving INDOT, the Metropolitan Planning Organization and Mayor Jonathan Weinzapfel.

Weinzapfel, through spokeswoman Audra Levy, said he would be "supportive of taking another look" at the overpass issue.

Metropolitan Planning Director Brad Mills wasn't available for comment Friday.

Duckworth said he believes the overpass is warranted, especially given the presence of a McDonald's, BP gas station and Circle K convenience store across U.S. 41 from Bosse.

Erica Ramos, a crossing guard who works at the intersection before and after school at Bosse, agreed.

Ramos said the intersection is crowded at those hours, and even more students go from the high school to McDonald's later in the afternoon, when after-school activities conclude. Crossing guards aren't present then.

Adult pedestrians cross the highway, too, she added, and numerous drivers go too fast or pay little attention.

"I tell you what, it's awful," Ramos said. "The drivers don't obey the (30 mph) speed limit. I almost got hit the other day. They go around us like it's nothing."

Several clusters of students crossed U.S. 41 on Friday afternoon after the dismissal bell at Bosse. Freshman Pierre Moore said a pedestrian walkway "sounds like a really good idea."

"You wouldn't have to wait for the traffic, you could just go on across," he said.

A pedestrian walkway over U.S. 41 would likely cost several hundred thousand dollars, possibly even \$1 million, Curry said.

He said there would be costs for property acquisition as well as for construction. An overpass would have to meet height requirements and not block sight lines.

Planners in the past have said an overpass would have to be at least 300 feet from the intersection because of sight line issues.

Any first steps toward building an overpass would involve detailed studies of the intersection and a cost/benefit analysis, Curry said.

Past studies haven't justified the project, Curry said, although INDOT would not object to a fresh look.

He said he didn't know what statistical thresholds would have to be met to move the project forward, but if studies justified the project, federal funding might be available.

Duckworth, a 1974 Bosse graduate, said he hopes it won't require a tragedy at the intersection to draw attention to the issue.

Discussion about the intersection is hardly new; Duckworth said it goes back 20 years.

Gerald Summers, the school corporation's safety and security director, said Bosse at one time offered bus transportation across the intersection, but "they didn't have a lot of takers" because of the time required to load the bus.

If the state built an overpass "it would help the situation," Summers said.

Bosse's first-year principal, William Roberts, said he supports exploring the overpass option.

"We want to be proactive and do everything we can to prevent a tragedy," Roberts said.



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# Walking to school T

# he Issue: Special day encourages children to go on foot . Our View: Exercise could improve classroom activity.

Staff Reports

Tuesday, October 2, 2007

There is a generation or so of older Americans who will be stunned to learn that Wednesday is International Walk to School Day.

How else, they might ask, does one get to school? Thereby revealing they are of a vintage going back 40 years or so when half of all students walked or biked to school, or maybe even further when the proportion was higher.

There is also a generation or so of younger Americans who will be stunned to learn that it is not only legal to walk to school, but officially encouraged by the U.S. government.

Indeed, Uncle Sam is one of the prime movers behind Walk to School Day, the hope being that it will go from being a one-day observance to a daily routine. Today, only 10 percent of schoolchildren nationwide walk to school, and of those who live close enough to their schools, within a mile, to reasonably do so, only 25 percent walk or bike.

The prime reason for trying to get the kids out of the school buses and their parents' cars is health. The reason for getting the kids into vehicles in the first place was safety — a well-founded fear of traffic and a less well-founded fear of predators — but now the authorities believe that is being outweighed by the dangers of a sedentary lifestyle.

Over the past 30 years the percentage of children ages 6 to 11 who are overweight has more than doubled, with all the later-life health risks that entails. Exercise improves classroom performance, but about half of those 12 to 21 get no regular exercise.

Federal and state governments are putting hundreds of millions of dollars into ensuring safe routes to schools — better sidewalks, safer bike lanes, crossing guards. And they are urging adults to walk their children to school on the grounds that the exercise will do the grown-ups good, too.

We would note that this comes at a time when the effort is just starting again to better ensure the safety of Bosse High School students who walk to school. Some officials are proposing a pedestrian overpass across U.S. 41 near the school. Past efforts have failed.

As for the national effort, there are Web sites to tell you how to go about walking to school if you are of that generation that missed it. The basics are at [www.walktoschool-usa.org](http://www.walktoschool-usa.org). The National Center for Safe Routes to School can be

reached at [saferoutesinfo.org](http://saferoutesinfo.org). And the U.S. Centers for Disease Control and Prevention checks in at [cdc.gov/nccdphp/dnpa/kidswalk](http://cdc.gov/nccdphp/dnpa/kidswalk).

You'll be doing your kids a favor, because one day they'll be able to tell their own kids those hoary tall tales of their youth that begin, "Why, when I was your age ... ."



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## Wall of noise blocks spirit's view of the divine

By SARA ANNE CORRIGAN / Closer to God

Saturday, April 12, 2008

I spent three hours on a recent Friday night in the cocktail lounge of a family-owned small-town restaurant.

The food was great.

But the noise ...

There was no music. The cacophony was generated entirely by about 100 happy people. As the evening wore on, they got happier; as they got happier, they got noisier.

When we left, I remarked that I thought my ears were going to start bleeding. I also was reminded why I didn't like going to bars anymore. And I decided the experience gave a new layer of meaning to my claim to be living a quiet life.

This morning I just came in from having coffee in the garden. It wasn't exactly silent. In addition to the birds, there was a train whistling in the distance. A jet flew overhead. The slow steady roar of vehicles on U.S. 41 and the Lloyd Expressway created a dull, white background noise. Still, in comparison to that bar ...

Then the city recycling truck made its first pass on the block out front. The clattering of glass startled the pregnant squirrel that comes daily into my garden for a handout of sunflower seeds and fresh apple. That was when I realized just how quiet my world has become.

And then I thought back to an article I read a number of years ago about a young man who spent the better part of a year traveling around the country trying to find a spot where, in a 24-hour period, he could record no man-made sounds.

He failed. As I recall, he could never find a place that was free of airplanes overhead. There was something inherently sad about that. We humans take up an awful lot of space on this planet, and we make an awful lot of noise.

One of the more intrusive sounds in our neighborhood comes from boom boxes blasting from passing cars. They broadcast sounds that are so loud and so distorted that they lie outside anything even remotely related to music. Sounds so invasive that our windows rattle in their moorings.

I have a theory: People who drive those vehicles and generate all that noise truly fear, at some semi-subconscious level, that they are invisible. And in many regards (socially, politically, economically) they are. If we turn our heads to notice the noise, they have evidence that they have made an impression on their environment. That they do, in fact, exist.

In my often troubled and stumbling journey of the spirit, in my quest to know God, to "hear" the still small voice, I find more and more that it is in the quiet moments, in the quiet places, that I know I exist and that I am not alone.

I would like to tell those people in those cars that they are not invisible. That they are in the presence of the divine.

But they won't turn down the volume long enough.

Sara Anne Corrigan is a freelance writer living in Evansville. Contact her by e-mail at [CorriganSaraAnne@gmail.com](mailto:CorriganSaraAnne@gmail.com)



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## Public positive on road plan

# Cloverleaf to replace stoplights

By John Martin

Thursday, March 19, 2009

The cloverleaf intersection planned at U.S. 41 and Lloyd Expressway will continue to help Evansville shed its "stoplight city" identity, speakers said at a public hearing Thursday.

Construction is tentatively scheduled to begin in 2011 on the project that will replace stoplights currently on the Lloyd both east and west of U.S. 41.

The total cost is \$31.5 million. That includes construction as well as right-of-way acquisition.

"I'm all for it, especially to get the stoplights off at Lloyd," said Chris Schmidt, who once served on the former Evansville Urban Transportation Study Board, adding he hopes work can move quickly. "Diamond Avenue (construction) took way too long."

Resident Mike Wilson also said he supports the project and hopes "we can put an excellent road on the map."

Another speaker, Emily Campton, took a slightly different tack, warning any nearby property owners to "read the small print" in their home-owner insurance policies to make sure any residual damage related to the construction is covered.

The traffic volume at U.S. 41 and the Lloyd is projected eventually to reach 70,000 vehicles per day, said engineer James Johnson of Beam, Longest & Neff of Indianapolis.

As part of the project, the northbound and southbound U.S. 41 bridges north of the intersection will be replaced. And an overhead pedestrian bridge on the Lloyd just east of U.S. 41 will shift farther east and link with the Pigeon Creek Greenway.

The right-of-way acquisition process involves 17 homes, seven commercial properties and Trinity Wesleyan Church. INDOT also acquired a slice of Evansville Vanderburgh School Corp. property near Howard Roosa Elementary School.

The school system plans to close Howard Roosa in two years.

New storm sewers are to run north from the intersection to Pigeon Creek. About half of the storm water is to veer off into that outlet, while the remainder is to use the existing drainage pattern into a combined sewer runoff.

Thursday night's INDOT hearing on the project drew 75 people to the Southern Indiana Career & Technical Center.

The handful of people who rose to speak generally were supportive of the project.

Carter Clarke, vice chairman of the Keep Evansville Beautiful board of directors, urged INDOT to involve the beautification organization early in the construction process.

Clarke said the project brings "great opportunities" for new flower and tree planting.

During construction, traffic is to be maintained on existing routes.

The state will continue to receive public comments about the project for two weeks.



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## Front Door focus area named

### It is centered around Haynie's Corner

By Jimmy Nesbitt

Wednesday, May 6, 2009

The Department of Metropolitan Development plans to concentrate neighborhood revitalization efforts in a 40- to 50-square-block area centered around Haynie's Corner at SE Second Street and Adams Avenue.

The Evansville Redevelopment Commission approved a resolution Tuesday designating a focus area inside the Front Door Pride neighborhood. The area contains 1,311 parcels, mostly either blighted or in declining condition, with 775 of the 944 single-family dwellings in the area built before 1920.

The resolution is the first step in establishing the area as a tax increment financing district, or TIF district, said Jane Reel, deputy director of the Department of Metropolitan Development. TIF districts allow municipalities to capture taxes gained through increases in assessed property values for redevelopment projects within the district's boundaries.

Reel said the development department still will make improvements outside the focus area in the Front Door Pride neighborhood, bounded by the Lloyd Expressway to the north, U.S. 41 to the east, Veterans Memorial Parkway to the south and Cherry Street to the west.

The Front Door Pride program was created in 2004 to revitalize the Goosetown neighborhood. Redevelopment Commission member Les White said the program has progressed slower than he had hoped, but he added, "I think it's coming around. ... I think eventually, with the turnaround of the economy, it will give folks better opportunities for housing in that area."

Commission member Ted Ubelhor said focusing on one section of the neighborhood will allow the Department of Metropolitan Development to make noticeable improvements quicker.

"I think it will be a good thing," Ubelhor said.



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## State's road list points to danger in Vanderburgh County | PDF

### Some segments ranked with Indiana's worst

By Bill Straub

Sunday, January 9, 2011

WASHINGTON — Three sections of Vanderburgh County roads are among the most dangerous in Indiana, according to a report submitted by the state to the federal Department of Transportation.

The report, prepared by the Indiana Department of Transportation and the Center for Road Safety at Purdue University, lists a 0.31-mile section of Green River Road from East Virginia Street to Carriage Drive, a 0.15-mile section of Green River Road from Morgan Center Drive to Boonville Highway and a 0.3-mile section of Kratzville Road from Hobart Avenue to West Buena Vista Drive among the state's most hazardous local road segments.

It also cites four Vanderburgh County state road intersections "currently exhibiting the most severe highway safety needs:" U.S. 41 at Washington Avenue; West Diamond Avenue at Kratzville Road; West Lloyd Expressway at Fulton Avenue; and West Lloyd Expressway at Red Bank Road. And it lists three local road intersections — Washington Avenue at South Weinbach Avenue, Northwest Riverside Drive at Court Street and Maxwell Avenue at North Fares Avenue, all in Evansville.

The roads were listed in the Indiana 2010 Five-Percent Report, part of the national Highway Safety Improvement Program aimed at reducing traffic fatalities and serious injuries. Under the program, every state is required to submit an annual report describing not less than 5 percent of its highway locations exhibiting the most severe safety needs. The current report uses traffic statistics from 2007 to 2009.

The intent of this particular reporting requirement, according to the Department of Transportation, is to increase public awareness of the highway safety needs and challenges around the country.

Indiana reported 95,701 miles of public roads in 2009, with total travel on those byways reaching almost 74 billion miles.

The state experiences 190,000 to 205,000 traffic crashes each year, 600 to 800 of them involving fatalities. Another 34,000 to 38,000 involve personal injury crashes while 150,000 to 170,000 result in property damage.

"The personal, societal, and economic costs of these crashes are staggering," according to the report.

The report also said Green River Road from East Virginia Street to Carriage Drive saw 89 total crashes during the reporting period, none of which resulted in fatalities although there were two incapacitating injuries. Green River Drive from Morgan Center Drive to Old Boonville Highway was the site of 12 crashes, with one fatality and one incapacitating injury while the Kratzville Road section saw 11 crashes with zero fatalities but four incapacitating injuries.

On the intersection side: U.S. 41 at Washington Avenue experienced 57 total crashes, resulting in four incapacitating injuries; West Diamond Avenue at Kratzville Road was the site of 24 accidents and five incapacitating injuries; West Lloyd Expressway at Fulton Avenue had 88 crashes and three incapacitating injuries; and West Lloyd Expressway and Red Bank Road suffered 75 accidents, resulting in three deaths and one incapacitating injury.

The Washington Avenue at South Weinbach Avenue site saw 50 crashes with two incapacitating injuries. Northwest Riverside Drive at Court Street had 17 crashes and two incapacitating injuries while Maxwell Avenue at North Fares Avenue had 18 crashes, one fatality and one incapacitating injury.

Of the counties surrounding Vanderburgh, only Gibson County had a problem roadway listed — a 0.6-mile stretch of Indiana 64 from County Road 850 to County Road 800 southeast of East Mount Carmel. It was the site of 66 accidents, a fatality and three incapacitating injuries.



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# INDOT announces changes to planned U.S. 41-Lloyd interchange

Staff Reports

Originally published 02:16 p.m., February 3, 2011

Updated 03:07 p.m., February 3, 2011

EVANSVILLE — An [Indiana Department of Transportation](#) spokeswoman announced today that state officials have modified plans for a new interchange at the intersection of the Lloyd Expressway and U.S. 41, but that construction is still scheduled to be finished by the end of 2013.

INDOT spokeswoman Cher Goodwin said her department has scrapped plans for a full cloverleaf interchange at the busy intersection and instead will install a partial cloverleaf with two slip ramps. She said the use of partial cloverleaf interchanges has been tested around the state and have been safer for motorists and cheaper to build. The project was announced as part of Gov. Mitch Daniels [Major Moves](#) in 2006.

She estimated the change would slash \$13 million from the project's original estimated \$30 million price tag.

Goodwin said the new plan will still remove two stoplights from the Lloyd Expressway.

"It will still continue to meet the true purpose and need of the project which was improving mobility and safety of the motoring public on the Lloyd," she said.

Construction should start by the middle of next year, Goodwin said.



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# EDITORIAL: Lloyd/41 debate jogs memory.

Staff Reports

Tuesday, February 22, 2011

The state of Indiana has long been telling us that it plans to improve the intersection of the Lloyd Expressway and U.S. 41 by eliminating traffic lights on the Lloyd.

To most Evansville residents, this is a symbolic intersection, literally the crossroads of two monuments to poor planning. Indeed, both the Lloyd and U.S. 41 were envisioned long ago as crosstown expressways, only in the final planning to be slowed to a crawl by those annoying traffic lights.

Anyway, we have been anticipating that the Indiana Department of Transportation would soon be fixing the intersection, as it did last year with the Lloyd/Fulton Avenue intersection.

Then, a few weeks ago, the state sprung a surprise on a city where traffic talk is not funny. Under a modification of its original plan, the lights would be taken off the Lloyd at 41, but the state would add two more traffic lights to U.S. 41, near its Lloyd intersection.

According to a report from Courier & Press staff writer Richard Gootee, both city and county officials were upset with the plan, such that they sent a letter to INDOT expressing disbelief that the state would consider adding more traffic lights to 41 as a way of improving traffic flow.

But in turn, the state told local officials that if it does not do the Lloyd-41 project, then the money earmarked for this project — initially, \$30 million — would not likely stay in the Evansville area, to be used for another highway project. Rather, state officials said it would probably go back in the state pot for work elsewhere.

Local officials have suggested the money be used to instead improve the Indiana 62/University Parkway interchange near the University of Southern Indiana.

With all that in mind, allow us to jog the local consciousness about the Lloyd Expressway and state highway jobs.

When the Lloyd was being planned, there was little disagreement that one of the busiest intersections would be at the Lloyd and Burkhardt Road. Burkhardt was envisioned for major retail/commercial development, and it made sense, at least to locals, that it have a cloverleaf interchange.

Alas, the decision was made to put off the interchange initially, in favor of traffic lights. Later, we were told, the state would install the interchange. Unfortunately, development in that area proved faster than expressway improvements.

Ground was broken on the Lloyd in 1983, but it wasn't until 2005 that the state said it was ready to do the Burkhardt interchange.

The reaction was similar to the reaction today to the Lloyd/41 plans, but magnified. Car dealers and other business owners had long since developed the area with ingress and egress to the Lloyd and they didn't want to see their improvements torn up and their entry points permanently closed. The once desired interchange was now being protested by business leaders.

The state got the message loud and clear. Plans for the Lloyd/Burkhardt interchange were suspended, but with a promise to revisit the issue in the year 2035.

And so we have to wonder, if the protest of the Lloyd/41 interchange is too long and loud, might it be moved aside only to show up in the state's 2040 traffic plan for Evansville.

**From:** Brent Jackson <brent@bdjackson.com>  
**Sent:** Thursday, December 3, 2020 10:22 PM  
**To:** Christine Meador  
**Cc:** Erica Haas; Dan Thatcher; Arnold, Troy; Tiller, Jason  
**Subject:** RE: US 41 Pedestrian Crossing - Public Meeting - Des. No. 1902709 - Meeting Reminder

Christine,

Ramps were identified in the other alternative bridge locations, as well as the costs to build each ramp. But the recommended Washington Avenue bridge location does not disclose that? How can you estimate the costs of ramps at the other non-recommended bridge locations, but forgo the recommended one?!? Wasn't the "final costs" one of the Key Factors used in qualifying a bridge locations candidacy?!? I don't understand how you come to your financial conclusions of how this bridge is cheaper without drilling down to the costs of the bridge ramps at the Washington Avenue location.

Brent Jackson

---

**From:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>  
**Sent:** Thursday, December 3, 2020 2:29 PM  
**To:** Brent Jackson <[brent@bdjackson.com](mailto:brent@bdjackson.com)>  
**Cc:** Erica Haas <[ehaas@hntb.com](mailto:ehaas@hntb.com)>; Dan Thatcher <[DThatcher@HNTB.com](mailto:DThatcher@HNTB.com)>; Arnold, Troy <[TArnold1@indot.IN.gov](mailto:TArnold1@indot.IN.gov)>; Tiller, Jason <[JTiller@indot.IN.gov](mailto:JTiller@indot.IN.gov)>  
**Subject:** RE: US 41 Pedestrian Crossing - Public Meeting - Des. No. 1902709 - Meeting Reminder

Brent –

Thank you for the follow up – I included the project and task managers so everyone is in the loop. As we are so early in the design phase, the ramp configuration has not been determined yet, but will be identified during the preliminary design phase of the project. A ramp configuration that minimizes project footprint while meeting ADA criteria will be used for our design.

Chris

**Christine Meador**  
Senior Project Manager  
Environmental Planning  
Cell (317) 459-3629 Direct (317) 917-5338 Email: [cmeador@hntb.com](mailto:cmeador@hntb.com)

---

**From:** Brent Jackson <[brent@bdjackson.com](mailto:brent@bdjackson.com)>  
**Sent:** Wednesday, December 2, 2020 7:28 PM  
**To:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>  
**Cc:** Erica Haas <[ehaas@hntb.com](mailto:ehaas@hntb.com)>; Dan Thatcher <[DThatcher@HNTB.com](mailto:DThatcher@HNTB.com)>; Arnold, Troy <[TArnold1@indot.IN.gov](mailto:TArnold1@indot.IN.gov)>; Tiller, Jason <[JTiller@indot.IN.gov](mailto:JTiller@indot.IN.gov)>  
**Subject:** RE: US 41 Pedestrian Crossing - Public Meeting - Des. No. 1902709 - Meeting Reminder

Thank You for responding Christine!

I see you added recipients to this email. I replied to ALL this time...

Regarding the Washington Avenue proposed bridge. Can you tell me more about the ramps that will be used there? The online report says that there will be 3 runs of ramps used at Blackford, but mentions nothing about the Washington Avenue Bridge proposal. I measured the distance and I am trying to gauge how many runs of ramps will be on each side of a Washington Avenue bridge. Has that been determined? Using ADA requirements, I am measuring 5 runs of ramps on the westside of 41?!?

Thanks In Advance!

Brent

---

**From:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>  
**Sent:** Wednesday, December 2, 2020 10:46 AM  
**To:** Brent Jackson <[brent@bdjackson.com](mailto:brent@bdjackson.com)>  
**Cc:** Erica Haas <[ehaas@hntb.com](mailto:ehaas@hntb.com)>; Dan Thatcher <[DThatcher@HNTB.com](mailto:DThatcher@HNTB.com)>; Arnold, Troy <[TArnold1@indot.IN.gov](mailto:TArnold1@indot.IN.gov)>; Tiller, Jason <[JTiller@indot.IN.gov](mailto:JTiller@indot.IN.gov)>  
**Subject:** RE: US 41 Pedestrian Crossing - Public Meeting - Des. No. 1902709 - Meeting Reminder

Brent –

Thank you for your participation in the project development process. “RCI” is an acronym for reduced conflict intersection which is a term used for a variety of different intersection designs that reduce the likelihood of vehicle crashes. Under the right traffic conditions, RCIs can improve safety and reduce delay by separating and simplifying traffic movements and reduce the number of traffic signal phases.

The RCI at US 41 and Washington Avenue project is in the initial stages of project development and just recently secured funding. INDOT anticipates construction in 2025. In 2021, as part of the project development process, a study to evaluate different RCI intersection types and their effectiveness at this intersection will be developed and shared with the public. The project will also be incorporated into the local Transportation Improvement Plan.

If you have any further questions or comments please let us know.  
Chris

**Christine Meador**  
Senior Project Manager  
Environmental Planning  
Cell (317) 459-3629 Direct (317) 917-5338 Email: [cmeador@hntb.com](mailto:cmeador@hntb.com)

---

**From:** Brent Jackson <[brent@bdjackson.com](mailto:brent@bdjackson.com)>  
**Sent:** Tuesday, December 1, 2020 12:11 PM  
**To:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>  
**Subject:** RE: US 41 Pedestrian Crossing - Public Meeting - Des. No. 1902709 - Meeting Reminder

Christine,

Thank you for this. I was in attendance at this meeting in Evansville a couple of weeks ago. I thought I missed something during the course of the meeting and have reviewed everything that has been made public about the project. However, at that meeting you talk about the "RCI Project" but never elaborated on what that acronym or project really is. This is the first I heard of the RCI project. Could you tell me what it is and the effective footprint of that project?

I am preparing a formal written response.

Thanks in Advance,

Brent Jackson  
President of the Presidents Neighborhood Association

---

**From:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>

**Sent:** Monday, November 16, 2020 8:05 AM

**To:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>

**Cc:** Dan Thatcher <[DThatcher@HNTB.com](mailto:DThatcher@HNTB.com)>; Erica Haas <[ehaas@hntb.com](mailto:ehaas@hntb.com)>; Arnold, Troy <[TArnold1@indot.IN.gov](mailto:TArnold1@indot.IN.gov)>

**Subject:** US 41 Pedestrian Crossing - Public Meeting - Des. No. 1902709 - Meeting Reminder

DES# 1902709

### NOTICE OF PUBLIC MEETING

The Indiana Department of Transportation (INDOT) will hold a public meeting beginning at 6:00 p.m. on Wednesday November 18, 2020, at the Benjamin Bosse High School Cafeteria located at 1300 Washington Avenue, Evansville IN 47714. The public meeting presentation and comment period will also be broadcast via the INDOT: Southwest (@INDOTVincennesDistrict) Facebook page located at <https://www.facebook.com/INDOTVincennesDistrict/>, the INDOT Southwest (@INDOTSouthwest) Twitter page, or virtually via meeting invite. The purpose of the public meeting is to offer all interested persons an opportunity to comment on the recommended pedestrian crossing of US 41 location and type. The doors will be open at 5:00 p.m. to give meeting participants time to view displays and talk to project representatives prior to the start of the meeting. The intent of the project is to improve pedestrian safety for individuals trying to cross US 41.

This project is located on US 41 at the intersection of Washington Avenue in Knight Township, Vanderburgh County, within INDOT's Vincennes District. The High-Rail Pedestrian Trail runs along the west side of US 41 within the project limits and connects to the sidewalks on the north and south side of Washington Avenue. Benjamin Bosse High School is located in the northeast corner of this intersection. A grade separated crossing is warranted at this location based on the safety concerns for pedestrian and bicycle traffic at the intersection. Two alternative structure configurations were considered, a below ground tunnel and a pedestrian bridge. Both options were considered at four locations within the project area; at East Chandler

Avenue, at East Powell Avenue, at East Blackford Avenue, and the north side of the intersection of US 41 and Washington Avenue. Based on the preliminary Alternative Report and considering the project key factors and the comparative cost, a pedestrian bridge at Washington Avenue, is the recommended alternate. INDOT is seeking stakeholder and public input on this recommendation prior to proceeding with detailed design. A more detailed analysis of structure characteristics including structure type, span arrangement, and ramp layout will be evaluated as the next steps in early 2021.

At present, both state and federal funds are available for construction of the project. A Categorical Exclusion Level 2 or 4 document will be prepared for this project to fully evaluate the project impacts. Project materials will be available to view at <https://www.in.gov/indot/2707.htm> or upon request.

Persons with limited internet access may request project information be mailed to them. Please contact Christine Meador, HNTB, 111 Monument Circle, Suite 1200, Indianapolis IN 46204 or [cmeador@HNTB.com](mailto:cmeador@HNTB.com) or 317-636-4682 for information.

The in-person public meeting will include appropriate social distancing measures. Meeting attendees and the project team are required to wear masks per local ordinance and will practice social distancing. Attendees who do not have a mask will be provided one, and hand sanitation stations will be available. The public meeting presentation and formal comment period will also be broadcast live INDOT Southwest Facebook Live (@INDOTVincennesDistrict) and INDOT Southwest Twitter (@INDOTSouthwest), or virtually via WebEx, so that people may participate virtually. To request a link to the WebEx Meeting, email Christine Meador at [cmeador@hntb.com](mailto:cmeador@hntb.com).

In accordance with the "Americans with Disabilities Act", if you have a disability or need assistance with accessibility to the above documents such as interpreters or readers, please contact Christine Meador, HNTB, 111 Monument Circle, Suite 1200, Indianapolis IN 46204 or [cmeador@HNTB.com](mailto:cmeador@HNTB.com) or 317-636-4682 who can provide accommodations.

Comments will be accepted in writing via a comment form or verbally at the public meeting or via U.S. Postal Service or E-mail. Comments can be submitted to Christine Meador, HNTB, 111 Monument Circle, Suite 1200, Indianapolis IN 46204 or [cmeador@HNTB.com](mailto:cmeador@HNTB.com) or INDOT's Project Manager, Troy Arnold, Indiana Department of Transportation Vincennes District, 3650 South U.S. Highway 41, Vincennes, IN 47591 or [TArnold1@indot.IN.gov](mailto:TArnold1@indot.IN.gov). Comments will be accepted through Friday December 4, 2020.

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

Please share this notice with your constituents and other interested parties.

Thank you for your participation in the INDOT project development process and we look forward to talking with you.

Chris

**Christine Meador**

Senior Project Manager

Environmental Planning

Tel (317) 636-4682 Direct (317) 917-5338 Email [cmeador@hntb.com](mailto:cmeador@hntb.com)

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**From:** Arnold, Troy <TArnold1@indot.IN.gov>  
**Sent:** Friday, December 4, 2020 7:40 AM  
**To:** Burton, Alex  
**Cc:** Elpers, Justin; Weaver, Jonathan; Trockman, Ben; Heronemus, Zac J; Schaefer, Steve; Dan Thatcher; Christine Meador; Erica Haas  
**Subject:** RE: Bosse Bridge Project

City Councilors of Evansville, IN  
Ben Trockman  
Zac Heronemus  
Alex Burton  
Justin Elpers  
Jonathan Weaver

Thank You for your comments and support. We agree that safety of the public is very important, and we look forward to continuing our partnership with the City of Evansville through the development of this project.

Thanks,

**Troy Arnold, PMP**

*Project Manager*

3650 South U.S. Highway 41

Vincennes, IN 47591

**Office:** (812) 895-7348

**Cell:** (812) 890-9047

**Email:** [tarnold1@indot.in.gov](mailto:tarnold1@indot.in.gov)



[Click Here To Sign Up for INDOT Project Email and Text Alerts!](#)

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**From:** Burton, Alex [<mailto:aburton@evansville.in.gov>]  
**Sent:** Thursday, December 03, 2020 9:36 AM  
**To:** Arnold, Troy <[TArnold1@indot.IN.gov](mailto:TArnold1@indot.IN.gov)>  
**Cc:** Elpers, Justin <[jelpers@evansville.in.gov](mailto:jelpers@evansville.in.gov)>; Weaver, Jonathan <[jweaver@evansville.in.gov](mailto:jweaver@evansville.in.gov)>; Trockman, Ben <[btrockman@evansville.in.gov](mailto:btrockman@evansville.in.gov)>; Heronemus, Zac J <[zjheronemus@evansville.in.gov](mailto:zjheronemus@evansville.in.gov)>; Schaefer, Steve <[sschaefer@evansville.in.gov](mailto:sschaefer@evansville.in.gov)>  
**Subject:** Bosse Bridge Project

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November 18, 2020

Troy Arnold  
INDOT  
Vincennes District  
3650 S. Hwy 41  
Vincennes, IN 47591

Mr. Arnold:

The safety of every resident in the City of Evansville is a concern of the Common Council. In order for our city to reach its fullest potential, we must ensure that proper safety measures exist and are continually improved. We proudly support all measures that make transit more efficient and to also increase the safety of pedestrians in our community.

It is with great excitement, joy, and full support that the Evansville City Council proudly supports the efforts to construct a bridge over the busy intersection of Washington Avenue and U.S. Highway 41. Though this project is in its infancy, we fully support Alternate Option III, which is scheduled to begin construction in the spring 2023.

Over the next few years, please know that the Evansville City Council is in full support of this project. As a body, we are grateful for community members, organizations, and Mayor Winnecke for carrying the conversation forward to become a reality to benefit pedestrians, bicyclists, and vehicles. Most importantly, students who attend Bosse High School and Washington Middle School will no longer have to worry about the dangers that crossing U.S. Highway 41 brings.

This measure is needed and the bridge will be an asset to the City of Evansville.

Humbly submitted,

Ben Trockman  
Zac Heronemus  
Alex Burton  
Justin Elpers  
Jonathan Weaver

City Councilors of Evansville, IN

## Christine Meador

---

**From:** Elaine Mittleman <elainemittleman@msn.com>  
**Sent:** Friday, December 4, 2020 5:26 PM  
**To:** tarnold1@indot.in.gov; Christine Meador  
**Subject:** Fw: My traffic accident at Highway 41 and Washington Avenue - Comments about proposed pedestrian overpass  
**Attachments:** Indiana Officer's Standard Crash Report 12.29.2016.pdf; City of Henderson letter and documents 2.06.2017.pdf; Nissan Versa photo #1.pdf; Nissan Versa photo #2.pdf; Nissan Versa photo #3.pdf

Troy and Christine - I am submitting comments about the proposed pedestrian overpass at U.S. 41 and Washington Avenue.

Please see messages below.

I am in favor of the overpass.

I am very frustrated because I had previously contacted INDOT and other officials several times about my experience. I do not believe that my input was considered. I was hoping that I would be given updates or notice of progress about the plans but that did not happen.

I do not think that INDOT was at all responsive to my comments and input.

As you can see from the documents attached, I had a very serious accident at U.S. 41 and Washington Avenue. I was hit by an ambulance that was driving northbound on U.S. 41 from Henderson.

The ambulance did not slow down at all or acknowledge that I had the right-of-way.

I believe I could have been badly injured or killed if I had not been an alert driver. The ambulance driver drove through the intersection at a high rate of speed, even though there was a red light.

I would like to be kept informed about the plans so I can make substantive comments.

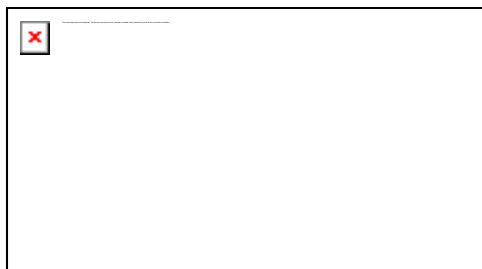
Thank you for your attention to this.

Elaine Mittleman  
Cell phone 202 297-2338

---

**From:** Elaine Mittleman <elainemittleman@msn.com>  
**Sent:** Friday, February 14, 2020 3:30 PM  
**To:** baschmitt@evansville.in.gov <baschmitt@evansville.in.gov>  
**Subject:** Fw: My traffic accident at Highway 41 and Washington Avenue

<https://www.courierpress.com/story/news/2020/02/13/formal-step-taken-toward-washington-41-pedestrian-bridge-near-bosse/4753539002/>



## Formal step taken toward construction of Washington Avenue, U.S. 41 bridge near Bosse

A formal step was taken Thursday toward the eventual construction of a pedestrian walkway above U.S. 41, near Bosse High School and Washington Avenue.

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

I have read that some progress may be occurring for the pedestrian walkway near Bosse.

Please let me know about this progress. I would like to be certain that my experience at that intersection is included in the planning. I contacted INDOT some time ago, but I don't have confidence that they paid much attention to the information I provided.

Thank you for your attention to this matter.

Elaine Mittleman  
Cell phone 202 297-2338

Elaine Mittleman, Esq.  
Law Office of Elaine Mittleman  
2040 Arch Drive  
Falls Church, VA 22043  
(703) 734-0482  
[elainemittleman@msn.com](mailto:elainemittleman@msn.com)

The information contained in this message may include sensitive or attorney work product information. If you received this message in error, please notify the sender immediately.

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**From:** Elaine Mittleman <elainemittleman@msn.com>  
**Sent:** Thursday, May 9, 2019 1:59 PM  
**To:** ktaylor1@indot.in.gov <ktaylor1@indot.in.gov>  
**Subject:** Fw: My traffic accident at Highway 41 and Washington Avenue

I was very glad to talk with you.

Please see message below and documents.

I would be glad to provide additional information.

My cell phone is 202 297-2338.

Elaine Mittleman

Elaine Mittleman, Esq.  
Law Office of Elaine Mittleman  
2040 Arch Drive  
Falls Church, VA 22043  
(703) 734-0482  
[elainemittleman@msn.com](mailto:elainemittleman@msn.com)

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**From:** Elaine Mittleman <ElaineMittleman@msn.com>  
**Sent:** Wednesday, April 17, 2019 4:15 PM  
**To:** baschmitt@evansville.in.gov; cweil@evansville.in.gov  
**Subject:** My traffic accident at Highway 41 and Washington Avenue

Hello - I have lived in Evansville and am visiting my daughter now. She lives in Newburgh.

I read that there is a proposal for or possibility of an overpass at Highway 41 and Washington Avenue.

I am writing to bring your attention to the traffic accident I was involved in at that intersection. Attached are documents and photos relating to the accident. The police report is not correct to the extent that it states that the ambulance was driving south. The ambulance was driving north on Highway 41 coming from Henderson.

I will very briefly describe what happened, but would be glad to provide additional information.

I was driving east on Washington Avenue and had not yet reached Highway 41. An ambulance was driving north on Highway 41 coming from Henderson. I had the green light. The ambulance siren was on. However, the driver did not slow down or take any action to avoid hitting me. I believe that there was ample room for him to have changed lanes and avoided hitting me.

I believe I could have been killed if I had not taken measures to avoid the oncoming ambulance. It seems that the ambulance driver had no awareness that he was supposed to yield or use caution when going through an intersection. He apparently thought that all he had to do was have the siren on. However, given his rate of speed, I believe that the siren did not provide sufficient warning of the oncoming vehicle. There is also a curve in the road which prevented seeing the ambulance until it was very near Washington Avenue.

If there had been students crossing Highway 41, it seems highly likely that the students would have been hit by this ambulance.

I would be very pleased and honored if I can contribute to improved safety at this intersection. I was driving by Bosse High School that day because I have fond memories of student teaching at Bosse in 1969.

Please let me know if I can provide a statement or other information. If you call, please use my cell phone. The number is 202 297-2338.

Thank you for your efforts at keeping Evansville streets safe.

Elaine Mittleman

Elaine Mittleman, Esq.  
Law Office of Elaine Mittleman  
2040 Arch Drive  
Falls Church, VA 22043  
(703) 734-0482  
[elainemittleman@msn.com](mailto:elainemittleman@msn.com)

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